

Timestamp	What is your name?	Where do you live in Boston?	What do you like about the proposed zoning text amendment draft for Squares + Streets zoning districts?	What would you like to see changed in the proposed zoning text amendment draft for Squares + Streets zoning districts?	Please provide any additional comments not addressed above here:
12/5/2023 12:44:53	Matt Rice	Hyde Park	I love the legalization by right for dense housing and mixed use buildings along the most lively places in Boston. I want to see more life and things to do come to my neighborhood.	We need these zoning changes in city squares and main streets. Please do not let the loud minority descope this plan that will make our city better for current and future generations	
12/5/2023 20:05:16	Mary Tenenbaum	West Roxbury	The approach is excellent. I like the removal of parking minimums as that is a major driver of unaffordable development and congestion. The active use ground floor uses and outdoor community spaces are great. I like that the buildings are allowed to be mixed use with higher stories for residential use that bring residents to the community centers and make them vibrant places to live.	Maybe allow 5 floors instead of 4 floors on the smaller scale areas. Look at linking the double parking issue for delivery drivers to licensing process.	
12/8/2023 17:26:12	Milan Patel	Hyde Park	Off Street parking on affordable unit being zero.	Please add language regarding parking stacker systems and loading bay design. Currently ISD counts it as a zoning violation(Art. 69 Sec. 29.5). Plus, ISD is adding violations on loading bay design(Art. 69 Sec. 29) due to backing into a loading bay and stopping traffic.	
12/11/2023 9:02:29	Andrew Murray	Roslindale	Increased housing density, focus on bike and public transit infrastructure, increased walk ability	Further emphasis on alternatives to cars; further reduction of parking minimums	
12/11/2023 9:48:28	Evan Zinner	Roslindale	It's a start I guess.	More housing.	The proposed changes do not go nearly far enough. We are in a housing crisis and have been for years. We can not be talking about small changes like this. We need to be building an order of magnitude more than we are in order to combat the raising rents. For God's sake, our rents are higher than SF now—let developers build housing. We need housing. It's not clear (at least to me) where exactly these four new zoning designations will be used. At least historically, areas zoned for more housing have been directly on the busiest streets (for vehicular traffic) in the neighborhood. I hope that will not be the case here. Every person I know who is looking to buy a home would prefer to live on a street with less vehicular traffic. This should not be surprising. Roads with high vehicular traffic have worse air pollution and noise pollution, and they are dangerous. You particularly hear this desire from parents with young children (a demographic Boston struggles to retain). And yet, we force almost all of the new housing to be built on the streets with the most vehicular traffic. Some will say that by adding some density to the less-busy streets, we will make those streets just as busy. However, that is frequently not the case. In my neighborhood of Roslindale, the busiest street is Washington St. and most of the cars on Washington St are going through Roslindale not to/from the neighborhood. All new residents should not be forced to live within earshot of the through traffic.
12/11/2023 11:42:20	Evan Zinner	Roslindale	I like that Drive ins and Drive Throughs are forbidden. This should be expanded to the entire city.	I do not understand the need for the A-G designation. What could possibly be the downside of having an art studio on the second floor of a building? Or a restaurant having a second floor? Or a maker space or an art gallery? What are we trying to prevent?	Density should not be pushed exclusively to the busiest streets of the neighborhood.
12/11/2023 13:15:07	Eileen McMahon	Jamaica Plain	That there are 5 city wide districts	Clarification of the classification of airbnbs - would multifamily homes with an owner living in an adjacent unit be considered residential living? a lodging house? a hotel? or something else?	Please include a picture of an airbnb consisting of one unit of a multifamily home with an owner living in an adjacent unit in your Land Use Modernization Visual Guide.
12/11/2023 16:57:14	Jacob Oppenheim	South End	Increased Density, By Right Zoning, Mixed Use	Higher Density -- the proposed zones are lower density than the downtown proximate neighborhoods everyone loves (eg Back Bay, South End, etc) that should be legal everywhere. In fact, they're likely lower density than South Boston and East Boston. You certainly can't build a booming new neighborhood like Fenway or Harrison-Albany/SoWa with them. That should change.	
12/12/2023 17:19:56	Tim Burbridge	Hyde Park	This is a long time coming and I like that it is focused on the parts of the city that we desperately need more housing in, the squares and neighborhoods near transit.	I don't think any part of boston should be zoned single family when we have one of the most extreme housing crises in the country. Historic districts and commissions are fine to make sure that development keeps neighborhood character, but single family zoning effectively creates red lines around neighborhoods that keeps middle class, poorer, and DEI populations out of large parts of the city and should never have been allowed in the first place, never mind now. We also need better ADU rules, in general (similar to california and minneapolis), but that might be outside the scope of this amendment.	
12/12/2023 20:13:40	Shakira Alleyne	Hyde Park	Items in the works so far for improvements in the community	Nothing else at this time. Love to see minority businesses still in the area.	Paving the streets as they are dug up or other things added.
12/13/2023 10:38:13	Gene Radwin	Roslindale	It's not clear to me what is the amendment and what is the original draft to judge the amended changes against.	Clearer designation of what is proposed The BPDA needs to have neighborhood representation on its BOARD. These surveys make it appear that they are soliciting input when they are only checking a box.	Unreasonable task to expect ordinary residents to work way through 120 page technical document to understand what is proposed originally, what is being amended etc. Public cannot be expected to offer feedback when document is complex and technical. Would have been so much better if there had been pictures showing what a current district looks like and what it would look like under the proposed Streets and Squares changes. Not at all clear how this proposal will make for a better city -- more affordable, more equitable, more oriented to needs of local residents and local businesses.
12/13/2023 20:50:00	domenic acetta	Dorchester	Nothing. It gives more power to a non elected group to do what investors and developers want.	There needs to be a plan for building in the City (Dorchester does not have one that I know of). No just a "build it where you can" approach.	I attend the Article 80 Stakeholders Zoom meetings. All types of letters are submitted to the BPDA with no response. The group is politely ignored. (another box checked)
12/14/2023 12:40:55	Andy Feldman	Allston	More housing in more places! And no parking minimums. Keep those 2 parts please	As much density in possible and make it as easy as possible to upzone	The BPDA needs to be abolished. That is what the Michele Wu said when she was running for Mayor. And what I am holding her to in the next election.
12/14/2023 22:33:24	Steven Gag	Roslindale	We need more housing in our neighborhood and city (and region and state and country!). Our zoning is outdated and doesn't allow for the density we need to build more housing. Concentrating density in squares and major streets makes a lot of sense because that's where most of our neighborhood commerce takes place and where public transportation converges.	I'm not sure if parking and pedestrian and biking safety have been addressed in the proposed zoning amendment but it needs to be changed from current zoning regulations. The City requires too much parking in transit rich squares and major streets. Substantially reduce the required parking ration to less than 0.5 parking spaces per unit of housing. Insure that free parking spots turn over quickly through metering and time restrictions. Install biking and pedestrian infrastructure that slows car movement and allows for plenty of daylighting around crosswalks and intersections.	Change is hard. If we want our City and neighborhood to thrive and be more equitable we need to create spaces for that to happen. Some people won't be happy with these changes. It's incumbent on political leaders, city workers and citizens to discuss this zoning amendment and make hard choices, even in the face of substantial backlash.
12/15/2023 5:52:06	Nikolas Varga	Roxbury	I like how most active uses are allowed by right or conditionally in Squares and Streets districts, and the removal of minimum parking requirements for these districts. That will definitely help make new construction and additions more feasible in these areas. I also like the lack of dimensional requirements in terms of facade and setbacks. I like the idea of creating varied intensities of district. Overall, these changes are incredibly exciting and will improve the streets and squares of Boston! Not only will they allow mixed-use by right in these districts, but they retroactively makes it possible for existing single story buildings, which occupy many square and streets, to build new residential on top.	Small retail should be allowed conditionally in S0. Give people the ability to have a little corner store in their building in a neighborhood if they so choose! I also think small entertainment should be conditional in S0, it would make more independent venues possible and support Boston's local music scene. Max height in stories should be increased to 5 in S0, 6 in S1, 7 in S2, and 10 in S4, along with the corresponding height in feet. This will make more buildings financially feasible in these squares and streets and make more density possible in areas that most likely already support transit. I further think limiting S0 buildings to 14 residential units is pointless and will most likely lead to required variances for creative buildings. Having a large front yard requirement in S0 and S1 detracts from having active ground-floor uses because it does not encourage active uses to engage the street-front. Zero-lot line conditions should be possible in all districts to allow for more interesting buildings and match conditions in some parts of the city where there are attached buildings already. Language for point-access blocks in these districts would be great as well, to allow for skinny buildings. Along the Tremont street corridor in Mission Hill, many older buildings have a single staircase with retail on the first floor, and allowing for point-access blocks will allow this building type to be built in Boston. I understand it may not be possible in accordance with state law. I would also like to see some type of acknowledgement of growth of areas in the amendment such that as an area develops within its designation it can be upgraded to the next one.	I'm confused on what "abutting x district" means. Does this mean the parcel in question is on the edge of the district, or the zone itself touches that district?
12/15/2023 10:11:14	Paul Horn	West Roxbury	Hard pressed to say without being able to see how any of these new definitions, classifications nad standards would be applied to any particular project or neighborhood circumstances, though it looks like a comprehensive effort.	It's hard to say without knowing how any of these new definitions, standards and classifications would apply to particular circumstances.	Asking ordinary residents, unfamiliar with current zoning and planning practices and lacking in most cases any real development experience, to judge and comment on the proposed changes seems like a well-intentioned but quite wrong-headed approach. It's a bit like asking me to buy you a variety of new tools and construction equipment without explaining how they'll be necessary or appropriate for as yet undefined projects or goals—or why the current zoning tools would make or do make any potentially desirable projects difficult to achieve. If you want meaningful engagement, I think you need to put the brakes on, go back to the drawing boards and rethink this entire approach. Speaking as both a resident and former city planner. Thank you.
12/16/2023 21:50:21	Bobbie	West Roxbury	Community involvement, zoning needs to be reviewed and updated to meet contemporary standards, open spaces that encourage community connection. Parking and ADU regulations being reviewed.	A council on aging and senior center in West Roxbury is vitally important and I didn't see this mentioned specifically	

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12/16/2023 22:20:33	Lew Finfer	Dorchester	I'm hoping that you will allow housing to be built on main streets in neighborhoods for up to 3 floors above 1 story storefronts or 4 stories. This will enable many more units to be built. Also since other buildings on the same main streets are often 3-4 stories, such building above storefronts would not be out of character for the neighborhoods. There also may be savings compared to project building from the basement up since these one story storefronts have basements and utility connections.	See answers above and below...	In order to develop more widespread use of building above storefronts, could BPDA have a special initiative on designing such projects and offering some subsidies. Also if 7 or more units are built, it should trigger either requiring an affordable unit or proportionate payment into the city's affordable housing fund to build these units on other sites as under the City's inclusionary Zoning policy. BPDA could work with the BHA on citing some of the new Faircloth units of public housing that could be done above storefronts.
12/19/2023 10:58:29	Patricia Alvarez	Hyde Park	nothing	We cannot build large buildings in small, neighborhood business districts. Any building must be on scale with the existing buildings. We must add more trees (many per new building, not just 1). We must retain existing free 2 hour street parking in the small neighborhood business districts so seniors, people with disabilities and people with young children can access the business districts. Climate change is upon us. Climate scientists tell us that woodlands do more to mitigate climate change impacts than reducing car and building emissions. Even if new building are built to the highest environmental protection standards, the last thing we should do is create the massive density that this new zoning plan would allow. Instead, we should be preserving all remaining woodlands, whether privately or publically owned, and using Rent Control to create and retain affordable housing. While some building is necessary, we, the people who live, work and shop here, do not want our neighborhoods, or our city to become Manhattan! After reviewing the latest zoning text amendment. I had several questions and suggestions. Currently, the area near Cleary Sq, Dana/Hyde Park Ave, River Street and Hyde Park Station is zoned as NS-2. I think this would be an excellent opportunity for a revision from NS-2 to either S3 or S4 district. Being within 100-300 feet to the commuter rail station should be a definite use for higher residential density and less parking requirements. Plus the BPDA owned lot on Pingree Street, abuts the MBTA Station, should be considered for S4. Currently the Pingree lot is being used as a parking lot. Please add the use of car stackers and loading bays requirements within the amendments. Currently ISD is flagging the use of stackers in a recent project for zoning violations due to maneuverability. Same for 12'x25' loading bays. Will there be any changes to small and large project thresholds? Such as any project over 50,000GSF as large and below as small.	The recent changes to Centre St in West Roxbury are a perfect example of ineffective planning for road design. They are extremely confusing and dangerous, not beneficial. We need planners and policy makers who understand how these planning concepts work (or don't work) in real life. I know the goal is to encourage biking rather than driving. However, the reality is that those who drive do so for many reasons that require them to use a car (small children, elderly, disabled, having to go to multiple places, including some with no mass transit, having multiple items to transport, etc). The changes is West Roxbury are going to cause traffic backups, inability to shop at stores that don't have parking lots (causing small business to lose customers). They are terrible, and I hope they will eventually be changed.
12/21/2023 10:42:19	Milan Patel	Hyde Park	Density and less parking req. near T stations.	I appreciate the opportunity to participate in the community feedback process. Thank you.	
12/22/2023 16:10:37	Noah Harper	I don't live in Boston	I think it's a really exciting start to reinventing much of the City. While I don't currently live in Boston, this will provide more opportunities for me to be able to live in the City, while adding new shops and restaurants and much-needed housing!	I do think we need to see the reinclusion of the S-5 Placemaking Squares in order to ensure predictable planning for the deciding criteria. I also think the criteria MUST be objective, we can't have bespoke zoning to preserve the darlings in tony districts, and allow the opposite in the less wealthy corners of the City.	
12/22/2023 19:18:41	Andrew Feldman	Allston	<p>This initiative is a step in the right direction towards greater housing abundance and affordability in the city of Boston. It creates a framework the City can use to legalize the kind of homes we need to make Boston an affordable place to live. It also helpfully moves away from an over-reliance on discretionary review, which adds significant inefficiency, delays, and costs to every project. Greater predictability will encourage the creation of more homes throughout the City at all price points. This kind of zoning reform is long overdue and should not be delayed any further.</p> <p>The elimination of parking minimums in all Squares + Streets districts is an important reform that will reduce the cost of housing, support the City's long term commitments to investing in transit and active transportation, and mitigate the impacts of climate change.</p> <p>The land use modernization component is excellent. By updating and simplifying the categories for various residential and commercial property use, it will streamline permitting and support the creation of dynamic streetscapes and neighborhoods across all of Boston.</p>	<p>Previous presentations on the Squares + Streets initiative included the S5: Placemaker Squares district. This district is not included in the draft text amendment. This is a mistake. The BPDA should be stocking its toolbox with as many tools as possible to create more homes and invigorate neighborhoods. Some of the most successful recent redevelopments in the city (including Boylston Street in the Fenway and the Harrison-Albany district) fit the building types contemplated by the S5 district. The existing conditions in any given district should be the absolute floor of what is included in the nearby mapping, and we need to create opportunities for growth beyond that. The BPDA can make the decision where or even if to deploy S5 overlays. That's not an option if it isn't included in the draft language.</p> <p>It is unclear exactly how the Small Area Plans will be created after this zoning amendment passes. While community engagement is essential, local feedback cannot be the deciding criteria for where S0 through S5 are mapped during the Squares + Streets process. Objective criteria must be used, including proximity to existing business corridors and transit access. Every neighborhood in Boston must allow for greater density. If we want to equitably address the current housing crisis, loud opposition from wealthy homeowners in one neighborhood should not be allowed to shift even higher density to other areas of the city.</p>	
12/23/2023 11:36:21	Michael Gaffney	Fenway	<p>I am strongly supportive of this effort to sensibly grow our city in key areas with good transit and walkability. We need more housing so badly; and this will allow existing residents to stay in their community and for new folks to join! A true win win for Boston</p> <p>I also support the emphasis on retail -- we need lots more small scale retail with no restrictions on things like live entertainment etc</p>	<p>Please keep Placemaking Square subtype in this process. Landmark buildings, like the Pierce in my neighborhood, define our landmark squares, while providing housing & jobs for so many. While scale might vary across the City this subtype makes a lot of sense in more dense parts of the city. I would even support there being no height limit in some districts -- Kenmore square for example could be an amazing extension of the "high spine"</p>	Can we add small scale corner store style retail to the smallest scale subtype? these stores are community assets & connectors and are often cheaper to rent. Plus they make Boston more interesting.
12/23/2023 16:01:01	Laurie Radwin	Roslindale	<p>I appreciate the sincere efforts of the Squares+Streets team members. They clearly are eager for this reform, and make themselves quite available to answer questions and to explain the proposed zoning text amendment. We are being given the chance to comment on the text. However, this does not comprise true community engagement. True community engagement means that the community would have been brought together to help with the drafting of text, to reflect on drafts, and to review revisions. This is how Roslindale's Article 67 zoning code was generated -- and this project was conducted over a reasonable amount of time.</p>	<p>A letter to Chief Jemison of the BPDA from approximately 120 Boston residents representing 20 organizations and 17 neighborhoods asserted that the zoning text amendment is not ready for "prime time" and that the process should be slowed, if not restarted. Concerns voiced by this group included that we do not know which neighborhoods will be targeted and in what order. Also, goals are not clearly articulated. Specifically, we do not know how much housing will be produced at what rate and at what affordability level. We do not know the goals for retail, laboratory space, office space and the like. Without clearly articulated and measurable goals, who knows where these plans will take us?</p> <p>There is no clear policy and plan to prevent displacement. New height and stories regulations could mean that older buildings will be razed and new ones put in their place. We in Roslindale know how legacy owners and owners of color have been/will be displaced due to such developments. Owner has turned to the OEOL, and they were not able to help financially despite applications for SPACE funds. Our Main Streets does not help these owners. The problem will be similar for renters. Other cities have anti-displacement policies in place -- Boston should, too. These policies need to be in place before Squares+Streets zoning is adopted.</p> <p>Another serious concern is the definition of transit-rich areas and transit hubs. Roslindale Square has a commuter rail station. The form is there but the function is not. Specifically, the commuter rail runs once per hour, yet few if any Roslindale Square business employees come by commuter rail, as indicated by a BTD survey. We know that the MBTA is not reliable in getting employees to work on time. Riders on our bus lines inbound to Forest Hills report that, at times, the buses are too crowded and a bus rider must wait.</p> <p>Need to see higher density, less community engagement (lower chance for nimby derailing initiatives that our city needs), and elimination of parking minimums like Minneapolis, San Francisco and Cambridge.</p>	The zoning text is theoretically driven and the theory is not a bad one. However, the theory can be, inconveniently, altered by facts. Facts include the reality of displacement that has occurred; we can predict with some reliability that it will continue to occur unless policies are put in place before the new zoning is adopted. Transit facts considerably alter the concept of transit-rich areas. Lacking measurable short and long term goals means that we will not be able to measure success or failure of the applied theory. There is merit in our request to slow down or restart the process.
12/24/2023 1:19:28	Hugo Olaciregui	Fenway	I like the increased density	I support Abundant Housing MA's position that S5 zoning must be added back to the draft text and objective criteria be used when overlaying these new zones.	
12/26/2023 13:15:55	Mark ODonnell	Dorchester	I like the fact that parking minimums have been eliminated in this draft text.		

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12/27/2023 10:12:31	Tim Czerwinski	Dorchester	<p>This initiative is a step in the right direction towards greater housing abundance and affordability in the city of Boston. It creates a framework the City can use to legalize the kind of homes we need to make Boston an affordable place to live. It also helpfully moves away from an over-reliance on discretionary review, which adds significant inefficiency, delays, and costs to every project. Greater predictability will encourage the creation of more homes throughout the City at all price points. This kind of zoning reform is long overdue and should not be delayed any further.</p> <p>The elimination of parking minimums in all Squares + Streets districts is an important reform that will reduce the cost of housing, support the City's long term commitments to investing in transit and active transportation, and mitigate the impacts of climate change.</p> <p>The land use modernization component is excellent. By updating and simplifying the categories for various residential and commercial property use, it will streamline permitting and support the creation of dynamic streetscapes and neighborhoods across all of Boston.</p>	<p>Previous presentations on the Squares + Streets initiative included the S5: Placemaker Squares district. This district is not included in the draft text amendment. This is a mistake. The BPDA should be stocking its toolbox with as many tools as possible to create more homes and invigorate neighborhoods. Some of the most successful recent redevelopments in the city (including Boylston Street in the Fenway and the Harrison-Albany district) fit the building types contemplated by the S5 district. The existing conditions in any given district should be the absolute floor of what is included in the nearby mapping, and we need to create opportunities for growth beyond that. The BPDA can make the decision where or even if to deploy S5 overlays. That's not an option if it isn't included in the draft language.</p> <p>It is unclear exactly how the Small Area Plans will be created after this zoning amendment passes. While community engagement is essential, local feedback cannot be the deciding criteria for where S0 through S5 are mapped during the Squares + Streets process. Objective criteria must be used, including proximity to existing business corridors and transit access. Every neighborhood in Boston must allow for greater density. If we want to equitably address the current housing crisis, loud opposition from wealthy homeowners in one neighborhood should not be allowed to shift even higher density to other areas of the city.</p> <p>In the draft Building Form Standards table, there is a building width max for each subdistrict. What is unclear is what happens if a property is wider than the maximum lot width? Does it require some kind of internal party wall condition if someone is looking to maximize density? A better approach may be regulating the street wall rather than the building width. This would also larger parcels to be developed more efficiently but also get the massing break if that is the desire. Another idea would be to allow larger projects, subject to A80 Large Project Review, to have some of the building forms such as street walls and massing to be governed by the BDCD process.</p> <p>Start over. This is Robert Moses all over again</p> <p>People like homeowners who have a financial incentive to restrict development should not be allowed to have influence over development as that is a conflict of interest. Reduce public oversight of these projects and allow for neighborhood input, not neighborhood control. Eliminate the legal instruments that groups have that slow down and increase the cost of development.</p> <p>Previous presentations on the Squares + Streets initiative included the S5: Placemaker Squares district, which is not included in the draft text amendment. I feel excluding this district from amended zoning is a mistake. Amending zoning gives the BPDA the opportunity to stock its toolbox with as many tools as possible to create more homes and maintain and expand walkable neighborhoods, with vibrant business districts that can viably support independent small businesses. The BPDA can decide if it is appropriate to deploy S5 in mapping, but it's not an option if it isn't included in the amendment language. However, to equitably address the current housing crisis, every neighborhood in Boston must allow for greater density. Some of the most successful recent redevelopments in Boston fit the building types contemplated by the S5 district (i.e. Boylston Street in the Fenway and the Harrison-Albany district). To create opportunities for growth, existing conditions in any given district should be the floor for what is included in the nearby zoning mapping.</p> <p>Once a zoning amendment passes, the BPDA must ensure that objective criteria is used in mapping Small Area Plans, including proximity to existing business corridors and all forms of transit access (subway, bus, and commuter rail). While community engagement is critical, the most well-resourced city residents have the most time and energy to invest in advocacy for their personal interests, so local feedback cannot be the deciding criteria for where S0 through S5 are mapped. Loud opposition from wealthy homeowners in one neighborhood should not be allowed to shift higher density to areas of the city where residents have less influence.</p> <p>That cannabis retailers are singled out differently from liquor stores, which are included in general retail. All squares should be Restricted Parking Districts. Curb cuts for off street parking are not eliminated.</p>	<p>The BPDA cares more about the changing Boston to their will than the citizens they serve.</p> <p>Thank you for doing your part to add more housing to our city and create a more livable, less car-oriented Boston. While I know that the city does not control the MBTA, I hope that these efforts can encourage state lawmakers to invest in better transit to complement the work being done here.</p> <p>To reiterate its importance: 1) Please include S5: Placemaker Squares district in the zoning amendment to avoid unnecessarily limiting opportunities for growth. 2) Please prioritize objective criteria when mapping Small Area Plans to ensure an equitable process and outcomes.</p>
12/28/2023 16:47:35 12/28/2023 9:12:25	John Sullivan Mark Gallagher	Charlestown Charlestown	<p>That it will lead to more development...and will be predictable for all involved.</p> <p>Absolutely nothing!</p> <p>I like that there are options for more density to foster more walkable, inclusive communities. This will allow businesses to open nearby that will help residents run errands on foot or via bike, scooter, transit, and reduce our reliance on cars and parking (which is a very wasteful use of our precious neighborhood and street spaces).</p> <p>This proposed zoning amendment is a step towards greater housing affordability and availability of housing for people at all income levels across the City. Zoning reform in Boston is long overdue and shouldn't be delayed any longer. The language in the draft amendment creates a framework to allow development of the kind of housing Boston needs to be an affordable place to live, while creating a complementary business mix that creates walkable neighborhoods, helping mitigate the need for car ownership. Additionally, by updating and simplifying the various categories for residential and commercial property use, the land use modernization component will streamline permitting and support the creation of dynamic streetscapes across the City. Also of vital importance, the elimination of parking minimums in all Squares + Streets districts will reduce the cost of housing, and support the City's long term commitment to invest in transit and active transportation to mitigate the impacts of climate change.</p> <p>Lastly, this zoning amendment will hugely improve the development process, which is currently cumbersome, creates an over-reliance on discretionary review, which adds significant inefficiency, delays, and costs to every project. This kind of discretionary review on a project-by-project basis allows loud opposition from a minority of wealthy homeowners to block higher density projects in their neighborhoods, shifting density to areas of the city where residents have less influence. Greater predictability in the development process will encourage the creation of more homes throughout the City at all price points.</p> <p>Elimination of parking minimums in these areas. Explicit acknowledgement of pedestrian activity and a mix of uses. That gas stations, motor vehicle sales/rentals, drive throughs, and airport parking are forbidden. That parking lots and garages are forbidden in most categories and conditional at best. That banks are at best conditional.</p> <p>Several things I like about the draft amendment:</p> <ol style="list-style-type: none"> 1. I strongly support this effort to increase density in main street areas near transit. 2. I applaud the elimination of parking minimums for small projects in Squares + Streets districts, and would like to see it taken a big step farther by eliminating them entirely citywide. I think that developers, rather than the city, are best incentivized to determine how much parking is needed to meet the demand of their future tenants. 3. I also like the clarity and efficiency these zoning changes can bring to the development process. It's a terrible flaw of our current process that so many projects require variances, which adds time and cost that are inevitably passed on to future tenants. <p>As someone who favors radically increasing Boston's housing supply, this is low-hanging fruit. There are many thousands of people who want to live here to benefit from and contribute to our city's opportunities. We can make that happen, and we can do so without cannibalizing the things that make the city great to begin with.</p>	<p>Start over. This is Robert Moses all over again</p> <p>People like homeowners who have a financial incentive to restrict development should not be allowed to have influence over development as that is a conflict of interest. Reduce public oversight of these projects and allow for neighborhood input, not neighborhood control. Eliminate the legal instruments that groups have that slow down and increase the cost of development.</p> <p>Previous presentations on the Squares + Streets initiative included the S5: Placemaker Squares district, which is not included in the draft text amendment. I feel excluding this district from amended zoning is a mistake. Amending zoning gives the BPDA the opportunity to stock its toolbox with as many tools as possible to create more homes and maintain and expand walkable neighborhoods, with vibrant business districts that can viably support independent small businesses. The BPDA can decide if it is appropriate to deploy S5 in mapping, but it's not an option if it isn't included in the amendment language. However, to equitably address the current housing crisis, every neighborhood in Boston must allow for greater density. Some of the most successful recent redevelopments in Boston fit the building types contemplated by the S5 district (i.e. Boylston Street in the Fenway and the Harrison-Albany district). To create opportunities for growth, existing conditions in any given district should be the floor for what is included in the nearby zoning mapping.</p> <p>Once a zoning amendment passes, the BPDA must ensure that objective criteria is used in mapping Small Area Plans, including proximity to existing business corridors and all forms of transit access (subway, bus, and commuter rail). While community engagement is critical, the most well-resourced city residents have the most time and energy to invest in advocacy for their personal interests, so local feedback cannot be the deciding criteria for where S0 through S5 are mapped. Loud opposition from wealthy homeowners in one neighborhood should not be allowed to shift higher density to areas of the city where residents have less influence.</p> <p>That cannabis retailers are singled out differently from liquor stores, which are included in general retail. All squares should be Restricted Parking Districts. Curb cuts for off street parking are not eliminated.</p>	<p>The BPDA cares more about the changing Boston to their will than the citizens they serve.</p> <p>Thank you for doing your part to add more housing to our city and create a more livable, less car-oriented Boston. While I know that the city does not control the MBTA, I hope that these efforts can encourage state lawmakers to invest in better transit to complement the work being done here.</p> <p>To reiterate its importance: 1) Please include S5: Placemaker Squares district in the zoning amendment to avoid unnecessarily limiting opportunities for growth. 2) Please prioritize objective criteria when mapping Small Area Plans to ensure an equitable process and outcomes.</p>
12/30/2023 15:35:19	Lynn Sanders	Dorchester	<p>Elimination of parking minimums in these areas. Explicit acknowledgement of pedestrian activity and a mix of uses. That gas stations, motor vehicle sales/rentals, drive throughs, and airport parking are forbidden. That parking lots and garages are forbidden in most categories and conditional at best. That banks are at best conditional.</p> <p>Several things I like about the draft amendment:</p> <ol style="list-style-type: none"> 1. I strongly support this effort to increase density in main street areas near transit. 2. I applaud the elimination of parking minimums for small projects in Squares + Streets districts, and would like to see it taken a big step farther by eliminating them entirely citywide. I think that developers, rather than the city, are best incentivized to determine how much parking is needed to meet the demand of their future tenants. 3. I also like the clarity and efficiency these zoning changes can bring to the development process. It's a terrible flaw of our current process that so many projects require variances, which adds time and cost that are inevitably passed on to future tenants. <p>As someone who favors radically increasing Boston's housing supply, this is low-hanging fruit. There are many thousands of people who want to live here to benefit from and contribute to our city's opportunities. We can make that happen, and we can do so without cannibalizing the things that make the city great to begin with.</p>	<p>1. Reinstate the S5 district to the amendment: An earlier version of the Squares + Streets districts included an S5 district for Placemaker squares. I would like to see that added back to the slate of districts in the draft amendment.</p> <p>2. Add objective criteria for determining how the S+S districts will be mapped: The biggest worry I have with the transition to the Small Area Planning phase is that it'll get bogged down by hyperlocal resistance in certain neighborhoods, and result in an uneven spread of new density throughout the city. The issues that Squares + Streets addresses are bigger than any one neighborhood, so I think it's crucial to proceed with a citywide focus and a commitment to ensuring all neighborhoods do their part to accommodate greater density.</p> <p>Previous presentations on the Squares + Streets initiative included the S5: Placemaker Squares district. This district is not included in the draft text amendment. This is a mistake. The BPDA should be stocking its toolbox with as many tools as possible to create more homes and invigorate neighborhoods. Some of the most successful recent redevelopments in the city (including Boylston Street in the Fenway and the Harrison-Albany district) fit the building types contemplated by the S5 district. The existing conditions in any given district should be the absolute floor of what is included in the nearby mapping, and we need to create opportunities for growth beyond that. The BPDA can make the decision where or even if to deploy S5 overlays. That's not an option if it isn't included in the draft language.</p> <p>It is unclear exactly how the Small Area Plans will be created after this zoning amendment passes. While community engagement is essential, local feedback cannot be the deciding criteria for where S0 through S5 are mapped during the Squares + Streets process. Objective criteria must be used, including proximity to existing business corridors and transit access. Every neighborhood in Boston must allow for greater density. If we want to equitably address the current housing crisis, loud opposition from wealthy homeowners in one neighborhood should not be allowed to shift even higher density to other areas of the city.</p>	<p>To reiterate its importance: 1) Please include S5: Placemaker Squares district in the zoning amendment to avoid unnecessarily limiting opportunities for growth. 2) Please prioritize objective criteria when mapping Small Area Plans to ensure an equitable process and outcomes.</p>
12/30/2023 22:55:45	Cole	Jamaica Plain	<p>Several things I like about the draft amendment:</p> <ol style="list-style-type: none"> 1. I strongly support this effort to increase density in main street areas near transit. 2. I applaud the elimination of parking minimums for small projects in Squares + Streets districts, and would like to see it taken a big step farther by eliminating them entirely citywide. I think that developers, rather than the city, are best incentivized to determine how much parking is needed to meet the demand of their future tenants. 3. I also like the clarity and efficiency these zoning changes can bring to the development process. It's a terrible flaw of our current process that so many projects require variances, which adds time and cost that are inevitably passed on to future tenants. <p>As someone who favors radically increasing Boston's housing supply, this is low-hanging fruit. There are many thousands of people who want to live here to benefit from and contribute to our city's opportunities. We can make that happen, and we can do so without cannibalizing the things that make the city great to begin with.</p>	<p>1. Reinstate the S5 district to the amendment: An earlier version of the Squares + Streets districts included an S5 district for Placemaker squares. I would like to see that added back to the slate of districts in the draft amendment.</p> <p>2. Add objective criteria for determining how the S+S districts will be mapped: The biggest worry I have with the transition to the Small Area Planning phase is that it'll get bogged down by hyperlocal resistance in certain neighborhoods, and result in an uneven spread of new density throughout the city. The issues that Squares + Streets addresses are bigger than any one neighborhood, so I think it's crucial to proceed with a citywide focus and a commitment to ensuring all neighborhoods do their part to accommodate greater density.</p> <p>Previous presentations on the Squares + Streets initiative included the S5: Placemaker Squares district. This district is not included in the draft text amendment. This is a mistake. The BPDA should be stocking its toolbox with as many tools as possible to create more homes and invigorate neighborhoods. Some of the most successful recent redevelopments in the city (including Boylston Street in the Fenway and the Harrison-Albany district) fit the building types contemplated by the S5 district. The existing conditions in any given district should be the absolute floor of what is included in the nearby mapping, and we need to create opportunities for growth beyond that. The BPDA can make the decision where or even if to deploy S5 overlays. That's not an option if it isn't included in the draft language.</p> <p>It is unclear exactly how the Small Area Plans will be created after this zoning amendment passes. While community engagement is essential, local feedback cannot be the deciding criteria for where S0 through S5 are mapped during the Squares + Streets process. Objective criteria must be used, including proximity to existing business corridors and transit access. Every neighborhood in Boston must allow for greater density. If we want to equitably address the current housing crisis, loud opposition from wealthy homeowners in one neighborhood should not be allowed to shift even higher density to other areas of the city.</p>	<p>To reiterate its importance: 1) Please include S5: Placemaker Squares district in the zoning amendment to avoid unnecessarily limiting opportunities for growth. 2) Please prioritize objective criteria when mapping Small Area Plans to ensure an equitable process and outcomes.</p>
12/31/2023 11:35:03	Nate Stell	Roslindale	<p>This initiative is a step in the right direction towards greater housing abundance and affordability in the city of Boston. It creates a framework the City can use to legalize the kind of homes we need to make Boston an affordable place to live. It also helpfully moves away from an over-reliance on discretionary review, which adds significant inefficiency, delays, and costs to every project. Greater predictability will encourage the creation of more homes throughout the City at all price points. This kind of zoning reform is long overdue and should not be delayed any further.</p> <p>The elimination of parking minimums in all Squares + Streets districts is an important reform that will reduce the cost of housing, support the City's long term commitments to investing in transit and active transportation, and mitigate the impacts of climate change.</p> <p>The land use modernization component is excellent. By updating and simplifying the categories for various residential and commercial property use, it will streamline permitting and support the creation of dynamic streetscapes and neighborhoods across all of Boston.</p>	<p>1. Reinstate the S5 district to the amendment: An earlier version of the Squares + Streets districts included an S5 district for Placemaker squares. I would like to see that added back to the slate of districts in the draft amendment.</p> <p>2. Add objective criteria for determining how the S+S districts will be mapped: The biggest worry I have with the transition to the Small Area Planning phase is that it'll get bogged down by hyperlocal resistance in certain neighborhoods, and result in an uneven spread of new density throughout the city. The issues that Squares + Streets addresses are bigger than any one neighborhood, so I think it's crucial to proceed with a citywide focus and a commitment to ensuring all neighborhoods do their part to accommodate greater density.</p> <p>Previous presentations on the Squares + Streets initiative included the S5: Placemaker Squares district. This district is not included in the draft text amendment. This is a mistake. The BPDA should be stocking its toolbox with as many tools as possible to create more homes and invigorate neighborhoods. Some of the most successful recent redevelopments in the city (including Boylston Street in the Fenway and the Harrison-Albany district) fit the building types contemplated by the S5 district. The existing conditions in any given district should be the absolute floor of what is included in the nearby mapping, and we need to create opportunities for growth beyond that. The BPDA can make the decision where or even if to deploy S5 overlays. That's not an option if it isn't included in the draft language.</p> <p>It is unclear exactly how the Small Area Plans will be created after this zoning amendment passes. While community engagement is essential, local feedback cannot be the deciding criteria for where S0 through S5 are mapped during the Squares + Streets process. Objective criteria must be used, including proximity to existing business corridors and transit access. Every neighborhood in Boston must allow for greater density. If we want to equitably address the current housing crisis, loud opposition from wealthy homeowners in one neighborhood should not be allowed to shift even higher density to other areas of the city.</p>	<p>To reiterate its importance: 1) Please include S5: Placemaker Squares district in the zoning amendment to avoid unnecessarily limiting opportunities for growth. 2) Please prioritize objective criteria when mapping Small Area Plans to ensure an equitable process and outcomes.</p>
12/31/2023 13:15:49	Thomas Littrell-Greener	Roslindale	<p>This initiative is a step in the right direction towards greater housing abundance and affordability in the city of Boston. It creates a framework the City can use to legalize the kind of homes we need to make Boston an affordable place to live. It also helpfully moves away from an over-reliance on discretionary review, which adds significant inefficiency, delays, and costs to every project. Greater predictability will encourage the creation of more homes throughout the City at all price points. This kind of zoning reform is long overdue and should not be delayed any further.</p> <p>The elimination of parking minimums in all Squares + Streets districts is an important reform that will reduce the cost of housing, support the City's long term commitments to investing in transit and active transportation, and mitigate the impacts of climate change.</p> <p>The land use modernization component is excellent. By updating and simplifying the categories for various residential and commercial property use, it will streamline permitting and support the creation of dynamic streetscapes and neighborhoods across all of Boston.</p>	<p>1. Reinstate the S5 district to the amendment: An earlier version of the Squares + Streets districts included an S5 district for Placemaker squares. I would like to see that added back to the slate of districts in the draft amendment.</p> <p>2. Add objective criteria for determining how the S+S districts will be mapped: The biggest worry I have with the transition to the Small Area Planning phase is that it'll get bogged down by hyperlocal resistance in certain neighborhoods, and result in an uneven spread of new density throughout the city. The issues that Squares + Streets addresses are bigger than any one neighborhood, so I think it's crucial to proceed with a citywide focus and a commitment to ensuring all neighborhoods do their part to accommodate greater density.</p> <p>Previous presentations on the Squares + Streets initiative included the S5: Placemaker Squares district. This district is not included in the draft text amendment. This is a mistake. The BPDA should be stocking its toolbox with as many tools as possible to create more homes and invigorate neighborhoods. Some of the most successful recent redevelopments in the city (including Boylston Street in the Fenway and the Harrison-Albany district) fit the building types contemplated by the S5 district. The existing conditions in any given district should be the absolute floor of what is included in the nearby mapping, and we need to create opportunities for growth beyond that. The BPDA can make the decision where or even if to deploy S5 overlays. That's not an option if it isn't included in the draft language.</p> <p>It is unclear exactly how the Small Area Plans will be created after this zoning amendment passes. While community engagement is essential, local feedback cannot be the deciding criteria for where S0 through S5 are mapped during the Squares + Streets process. Objective criteria must be used, including proximity to existing business corridors and transit access. Every neighborhood in Boston must allow for greater density. If we want to equitably address the current housing crisis, loud opposition from wealthy homeowners in one neighborhood should not be allowed to shift even higher density to other areas of the city.</p>	<p>To reiterate its importance: 1) Please include S5: Placemaker Squares district in the zoning amendment to avoid unnecessarily limiting opportunities for growth. 2) Please prioritize objective criteria when mapping Small Area Plans to ensure an equitable process and outcomes.</p>
12/31/2023 14:16:33	Stefanie	South Boston	<p>This work is an important step in rebalancing our zoning to meet the needs of a modern city, where we want a diversity of residents (renters and owners, of all backgrounds and income levels) to find joy and life. I am so happy to finally see work toward seriously changing the zoning code and the ridiculous process that comes with every single project, including all the silly minor categories of zoning types that stifle small businesses. I believe that parking minimums are bad policy based on bad "science" and am glad to see them gone in the Squares and Streets designated areas.</p>	<p>I am disappointed that the highest density zoning proposal (S5) has been removed. This is a mistake and needs to be added back to the final draft. We need to have the "option" for taller buildings in areas well-served by transit. Allowing the potential for this type of zoning doesn't mean all buildings will automatically be so dense.</p> <p>I am hopeful that the concurrent process to modify development review processes will result in a process that accounts for regional and neighborhood needs and is less reliant on, frankly (and proven by research here in Boston), white, wealthy, older homeowners. They are not the only people in Boston and are overrepresented in "local" processes. Because that engagement work has not yet concluded, the Squares and Streets process "must" identify objective criteria for use in Small Area Plans. This cannot be left up to the same handful of people who have the connections, wealth, and time to be involved. (And, financial stakes in the status quo.) Far more of Boston are renters, are lower-income, and are Black, brown, AAPI, queer, and other identities who are not always welcome to meetings, and if they are, have little time away from familiar and employment responsibilities. Please create criteria now that emphasizes their needs.</p>	<p>To reiterate its importance: 1) Please include S5: Placemaker Squares district in the zoning amendment to avoid unnecessarily limiting opportunities for growth. 2) Please prioritize objective criteria when mapping Small Area Plans to ensure an equitable process and outcomes.</p>

Timestamp	What is your name?	Where do you live in Boston?	What do you like about the proposed zoning text amendment draft for Squares + Streets zoning districts?	What would you like to see changed in the proposed zoning text amendment draft for Squares + Streets zoning districts?	Please provide any additional comments not addressed above here:
1/2/2024 13:41:41	Elvira Mora	Roslindale	I applaud the Mayor and the City of Boston for launching the Squares and Streets zoning effort. Modernizing our zoning code with reforms that reduce the need for variances while enhancing simplicity and predictability are long overdue and should be implemented without delay.	<p>Inclusion of the S-5: Placemaker Squares (highest density) District, which was presented in earlier presentations. We strongly believe this must be included in the draft text amendment as we need predictable planning. While community engagement is essential, local feedback cannot be the deciding criteria for where S0 through S5 are mapped during the Squares + Streets process.</p> <p>Objective criteria must be used, including proximity to existing business corridors and transit access. Every neighborhood in Boston must allow for greater density. If we want to equitably address the current housing crisis, loud opposition from wealthy homeowners in one neighborhood should not be allowed to shift even higher density to other areas of the city. Housing should be built where needed, not just where the public doesn't object to it.</p> <p>the density is inappropriate for some areas. What will be created is a canyon like congested, non-human area. Density only follows when the street width are appropriate and at human scale. Adding this level of density in those areas like West Roxbury's Center st or Roslindale Square, will create a canyon like environment, with buildings that do not fit the neighborhood and are not at human scale. Additionally, the casting of shadows will dramatically change the sunlighting. If you go to other cities, like Paris, NY, London - you may see buildings that are 4-5 stories but the difference is the width of the streets. do the distance between is large. Boston is designed in a very condensed lanscape, so 2-3 stories work for Bostons lanscape in WR and Rosl. There is nothing in the code that specifically calls out that development will NOT create a canyon like environment.</p>	
1/3/2024 8:11:06	Chris	West Roxbury	nothing - this is not meant for establishing proper zoning - it is a bit misguided in that it will not focus on appropriate use for the area	needs more clarity around definitions for transit rich neighborhoods. Redundancy is an important concept, can't depend on just 2 bus routes that might be stuck in traffic. Also are you encouraging small local businesses or pricing them out?	While for some density in certain areas, it needs to be balanced with the landscape we have. Density does nothing for the quality of life.
1/3/2024 11:33:28	Alison Pultinas	Mission Hill	a loaded question- good to consider citywide goals with planning initiatives but the character of each neighborhood shouldn't be swamped with 6 story boxes buildings.	I think more uses could be made as of right, particularly small-scale craft / industry / retail uses that are called out specifically in use tables today, either by further consolidating use labels or by explicitly allowing them.	A lot of marketing has gone into this effort but there's still so much that's vague and idealistic. My personal question is about Tremont Street in Mission Hill-factors to consider are topography, significant views that should be protected and the location of civic buildings. Also related to traffic and noise is the ambulance routes for the Longwood hospitals not to mention the helicopters..
1/3/2024 11:37:02	Benjamin Muller	East Boston	I like the additional variety of uses available, including maintaining residential uses in squares as an option. I also really appreciate focus on not encouraging the combining of smaller parcels into larger ones, as those projects have been much less welcoming and engaging in my neighborhood.	In many of the new zoning districts, there are uses that are conditionally allowed. That sounds good in theory. However, my experience with this conditional approval process makes me think we should stay away from conditional approvals. Even if you meet all of the conditions, it can take well over a year to get approved. It's nearly impossible for a small business to deal with that uncertainty and those long timelines. We should just allow what we want to allow and stay away from conditional approvals.	I'm curious how this aligns with the proposed zoning in PLAN: East Boston. The East Boston proposal dramatically increases the area zoned as MFR/LS from a few corners to roughly half of my part of the neighborhood, but the use tables for MFR/LS were not changed in that proposal. The result is that MFR/LS has more restrictive uses than ground-floor residential parcels in much of the neighborhood, despite the intention appearing to be the opposite. Will the proposed MFR/LS zones in PLAN: East Boston's proposal be converted to one of these S zones?
1/3/2024 12:56:39	Evan Zinner	Roslindale	More mixed use zoning options	I think if anything, height limits should be increased and zones should be larger. We need to be doing anything and everything to increase market rate housing supply.	
1/3/2024 16:57:14	Prashant Swami	Brighton	I like that it zones for additional housing and mixed use in key areas, providing supply to a critically low amount of housing in the city in a sustainable fashion.	who will benefit?	
1/3/2024 18:08:01	Andrea Rasmussen	South End	curious how this will turn into another bonanza for developers (with kickbacks to bpda)	As we have seen in recent years, hotels with compact rooms and little amenity space are quite popular. A <50k sq ft hotel can have well over 120 rooms and produce the same number of guests and therefore impacts as a >50 sq ft "large" hotel with larger rooms.	
1/3/2024 20:09:04	Jaimie McNeil	Roslindale	Zoning requires consensus building and this is a very thoughtful and innovative approach to consensus building	My suggestion would be to either a. make small hotels conditional in S3 and S4 so each hotel proposal can be vetted based on its impacts or b. change the definition of "small hotel" from 50k sq ft or less to 30 rooms or less so there is a more accurate representation of the number of guest rooms and therefore impact on the neighborhood.	Great job at creating an inclusive and innovative process. Thank you!
1/3/2024 20:18:52	Colleen Doonan	Brighton	More housing needs to be built along major T-lines to decrease rent and make Boston more affordable to live in as a working class individual. This initiative will hopefully address these concerns with it's amendment	N/A	I would love to see this amendment applied to as much of Boston as applicable. We desperately need affordable housing and becoming more liberal with zoning and building would help that.
1/4/2024 10:56:40	Zack, Maddie, Skylar, and Zoe DeClerck	Jamaica Plain	Our family is in strong support of these changes, especially the removal of parking minimums and increased residential density. These changes will make Boston more livable, vibrant, and accessible. We look forward to our kids being able to enjoy a more walkable vibrant city without the constant fear of being hit by a car.	Placemaker Squares were part of earlier S+S presentations, but were not included in the draft zoning language. The BPDAs should be stocking its toolbox w as many tools as possible to create more homes & invigorate all our neighborhoods. Some of the most successful recent redevelopments in the city fit the building types contemplated by the S5 district. We need it included in this reform.	We hope the city has the courage to be bold and definitive with these changes. Scaling back and being more incremental will not help the future of Boston and those of us who call the city home and would like to keep calling the city home.
1/4/2024 11:01:04	Larry Winer	Jamaica Plain	Nothing	Where is the resident parking? All the city does is make life worse for residents while catering to commuters and non-Bostonians.	
1/4/2024 12:56:36	Jakob Rodriguez-Seoane	Roslindale	Here in Egleston Square, there is a vibrant community of Dominican-owned small businesses with loyal customers. Many of these costumers used to walk to the businesses but now drive because the housing shortage has pushed them further away from the neighborhood.	I support higher density squares, specifically the inclusion of the S-5: Placemaker Squares. District, which was presented in earlier presentations. I strongly believe this must be included in the draft text amendment as we need predictable planning. While community engagement is essential, local feedback cannot be a veto point or deciding criteria for where S0 through S5 are mapped during the Squares + Streets process.	
1/4/2024 21:32:48	Thomas Hanno	Hyde Park	Objective criteria must be used, including proximity to existing business corridors and transit access. Every neighborhood in Boston must allow for greater density. If we want to equitably address the current housing crisis, loud opposition from wealthy homeowners in one neighborhood should not be allowed to shift even higher density to other areas of the city. The investment interests of homeowners can not be allowed to determine where we as a city allow development. Housing should be built where needed, not just where the public doesn't object to it.	Daylighting intersections and reducing the speed of traffic will make it much safer for me when I'm biking to the store or the farmers market in Roslindale. I often bike with my kids on the back so it's nice if drivers are encouraged to drive more safely.	Boston, being the country's college town has the chance to be a city that huge swathes of the country call home and start their careers. If we made it cheaper for recent graduates and long time BIPOC residents to stay in our city we have the opportunity to create both a community renaissance and make Boston the Human Capital epicenter of the nation. This can only happen if we accept higher density and fundamental zoning reform.
1/5/2024 15:50:32	Matt Lawlor	Roslindale	We used to live by Archdale/South Street and that intersection was a nightmare. Happy to see it's going to have a crosswalk and a little island thing!	I'd love the speed humps all over the place. Like, on every street. (Or just make them super narrow so that drivers have to be much more careful, maybe by adding a bike lane...)	I really appreciate the work being done on making streets safer for everyone.
1/5/2024 17:02:20	Adam Shutes	Roslindale	I think the zoning text amendment is headed in the right direction and is long overdue. We continue to labor under an ongoing housing crisis with no end in sight and so I applaud the administration on trying to find ways to unlock development potential in key squares and corridors that have significant existing mixed-use development and high levels of non-motor vehicular access (whether that's by foot, bike, or transit) to shopping, entertainment, and services. These amendments feel like they're finally playing to our city's strengths instead of trying to remake Boston in the decades-old, disproven, auto-focused suburban image that most of the zoning code tries to create.	Nothing at this time. I would reserve further comments for the specific planning efforts around each zoning district when brought forward for adoption on the ground.	I note that at least one respondent has used this additional comment box to complain about the recent safety improvements on Centre Street in West Roxbury. Please count me as someone who fully supports and appreciates those changes and looks forward to more such changes citywide. Thank you.
1/5/2024 17:13:28	Michael Rasalan	Roslindale	This is a welcome move in the right direction. Zoning needs reform, and needs to reflect the current and future city and not the City of "yesterday" where rules were unclear and confusing and didn't (and don't) match the City as it grew. I like the direct focus on areas of transit. The bottom line is we need more housing to be built with mixed zoning to produce liveable and self-sufficient (to some extent) neighborhoods. We need the zoning code to reflect the modern GROWING city.	Perhaps some way of helping small businesses and minority owned businesses exist in these vibrant areas (and when I say small, I'm talking < 10 employees).	
			Hyperlocal involvement, respect for neighborhood uniqueness and needs and focus on community engagement.	Nothing more.	

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1/6/2024 12:49:27	Kaleigh	Hyde Park	Happy with neighborhood growth while supporting beautification of existing structure.	Sidewalk repairs	I have a question about the pryde project. The new sidewalks abutting the building are so beautiful, thank you. When the city tore up Harvard ave years ago they ruined the sidewalks and now the juxtaposition of brand new versus decrepit sidewalks on either side of Harvard ave (and maybe surrounding Webster/central) looks awful. Is the city willing to address the other crumbling sidewalks in direct view and of use to this project?
1/6/2024 15:06:24	Diane	Hyde Park	too soon to say...Let's see if this really works and the residents are truly listened to. STOP the exemptions. I strongly support a citywide approach to zoning, and the S+S test amendments are a very good start, focusing on corridors, squares and areas near transit. This approach, applying citywide zoning districts to individual neighborhoods via small area plans seems like good planning - have the discussions around this more comprehensive look at an area, decide the zoning districts, then let development proceed more smoothly if it is in accordance with the updated zoning. I strongly support the strong focus on housing in the S+S text amendments, and I think the potential layering of zones (increasing density) will offer good opportunities to transition from less to more density. The zoning will support much more active streets and good street design. I like that parking minimums have been removed. We need to build for the future, not the past, and encourage as many people as possible to use transit and other non-vehicle options.	STOP the exemptions.	Please FIX the DAMN sidewalks. They are a mess. And how about some of those flashing crossing signs like OTHER communities have and more STOP signs at smaller side st intersections...like OTHER communities have.. And while you are at it. HP has so FEW NO PARKING due to street cleaning sections, like OTHER communities have....so only the middle of the street gets swept because cars are parked along the curb....so why bother at all??? STOP NEGLECTING HYDE PARK.
1/6/2024 17:11:41	Barbara Parmenter	Brighton		Nothing at the moment	I have concerns about how local businesses will fare with updated zoning and potentially more development around them. The city will need to coordinate across agencies to support the survival of small businesses within new development, and also to manage impacts of construction on access to small businesses. And in general, construction mitigation may have to become a city responsibility, not just the responsibility of individual developers if many projects are going at once (as we see now with Western Ave in Brighton).
1/6/2024 19:23:55	Rani Schloss	Jamaica Plain	I agree with the comments submitted by Abundant Housing MA - This initiative is a step in the right direction towards greater housing abundance and affordability in the city of Boston. It creates a framework the City can use to legalize the kind of homes we need to make Boston an affordable place to live. It also helpfully moves away from an over-reliance on discretionary review, which adds significant inefficiency, delays, and costs to every project. Greater predictability will encourage the creation of more homes throughout the City at all price points. This kind of zoning reform is long overdue and should not be delayed any further. The elimination of parking minimums in all Squares + Streets districts is an important reform that will reduce the cost of housing, support the City's long term commitments to investing in transit and active transportation, and mitigate the impacts of climate change. The land use modernization component is excellent. By updating and simplifying the categories for various residential and commercial property use, it will streamline permitting and support the creation of dynamic streetscapes and neighborhoods across all of Boston.	I agree with the comments submitted by Abundant Housing MA - Previous presentations on the Squares + Streets initiative included the S5: Placemaker Squares district. This district is not included in the draft text amendment. This is a mistake. The BPDA should be stocking its toolbox with as many tools as possible to create more homes and invigorate neighborhoods. Some of the most successful recent redevelopments in the city (including Boylston Street in the Fenway and the Harrison-Albany district) fit the building types contemplated by the S5 district. The existing conditions in any given district should be the absolute floor of what is included in the nearby mapping, and we need to create opportunities for growth beyond that. The BPDA can make the decision where or even if to deploy S5 overlays. That's not an option if it isn't included in the draft language. It is unclear exactly how the Small Area Plans will be created after this zoning amendment passes. While community engagement is essential, local feedback cannot be the deciding criteria for where S0 through S5 are mapped during the Squares + Streets process. Objective criteria must be used, including proximity to existing business corridors and transit access. Every neighborhood in Boston must allow for greater density. If we want to equitably address the current housing crisis, loud opposition from wealthy homeowners in one neighborhood should not be allowed to shift even higher density to other areas of the city.	
1/6/2024 20:04:29	James Wang	Brighton	I like the proposed uses. I believe that they will help the city be more vibrant.	Seems fine from a skim. Previous presentations on the Squares + Streets initiative included the S5: Placemaker Squares district. This district is not included in the draft text amendment. This is a mistake. The BPDA should be stocking its toolbox with as many tools as possible to create more homes and invigorate neighborhoods. Some of the most successful recent redevelopments in the city (including Boylston Street in the Fenway and the Harrison-Albany district) fit the building types contemplated by the S5 district. The existing conditions in any given district should be the absolute floor of what is included in the nearby mapping, and we need to create opportunities for growth beyond that. The BPDA can make the decision where or even if to deploy S5 overlays. That's not an option if it isn't included in the draft language. It is unclear exactly how the Small Area Plans will be created after this zoning amendment passes. While community engagement is essential, local feedback cannot be the deciding criteria for where S0 through S5 are mapped during the Squares + Streets process. Objective criteria must be used, including proximity to existing business corridors and transit access. Every neighborhood in Boston must allow for greater density. If we want to equitably address the current housing crisis, loud opposition from wealthy homeowners in one neighborhood should not be allowed to shift even higher density to other areas of the city.	We desperately need more housing as the vacancy rate in Boston is very low and rents are rising as a result of our housing shortage. For sustainable development, as much new housing should be located near areas with good transit, and I believe that Streets and Squares aims to do this.
1/7/2024 11:38:53	Ellie Littrell-Greenier	Roslindale	This initiative is a step in the right direction towards greater housing abundance and affordability in the city of Boston. It creates a framework the City can use to legalize the kind of homes we need to make Boston an affordable place to live. It also helpfully moves away from an over-reliance on discretionary review, which adds significant inefficiency, delays, and costs to every project. Greater predictability will encourage the creation of more homes throughout the City at all price points. This kind of zoning reform is long overdue and should not be delayed any further. The elimination of parking minimums in all Squares + Streets districts is an important reform that will reduce the cost of housing, support the City's long term commitments to investing in transit and active transportation, and mitigate the impacts of climate change. The land use modernization component is excellent. By updating and simplifying the categories for various residential and commercial property use, it will streamline permitting and support the creation of dynamic streetscapes and neighborhoods across all of Boston.		
1/8/2024 8:03:09	Charlie DiRienzo	Jamaica Plain	Ensuring mixed-use buildings and larger number of dwellings per land lot in neighborhood square districts	Increasing the number of dwellings per lot allowed in S0 districts from 14 to 20 or a similar number.	Can you please ensure that recordings of meetings are provided after completion? Many people are unable to make meetings due to work or other obligations so a recording would be very helpful. Thank you!
1/8/2024 13:59:02	Conor	South End	I love that it makes for more vibrant squares with more housing / things to do at ground level, and generally more space for people. Our city has too much space taken up by cars that destroy the quality of the public areas. Tightening roads / giving more space to people will make Boston an infinitely better city, even if it requires hard change.	Even more space for housing, larger public squares	
1/8/2024 14:09:37	Stephen Farlow	Hyde Park	Allows some more density	Does not allow enough density by right. Should be very clear that these squares can be built up without a lengthy approval process	The city should allow more dense housing everywhere by right. Legalize triple deckers!
1/8/2024 14:41:26	Milan Patel	Hyde Park	Higher Density and less parking near transit station	Currently, the area near Cleary Sq, Dana/Hyde Park Ave, River Street and Hyde Park Station is zoned as NS-2. I think this would be an excellent opportunity for a revision from NS-2 to either S3 or S4 district. Being within 100-300 feet to the commuter rail station should be a definite use for higher residential density.	Plus the BPDA owned lot on Pingree Street, abuts the MBTA Station, should be considered for S4. Currently the Pingree lot is being used as a parking lot. Please clarify the use of car stackers and loading bays within the amendments. Currently ISD is flagging the use of stackers in recent project for zoning violations due to maneuverability. Same for 12'x25' loading bays. Will there be any changes to small and large project thresholds? Such as any project over 50,000GSF as large and below as small. I appreciate the opportunity to participate in the community feedback process. Thank you.

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1/8/2024 16:12:41	Joshua Terry	Allston	I'm glad to see better standardization and upzoning intentions in the new zoning and I'm happy to see Boston putting the challenges with building community through housing + commerce in squares front and center.	<p>1. The minimum parking standards are so incredibly high, these should be completely eliminated for housing near squares given the city's environmental goals and mode-shift desires. We already admit this is suitable for affordable housing & "small projects", why not extend to large scale, market rate buildings in these zones as well? Not just "small projects" but ALL projects. Let the market decide what parking demand is.</p> <p>2. Please allow for greater height near transit, I see no reason for 7 stories being a max by right.</p> <p>3. Focus on making these zoning changes BY RIGHT not conditional, "concerned citizens" stonewall far too many projects.</p> <p>4. Lets incentivize mixed use buildings with even lower parking minimums given the efficacies between daytime business use and overnight housing use.</p> <p>5. The limits on buildings per lot and floorplate sizes won't have the intended anti-displacement outcomes, it'll just limit development and shift higher-income/cost housing towards renos of existing housing stock. Incentivize % of affordable housing in new developments but limiting size and density won't possibly help keep prices low.</p> <p>6. Why are we requiring private outdoor amenities in S2-S4? All this does is drive up cost, why not let renters and buyers decide what amenities are important to them?</p>	
1/8/2024 17:31:30	Marcos Rodriguez	Roxbury	They will allow for more transit oriented and dense areas that will help with the housing crisis. We need more of this.	<p>It is backwards and I do not agree at all with the fact that these types of buildings will STILL need a time consuming and biased (towards the wealthy, homeowners) community outreach step. We voted for the council and their pro housing initiatives. We voted for Mayor Wu for her policies. There needs to be more urgency because the housing costs are rising to absurd levels that are having a huge ripple effect to things from homelessness and mental disease to child hunger. This is a public health emergency and needs to be treated with that level of urgency. We should not be bringing this up for further discussion where wealthy people will argue that the "character" of their neighborhood would be ruined when the other side can't even attend the engagement process because they are struggling to afford shelter.</p> <p>The zoning policy should also explicitly reduce parking. Housing costs need to go down and it is proven that removing parking will not only help with that, but will reduce congestion, increase safety for all road users, and even lower childhood asthma rates. These areas should be transit oriented and be geared towards pedestrians, transit users, and bicyclists. Too many people are killed by drivers. Our infrastructure needs to prevent and end this violence. All new developments should commit to having streamlined transit entrances, concrete protected or curb level bike lanes, and pedestrian safety improvements such as raised crosswalks, curb bumpouts, and more narrow travel lanes.</p> <p>I'd like support for more density. Any lot within a half mile of a subway station or bus route with 10 minute headways or less should be zoned for 6 stories of housing at a minimum. I'd like mixed use and commercial zoning to be able to easily shift to housing to meet demand (eg. Automatic approval for housing on a lot zoned for offices if the property owner wishes to change)</p> <p>I don't know much about it</p>	<p>Reiterating that this zoning amendment's effectiveness will be lowered extremely with long and biased community engagement steps. Boston voted for this already when they elected the Mayor and said no to candidates that ran on specifically anti development/anti housing policies. This administration needs to know that they have support. The loud minority has the privilege to complain about this or doesn't understand how housing works will always be there.</p>
1/8/2024 20:48:26	Colin	Roslindale	Form based zoning, streamlined and faster building of much needed housing		
1/8/2024 23:42:21	Susan Rutkiewicz	Brighton	I don't know I have an experience it before and I can't comprehend it unless I see an example		I would like to see some photos of what you're talking about or a video
1/9/2024 6:37:25	Rhonda Textor	Charlestown	I am in favor of any approach that updates and modernizes zoning in a way that encourages development, housing, and more walkable neighborhoods.	n/a	
1/9/2024 7:07:19	Matt	I don't live in Boston	The increase in simplicity and the increased density and volume of housing.	Some requirements to encourage more access for public and non-car based transit modes as part of the zoning redevelopment.	I live in Union Square in Somerville so I am impacted by these changes and hope they continue to bring down the cost of Boston development and the total duration to create more housing development.
1/9/2024 7:08:01	Barnabas Furth	Jamaica Plain	I like that the city is starting to think about this! We have to plan for more growth and it can't be through variances for every project	Bring back the S5! We need so much more housing than most people can imagine. Increase the density of every single section	We need more homes. Every T station should be surrounded by apartments of 10+ stories. We need more homes for more people and we need them ASAP
1/9/2024 7:09:16	Hope Perry	Jamaica Plain	That our squares can get bigger	There should be greater density. Make every T stop an S5	We need to build more homes and I would like to see greater default density in all squares
1/9/2024 7:11:10	Josiah furth	Jamaica Plain	It will make it easier for developers to pencil projects	The S5 should come back and we should increase the density of all plans	Boston needs more housing and we should therefore push for max density across all squares. Centre St in JP should be all 5-10 story buildings
1/9/2024 7:12:51	Charlie Furth	Jamaica Plain	I like that the city is planning for my future	The densities are too low in the current plan. Also the S5 should not have been removed	I would like to buy a home in Boston one day. Unless we build tens of thousands of new homes, that will never be possible. Increase the density across the blard
1/9/2024 8:17:03	Robert Wilson	South End	I would like it to be easier for developers to build more affordable residences. Additionally, I would like the process for permitting and approvals for these developments to be fast-tracked. Ultimately, I believe the Squares + Streets zoning districts is designed to encourage more and easier development of residences, without hindrance from one or a few loud voices in a neighborhood who don't represent the will of that community but are allowed to delay and derail otherwise necessary developments.	<p>I would like the ability of people in neighboring neighborhoods to have the ability to weigh in and support or voice their lack of support for projects. For example, I live in the South End. I don't think I should be able to comment on developments in neighborhoods that are not near me (e.g., JP, Roslindale, Charlestown, etc). However, I don't feel like I have any input on development in Chinatown, Southie, Back Bay, Bay Village, even though these neighborhoods are all very close to me. I'd like to see more input from adjacent neighborhoods to help bring more change and add more voices to the process. However, I feel like if you aren't in that particular neighborhood your voice is not heard.</p> <p>Clearer expectations/enforcement of farther back setbacks for all parcels, including Main Street ones. Too often I now see buildings built right up onto the sidewalk, which makes the urban landscape look too synonymous. It lacks breathing room.</p>	<p>I would like to see a priority on greenlighting multi use developments with commercial properties on the ground floor and residences above. I would like to see more done to develop more affordable housing. I don't see enough of this.</p>
1/9/2024 9:17:57	Patrick Snyder	West Roxbury	More varied, dense uses. Provisions for accessory dwelling units.		
1/9/2024 9:19:26	Helene Fakhery	Charlestown	Density results in crowded neighborhoods and id not done thoughtfully existing residents will be negatively impacted with over overcrowding, congestion and unhealthy living conditions. The mayor and the BPDA ask for comments , hold virtual meetings and then votes the way the mayor wants them too. It's a not a democratic process and why bother asking for comments when they are ignored ! How about building more housing outside Boston and all over Massachusetts so that no city is negatively impacted? . Do you wonder why so many tax paying residents are leaving MA.? Your policies and plans ryo double of the population of Charlestown is making many reconsider living here. . I did not move to Charlestown to live in a " dense" congested community. My job requires a car. Boston will continue to lose tax paying residents and instead be supporting those with housing and food subsidge . Overcrowded Boston , you will encourage residents to leave.	<p>Be democratic. Put all suggestions to a vote and let the community weigh in. If the majority is against scrap the idea which should have been done with the constitution inn project . Also start to fast track building homes on Long Island so you can house those who are chronically, homeless, and will require life time tax paying dollars to live under a roof. You can use ferries for transit until the bridge is repaired . Thus far you don't listen to residents and the article 80 process is broken and favors developer and there is no consideration to the residents as clearly done with the approval of the constitution Inn bringing in 48 PSH units for for:those addicts and those with mental illnesses into a small quiet and safe community like the Navy Yard.</p>	<p>Start listening the majority of your constituents. We need more hosing but no one community should be burdened and expected to double its population. . Spread housing development all over Mass and don't allow PSH homeless housing in areas that is solely residential and don't have medical recovery resources to support the needs of the chronically homeless and mental illness. Also with any PSH housing it must go through a IAG and not to allow resident a to weigh in is not democratic, or fair. If your goal is to encourage law abiding , tax, paying residents to move, you're doing a great job with your strategy!</p>

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1/9/2024 10:48:29	Timothy Horn	Fenway	See below	Re: Text Amendment Application No. 518 – Waiver of Affordable Housing Article 80 Dear Commissioners, Fenway Civic Association (FCA) is the Fenway's oldest volunteer organization that accepts no public or developer funds. Our mission is to promote a safe and vital neighborhood that serves the interest of our residents. We are writing regarding the proposed zoning amendment for Affordable Housing. Fenway Civic has long supported the need to provide housing for city residents. Our consensus-based rezoning in the early 2000's created expanded height and density specifically for housing related development and recognized already existing gaps, seeking to create affordable housing and prioritizing the creation of housing at the 80-120% AMI level, recognized by the task force and community as in short supply. We also support the need to preserve existing affordable housing in cases where building rehabilitation is needed and understand that undue delays in those processes cause harm. However, we unequivocally oppose the zoning text amendment that would waive requirements of Large Project Review to construct new Projects and place sole discretion in the hands of the BRA. Zoning is intended to be applied evenly across the city, creating protection from impacts that would harm people and their environment. Until now, citizen review has been a critical part of development processes, working under the assumption that communities should be engaged in and able to meaningfully shape development and express views on its impacts. To singly circumvent or weaken those already fragile protections to accommodate a narrowly defined purpose is a step towards ineffective city governance and a loss of confidence in its ability to provide predictable and consistent protections for everyone. We as a city need to make holistic, long-term plans that ensure city planning supports sustainable building and protection of natural assets; that development is supported by adequate transportation; and that it is equitable and conducted in a transparent manner. Each time public processes are removed, this system is weakened and made more meaningless. We ask the Zoning Commission to suspend approval of this amendment and to specifically oppose the removal of Article 80 review for projects that create (not rehabilitate) affordable housing. Sincerely, Tim Horn President, Fenway Civic Association	
1/9/2024 11:09:13	David Benman	Allston	It will lead to more housing and be done on a quick time-frame, removal of parking minimums	Allow single stair buildings by-right. Allow multiple buildings per lot in S0 and S1 - possibility of row-houses, accessory units, additions, and other creative housing solutions. Increase max building heights in S3 and S4 or consider eliminating them all together. More housing! First, the elimination of the S5 zone included in earlier versions of this plan looks like a mistake. Second, what seems to be missing from this approach is an anchor to the city's overall housing production needs. Boston is in a serious housing shortfall, and while this plan clearly intends to take steps towards addressing it, a reference point for how much housing we need to create, and how that filters down to needs at the level of individual neighborhoods, will be important in deciding which S+S zones are applied in which areas (and, for that matter, in addressing Boston's residential zoning more broadly).	More housing! The rent is too high
1/9/2024 11:43:47	Rob Kerth	Jamaica Plain	These zoning districts look like an improvement on much of the current zoning, and it would be great to see as-of-right approval for projects along e.g. the Washington St or Centre St corridors in JP. Elimination of parking requirements is good, and I appreciate the focus on simplifying the process of construction - we've seen too many projects that would have delivered needed housing fall apart during the current lengthy path to approval.		
1/9/2024 13:19:53	William Devlin	Charlestown	Language per the proposal is difficult to understand, never mind how to determine the impacts to my neighborhood!	You need to explain this change in non technical language !!	
1/9/2024 13:51:31	Christopher Hart	Hyde Park	Increasing density to support struggling businesses esp. sit down restaurants and non chain/convenience stores	Please raise by right height to 6 stories, encourage designs that provide SRO housing as well as small footprint retail such as cobblers/florists that may need less than 500 sq/ft, encourage building designs that provide shelter for bus riders, explicitly requiring additional permits for check cashing, pawn, & convenience stores; incentivize preservation of masonry facades and general historic preservation; encourage coordination w Boston Landmarks Commission and Commission on Disabilities. Expand Inclusive Design/Universal Design principles previously imbedded within Boston CH-91 Harbor Plans from 2000-2015. Encourage public restrooms.	Zoning MUST ensure development near MBTA stations provides CAPITAL funding to improve ADA accessibility and State of Good Repair of stations. It is inexcusable that permitted / newly built towers on Tremont & Stuart are not funding elevators at the Tufts South Cove inaccessible entrance. Similarly the Bayside Expo/Columbia Point development is not funding the replacement of JFK/UMass Station and instead is funding K Circle/Morrissey Blvd improvements. Further afield major proposed developments around Readville are not funding elevators and full high platforms needed to make the Franklin platform ADA accessible and reachable from the Milton / Colchester St neighborhood. Likewise, the ongoing South Bay Mall expansion has not improved shelter for bus riders and development around Andrew & Broadway are not funding critical life safety upgrades to their stations. Finally, projects such as the redevelopment of Hood and various Sullivan Sq parcels are not funding Sullivan Station needed access and fire egress to the Cambridge St neighborhood.
1/9/2024 13:55:16	Nate Deshmukh Towery	Jamaica Plain	I like that it should streamline the approval process for new housing in all Boston neighborhoods, which is desperately needed. The slate of options for communities to select a type of zoning makes sense, and I approve of all text that supports the removal of parking minimums.	I am concerned by the omission of an S-5 "placemaker" district option that was included earlier in the process - this option has the potential to jumpstart housing availability in appropriate locations in a way that the S-4 option does not, and leaving it out is short-sighted for comprehensive reform.	As someone who is currently appointed to the Landmarks Commission, was very involved in Greenway and Downtown North planning for years, served on various CAC's and the previous Columbia Point effort and was a member of the Ch. 91 Harbor Use committee for nearly 12 years I would welcome a more in depth conversation with BPDA staff.
1/9/2024 14:05:43	Keoki M	Roslindale	There are options/ levels of building density/ heights, uses for different areas.	There should be more consideration for lot setbacks/ green, natural spaces around and between structures. Minimizing parking may be idealistic and cheaper for developers, but not realistic for options of future residents. Significant added housing density will worsen on street parking conflicts -- especially with ground floor retail in mixed use bldgs. Existing small businesses need to be supported and engaged in planning review.	Many of these comments are boiler plate and appear to be by supporters of 'Abundant Housing MA'-- even acknowledged by several commenters. Others appear to be by housing developers, real estate interests. More housing (most of it market rate or above) is not going to solve our critical 'Housing Crisis' in Boston. We need a balance of housing types, affordability, green infrastructures, natural open spaces (Trees, Urban Wilds), and Parks and public squares which all contribute to a livable City. Not Housing that destroys existing natural areas. At least this initiative is focused on existing developed areas which is a positive aspect.
1/9/2024 16:56:19	Brandon Coppola	South Boston	NA	Inclusion of the S-5, Placemaker Squares (highest density) District, which was presented in earlier presentations. We strongly believe this must be included in the draft text amendment as we need predictable planning. While community engagement is essential, local feedback cannot be the deciding criteria for where S0 through S5 are mapped during the Squares + Streets process. Objective criteria must be used, including proximity to existing business corridors and transit access. Every neighborhood in Boston must allow for greater density. If we want to equitably address the current housing crisis, loud opposition from wealthy homeowners in one neighborhood should not be allowed to shift even higher density to other areas of the city. Housing should be built where needed, not just where the public doesn't object to it. Eliminate costly parking mandates citywide, following municipalities like Minneapolis, San Francisco, Nashville, Austin, and Cambridge. Allow accessory dwelling units (ADUs) by right citywide, following the lead of municipalities like Worcester and Salem. Allow residential buildings up to 7 stories/65ft by mass transit stations Allow residential buildings up to 5 stories/60ft by right citywide	
1/9/2024 18:42:06	Chris Vaughan	Jamaica Plain	We desperately need zoning reform, allowing for additional density by right. And simplification and standardization of zoning across the city is critical. I love the elimination of off-street parking minimums in Squares + Streets districts.	We need options that allow for more density than S4. We should allow for more than 7 stories / 85 feet of height and without setback requirements. Eliminate parking minimums for anything within 0.5 miles of public transit.	I fully support an expedited process for this. Don't go overboard with community engagement.
1/9/2024 20:04:39	Gene Radwin	Roslindale	Just wanted to amend my original posting after reviewing more materials from Squares and Streets and attending Roslindale presentation	I would like to see specific, clear, and measurable goals -- intermediate and final -- for the program. Without measurable goals, there is no way for city officials or the general public to ascertain (1) how well the program is working/effective as it is rolled out and over time, (2) whether or not it is on track or revisions required to plans, and (3) determine what follow up actions are required. A lack of measurable goals also means that the city council will have no way of verifying what is being done or claimed.	
1/9/2024 20:42:05	Ellen Scalese	Hyde Park	The idea of improving Cleary Square and offering housing.	I do not like the blanket approach that the zoning will apply for all Boston Communities, when each community is very different. I do not like the removal of the appeals process. I also feel the areas selected may be too broad.	This needs to be paused and slowed down to allow public input in our own communities.
1/10/2024 7:52:07	Michelle Murray	Roxbury	For the most part I like the height/density as long as it does not interfere with existing climate mitigation efforts, like an abutter's solar array.	Case by case basis for some projects but overall I like the high and dense development in Nubian and along Washington street to Eggleston	Don't think I have any.

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1/10/2024 9:53:45	Elizabeth	Roslindale	Not much! These changes open the door to allow developers to build whatever they want and remove any regulations that would protect residential neighborhoods from overdevelopment. Also, by not including green space requirement and tree protections you are pushing environmental improvements backwards!	Remove ability for lot line to lot line building. Maintain Green space requirements in residential neighborhoods and add tree protections into the code.	Regular residents who are not in special interest group or otherwise involved have no idea that this is happening or what it means. Even if people read the new documents they don't understand the impact on their neighborhoods. For something this large and encompassing of the entire city more should be done to simplify explanation of what it means. Also, the BPDA should do a city wide mailing with a general explanation and how and where to comment. Finally, just because special interest groups organize, show up for meetings and provide comments meant to push their agenda's they Do Not represent the community at large and their opinions should be weighted as individual opinions of one group.
1/10/2024 10:24:02	Eric Lee	Allston	Easy to understand, simpler.	N/A	
1/10/2024 10:35:21	Sarah Freeman	Jamaica Plain	ACTIVE USES: Ground Floor Active Use in S3 & S4. Fewer variances will be needed for small changes. Removing minimum parking requirements for small projects	I wouldn't describe it as "minor", it's a 118-page document, and residents (including myself) are having a hard time keeping up with all the City meetings. There is so much happening at the same time, it feels rushed. In addition to Squares & Streets, there are the proposed Article 80 changes, and to name a few others in the vicinity of Franklin Park: White Stadium, the Bear Cages, the ongoing Franklin Park Action Plan, the proposed Animal Shelter, the State planning processes for the Shattuck Hospital site (EOHHS/DCAMM), the Arborway Yard Bus Facility (MBTA), plus multiple neighborhood associations, neighborhood councils & related committees. We need time to attend the meetings, review the pertinent documents, write comments etc. Re: Trees, Green space, natural areas: I'm still working my way through the text amendment, so I may still find some statements re: importance of trees, green space and natural areas, but I haven't seen much yet. In light of the climate crisis and the known benefits to environmental health & public health (physical health & mental health), I'd like to see this value reflected in the amendment. Question re: page 8: Outdoor Amenity Space requirement calculation "2. Every 1 square foot of Publicly Accessible Open Space may count as 1.25 square feet toward the total required Outdoor Amenity Space." This is confusing. When I see a number of square feet, I interpret it as stated, e.g. 500 sq ft = 500 sq ft (without looking for any formulas for what it really means. Clarification request: page 10: Section 26-2. - Establishment of Squares and Streets Districts "A. This Section 26-2 establishes five Squares + Streets districts (S0, S1, S2, S3, and S4). Listed here in order of intensity: ". Will these be 5 districts? or 5 types of districts? If it means "types of districts", please insert "types of" because some people are expecting announcement of 5 locations.	Can "live" links be created? e.g. page 19, ARTICLE 24 - OFF-STREET LOADING "Amend off-street loading requirements to only include 2 thresholds: 0-15,000 square feet and 15,000 to 49,999 square feet (projects 50,000 square feet or larger will require Article 80 Large Project review). Add uses from new Table A in Article 8." It would be helpful to be able to click on "Table A in Article 8" (vs search for it).
1/10/2024 12:38:58	Alec Papazian	South Boston	Simplification and an emphasis on moving to by right housing development	Less concern with letting each neighborhood decide things. You're not going to get a representative hearing and it'll always tilt toward NIMBYs	Housing production and people over cars needs to be the #1 focus. The best parts of the city are those that were created before our horrible modern zoning regime. Let's get back to that. Housing over everything.
1/10/2024 14:48:17	Kevin H	Charlestown	I like that it increases the amount of housing that can be built throughout much of Boston	Allow more/taller housing to be built in all proposed districts, eliminate parking requirements for all new housing.	Make the highest density zones as large as possible to allow for more housing to be built
1/10/2024 15:40:47	Anne Wright	East Boston	Great idea	Include areas in East Boston	
1/10/2024 15:59:21	John Allen	Longwood Medical Area	Increasing density, making it easier to build housing	Get rid of parking minimums for all residential usages. Seems unnecessary given transit options. Further subsidizing/encouraging car usage seems like the wrong direction for the city overall	
1/10/2024 16:06:52	Pamela Bardhi	West Roxbury	This initiative is a step in the right direction towards greater housing abundance and affordability in the city of Boston. It creates a framework the City can use to legalize the kind of homes we need to make Boston an affordable place to live. It also helpfully moves away from an over-reliance on discretionary review, which adds significant inefficiency, delays, and costs to every project. Greater predictability will encourage the creation of more homes throughout the City at all price points. This kind of zoning reform is long overdue and should not be delayed any further.	Previous presentations on the Squares + Streets initiative included the S5 Placemaker Squares district. This district is not included in the draft text amendment. This is a mistake. The BPDA should be stocking its toolbox with as many tools as possible to create more homes and invigorate neighborhoods. Some of the most successful recent redevelopments in the city (including Boylston Street in the Fenway and the Harrison-Albany district) fit the building types contemplated by the S5 district. The existing conditions in any given district should be the absolute floor of what is included in the nearby mapping, and we need to create opportunities for growth beyond that. The BPDA can make the decision where or even if to deploy S5 overlays. That's not an option if it isn't included in the draft language. It is unclear exactly how the Small Area Plans will be created after this zoning amendment passes. While community engagement is essential, local feedback cannot be the deciding criteria for where S0 through S5 are mapped during the Squares + Streets process. Objective criteria must be used, including proximity to existing business corridors and transit access. Every neighborhood in Boston must allow for greater density. If we want to equitably address the current housing crisis, loud opposition from wealthy homeowners in one neighborhood should not be allowed to shift even higher density to other areas of the city.	
1/10/2024 16:48:09	Tony lee	Roslindale	We need updated zoning, too many squares are righting archaic norms.	I'd like as much focus as possible on reducing the impact of cars in every way imaginable. Whether that be with safe design that limits speeds, reduced parking, enhanced public transportation and pedestrian capabilities....really anything to greatly lessen the impact of cars in these areas. Roslindale Square is my local square and it is dominated by cars, violent, unsafe, unhealthy, loud, ugly, etc. While I love the business/social aspect of my visits, I cringe at the manner in which cars have just taken over, honking, speeding, running reds and - in some cases - flying into buildings and killing people. Their unhealthy presence needs to be factored into any decisions to alter these squares for the better.	
1/10/2024 17:02:41	Jeremy Bohn	Roslindale	Increased focus on walkability and transit accessibility is a clear positive. Also allowing for more housing construction as of right without an onerous variance process.	Nothing.	I am very excited about the proposal. Zoning changes like the ones proposed are absolutely essential to make the city more affordable, safer for pedestrians and bikes, and more inclusive.
1/10/2024 18:36:06	Diane Valle	Charlestown	Nothing. Abandon Square & Streets.		Mayor Wu ran on a policy which she wrote "Fixing Boston's Broken Development Process: Abolish BPDA." Mayor Wu's supporters worked for her, contributed to her, and expect her to follow through on her promise. Instead, she has done a 180 degree retreat from her policy. She has not explained to Bostonians why she has become a force to destroy community engagement and supporting BPDA contrived tools to eliminate zoning protections for the people of Boston. https://www.riv.com/wp-content/uploads/2015/08/00854411.pdf "Instead of delivering the resources to address our most urgent challenges, Boston's development process is making our problems worse. We're more and more anxious about rising home prices and rents, frustrated daily by increasingly awful commutes, and scared about the flooding and extreme heat that intensify every season. This report is not an outline of these crises or the steps to solve them, but a reminder that all of these issues are fundamentally related to how we are managing Boston's growth and development. And I hope after reading this report, you'll feel hopeful." - Michelle Wu Hope is extinguished with Square & Streets. We want to Fix Boston's Broken Development Process. We want to Abolish the BPDA. We want promises honored. We want our children and grandchildren to believe that government works for the people, and that elected officials can be trusted. We want citizens to be engaged in Boston, and help "keep Boston beautiful"...which is another Mayor Wu comment, when you call 311. Perhaps Mayor Wu will instruct the BPDA to "help keep Boston beautiful."
1/10/2024 20:29:47	Jacob Stevens	Jamaica Plain	Streamlines the process to help accelerate the development of needed homes	I would like to see a S0.5 that allows commercial use off "main street". A small convenience store or limited seat restaurant provides amenities throughout a neighborhood.	Please stop the gaslighting, the misinformation, the manipulation, the total disregard of community voices.
1/11/2024 0:08:59	Tadashi	Back Bay	Moves zoning in the right direction	More density, higher building, more greenspace, no parking space requirements. Zoning should be simplified to make it easier to comply, less rules, less complexity.	Stop Square & Streets.

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1/11/2024 1:21:01	Cam Juric	Hyde Park	Zoning updates (especially reducing single use zoning), local area plans, focus on housing and transit	Culture - ignore it. Remove all historical designations and fire up the bulldozers. Old North Church would look better as a highrise apartment building. Remove all parking requirements while we're at it!	Reduce public comment periods. Ironic coming in a public comment, but they often serve as a roadblock to needed development. Neighbors shouldn't get a say over the number of stories in a building.
1/11/2024 3:25:37	Tarek Belkessa	I don't live in Boston	Everything, this is incredible and provides an example for the entire state of Massachusetts on how to properly zone an area for those who need spaces to live	more of it in other streets.	great job, please keep doing this.
1/11/2024 9:39:36	Domenic	Allston	Anything that can help streamline Boston's complicated zoning laws is a win! Including some active ground floor (like commercial/ retail space) is great for making squares feel like more of a place to be	A map that shows where in the city this zoning applies to. Maybe I just missed it, but I hope that this updated zoning applies to a lot of locations across Boston	
1/11/2024 10:03:50	Cullen Deimer	Brighton	I like that we are trying to modernize our zoning code as a city by remove barriers to development. Making it easier to build homes will keep rents from rising out of control and revitalize neighborhood centers across the city.	I would like to see some element of objectivity in density allocations. For example, the highest level of density should be allowed by right next to EVERY mass transit station and along high frequency bus corridors. We cannot allow wealthy homeowners in any neighborhood to prevent the construction of additional homes, we must move forward equally as a city.	I am a renter and I hate to see my local neighborhood center, Brighton Center, half empty with vacant retail space lining the streets. Streamlining the development process would bring more customers and foot traffic to every Brighton Center business, making the neighborhood more vibrant for all.
1/11/2024 11:51:28	Emily Pease	Roslindale	I really support the initiatives to add more housing and focus on transit rather than car infrastructure!	Include Roslindale Village commuter rail in Zone 1A, and add more car-free streets like Poplar alongside Adams park.	
1/11/2024 12:26:01	Brooks	South Boston	Modernizing our zoning code with reforms that reduce the need for variances while enhancing simplicity and predictability are long overdue and should be implemented without delay.	Inclusion of the S-5: Placemaker Squares (highest density) District, which was presented in earlier presentations. We strongly believe this must be included in the draft text amendment as we need predictable planning. While community engagement is essential, local feedback cannot be the deciding criteria for where S0 through S5 are mapped during the Squares + Streets process. Objective criteria must be used, including proximity to existing business corridors and transit access. Every neighborhood in Boston must allow for greater density. If we want to equitably address the current housing crisis, loud opposition from wealthy homeowners in one neighborhood should not be allowed to shift even higher density to other areas of the city. Housing should be built where needed, not just where the public doesn't object to it.	
1/11/2024 12:43:29	John Infranca	Jamaica Plain	The text amendment thoughtfully addresses the city's desperate need for new housing supply. By focusing on neighborhood centers the changes will strengthen existing neighborhood businesses, enhance street life, and encourage development of housing near transit. The shift towards thinking more holistically and moving away from discretionary reviews will both speed the development of needed housing amid a crisis and likely result in more and better, not less, consideration of legitimate local concerns. Discretionary reviews of individual developments are not the best way to adequately consider such concerns. And Boston is an outlier in terms of its reliance on such discretionary review (as I have studied and written about https://papers.ssrn.com/sol3/papers.cfm?abstract_id=4188013 & https://commonwealthbeacon.org/opinion/zoning-variances-are-out-of-control-in-boston/) which is inefficient and inequitable in practice, raising costs of production and granting inordinate power to certain individuals and communities. This kind of zoning reform is long overdue and should not be delayed any further.	I would encourage the city to move quickly on identifying areas for rezoning. Objective criteria should be used in determining where to place these new districts, including proximity to existing business corridors and transit access. Every neighborhood in Boston must allow for greater density. If we want to equitably address the current housing crisis, loud opposition from wealthy homeowners in one neighborhood should not be allowed to shift even higher density to other areas of the city. Too often in too many cities an emphasis on local control and local vetos only serves to empower the wealthiest and most politically connected communities and individuals. Housing should be built where needed, not just where the public doesn't object to it.	I have lived in Jamaica Plain for ten years now after living in Brooklyn, Manhattan, Philadelphia, and Portland, Oregon over the prior decade. I also study and teach land use law. What has struck me since moving to Boston is two things: how slow new development occurs relative to other cities and how much discretionary review contributes to this. My neighborhood and others in Boston suffer from a lack of housing supply, which exacerbates a lack of housing affordability both regionally and at the neighborhood level. The evidence in support of this proposition is clear. But beyond that, our current system of excessive reliance on discretionary review for new development is an outlier among larger cities. Rather than maintain what residents like about their neighborhoods it serves instead, by slowing or stopping development, to increase displacement. When new housing cannot easily be constructed wealthier households in search of housing simply displace existing residents in a tight housing market. The city has thoughtfully designed this program and effectively and extensively conducted outreach to communities. Now is the time to move quickly! Allowing for more housing and population growth will provide significant support for area businesses, enhancing our neighborhoods for current residents and enabling those neighborhoods to welcome new residents.
1/12/2024 10:09:40	Mae Tobin-Hochstadt	Roslindale	Removing parking minimums. Increased opportunity for housing in the new districts. Promotion of mixed use buildings.	N/A	
1/12/2024 12:50:39	Robbie Stewart	East Boston	High density housing zoning lowers carbon emissions, makes neighborhoods more diverse, provides the people to support more local businesses	Day Square in East Boston returned to an actual square. The parking eliminated to make open, accessible space for the community. Like a European plaza	
1/12/2024 13:47:18	Doreen Miller	Dorchester	While building up squares might make sense, we lack the infrastructure to support such changes.	There needs to be less height and density and greater set back to allow for more trees and green space. Building right up to the sidewalks creates a claustrophobic atmosphere rife with wind tunnels and shadow caverns - not a very inviting place to live. Wall to wall high rises are not conducive to building community. I know, I've lived in high rises and never really knew my neighbors. The lack of yards and play areas for children is highly concerning.	Just because a development is "transit oriented" does not mean people will opt to have no cars or will actually take the decrepit and very unreliable T. Continuing to build greater density with limited infrastructure to support that density is a recipe for utter disaster. You think our streets are clogged now? If you want to destroy the character of Boston and its lovely historic neighborhoods, keep overdeveloping. Where is the humanity in all this development?
1/12/2024 14:52:42	John Barrows	Hyde Park	Patrol!	I would like to address the side streets in Hyde Park. People are not reading signs, also parking on both sides of narrow streets, blocking emergency vehicles. This really have to be addressedTalk of safety? Lawn have been driven on 3 times . They don't care about signs, children, nor property. Where I live is a parking on one side street. No one have gotten a ticket for parking on the fire lane. They think it's ok and getting away with it!	
1/12/2024 14:56:05	Matthew Hibbert	Dorchester	I like that decision making responsibility will be more equitable to groups outside civic associations.	NA	
1/12/2024 17:10:09	Jahvarie Alexander	Hyde Park	I love that there is an intentional effort to have more consistent and clear zoning regulations to facilitate growth throughout Boston's neighborhoods.	I think Hyde park Ave and River street in Hyde park need to be rezoned as s4 and s5, particularly in Cleary square, as well other established commercial districts, especially the "strip malls" scattered across the neighborhood (such as the American food basket on Hyde park Ave, or the shops at Riverwood on river street.)	
1/12/2024 17:23:39	Sharon Eaton Hinton	Hyde Park	That there are different times for public comment.	I think the Main Streets between cleary square and the other established commercial districts should be zoned s3/s2. There is not enough mixed use development or activity on long stretches of Hyde park Ave and River street, making it uncomfortable, unsafe, and quite frankly, boring to walk around.	
1/12/2024 17:31:26	Joyce Judge	Hyde Park	Please let me know which address is being developed in Roslindale Square. I'm having difficulty navigating the map to show the location.	We should be intentional in transforming the abandoned industrial lots and auto repair shops along the main streets into mixed used 4/5 over 1 apartments. We need to transform Readville station into a new mixed use commercial district, zoned s3/s4/s5, 7 floors max.	When is the next meeting for Hyde Park?
1/12/2024 21:22:05	Joshua Price	South Boston Waterfront	I support the inclusion of S-5 and hope it is applied frequently at transit hubs. I also like that there are no parking minimums.	The time frame for decision making should be slowed down.	
1/13/2024 13:57:10	Yousif Abdallah	Dorchester	I like the idea of up zoning for more housing.	Address and street names on the map.	
1/13/2024 18:57:38	Patricia Alvarez	Hyde Park	NA	My #1 concern when it comes to zoning in Boston is that I want the city to loosen its regulatory restrictiveness and allow for higher density buildings to be developed in a reasonable time frame and at reasonable cost to developers (and as a result, to homeowners and renters). Boston is facing a housing affordability crisis. Homeownership in the city is largely out of reach for individuals and families who make less than six figures. If I could change something in this proposed zoning text amendment, I would increase the building height limits, particularly for S-3 and S-4, to allow for higher density squares and streets.	
1/14/2024 14:21:33	Amy	West Roxbury	I like the two hour metered parking	More up zoning and green space.	We need several more months for the community to digest the zoning text amendments and help the planners get to know and understand our neighborhoods up close. This is a critical process that will forever change our communities and our lives. It is irresponsible to rush it. It must be done correctly. Please be mindful of the businesses and who is visiting them. Don't do anything that will harm the local shops and restaurants.
1/15/2024 16:38:43	Nate Stell	Roslindale	Previously submitted	The map of Cleary Square includes a 1/3 mile radius around the business district. The is not appropriate as it includes many fully residential neighborhoods where there is no space to build anything. These are homes with small yards and some trees in their yards. The area also includes several urban wilds - all land owned by the Conservation Commission. This land is protected as conservation land in perpetuity. For all these reasons the map should be revised to make the radius truly include the business district only, not residential neighborhoods.	Previously submitted
1/15/2024 21:28:30	Chris Vella	Dorchester	Clear zoning process for main neighborhood downtown areas. Creates an overall blueprint and guideline for both developers and the community of a plan and not a project by project development process. This helps to streamlines planning and speed up timelines.	Would like to see the public parking lot to be at least 4 hour parking and any new developments should have parking even though builders think nobody drives anymore.	Requirements for architectural connection with the existing neighborhood.
1/16/2024 4:20:53	Paul bloo	Roslindale	Nothing	I'd really like to see ground floor retail added as a conditional use for S0 districts, and not just on corner parcels. It'll make for more interesting, walkable neighborhoods, and increase the number of lower-cost retail opportunities for small businesses.	We can't rezone our housing problems! Who is behind this? Developers?

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1/16/2024 9:35:35	Theresa Fitzgerald	Roslindale	My household and business district does not have enough information to form an opinion	The time line and input from all parties	The Square's and Streets zoning proposal and process is another Mayor Wu and her team piece of work that is not taking the time to properly inform it's neighborhood residents and business owners, and truly allow for their input. As tax paying and voting citizens of Boston we deserve and have the right to be heard and listened to, and then work with the city officials to create a zoning plan for our neighborhoods. We live and work in the neighborhoods of Boston that make it so special. Each neighborhood is unique and a cookie cut plan will not work across the board. Each neighborhood should be represented by its residents who as a collective group know their area and what would be best for it. Having one or two meetings in the winter season is unfair. Zoning should take its time. Please delay this immediate process for 6 months or more. Have ongoing and more meaningful meetings. We all need to be represented and assured we are making the best decisions for our neighborhoods and our city of Boston. Thank you
1/16/2024	Susan Pranger	Jamaica Plain	Comment letter submitted via email - refer to document below.	Comment letter submitted via email - refer to document below.	Comment letter submitted via email - refer to document below.
1/16/2024	Kevin M. Carragee	Brighton	Comment letter submitted via email - refer to document below.	Comment letter submitted via email - refer to document below.	Comment letter submitted via email - refer to document below.
1/17/2024 9:30:16	Patrick Kroyak	I don't live in Boston	I like the switch to a form of hierarchical zoning that lets local areas grow and change naturally	I didn't see anything listed for guidance on how an area of the city could change zones, either up or down. While care should be taken to avoid malicious actors (NIMBYs changing to S0 to disallow any development for example) some guidance on how to evaluate when a zone should be changed may save a lot of headache decades down the road	Overall I really like the plan, but wish there was a pilot project publicly funded that doesn't rely on private investors relying to turning a profit. This is a step in the right direction.
1/17/2024 14:28:41	Quaime V. Lee	Hyde Park	I appreciate the effort to simplify the zoning process in ways that are innovative and relevant to changing conditions.	I would like more clarity on how this will impact existing zoning ordinances in the city's neighborhoods. Boston is a complicated mosaic of neighborhoods with unique histories and needs and developers should be obliged to recognize that.	
1/17/2024 15:58:01	Meg Kelly	Roslindale	We don't know much about it and reading through a 115 plus page document does not make us residents feel like things are clear in Roslindale. Please slow it down.	I also believe that the process for implementation of the plan has been hurried, without sufficient notice and comment. I would move for a 6-month stay and public comment and community engagement period.	
1/17/2024 20:10:17	Kendra Halliwell	Jamaica Plain	I appreciate the shift to form based rather than use based regulations/ guidelines	We don't know much about it and reading through a 115 plus page document does not make us residents feel like things are clear in Roslindale. Please slow it down.	thanks for taking this on!
1/17/2024 21:08:11	Peg Preble	Jamaica Plain	choose not to answer	I support increased density	
1/17/2024	Ruth Whitney	Dorchester	Comment letter submitted via email - refer to document below.	I have seen many small businesses getting forced out of neighborhoods to make way for housing. Many of those businesses are needed for the residents. I am a residential electrician. My small electrical supply was moved from Forest hills to make way for a building that needs that business for its infrastructure. What used to take me 10 minutes to get supplies now takes me 45 minutes to drive to Mass Ave. When that area becomes housing it will be even longer. That adds to the cost of doing business that I have to pass on to my customers, raising the price of owning their home. Same has happened to the plumbing supply and the glass store. Do not force the businesses out of the city that are needed to have a city.	Comment letter submitted via email - refer to document below.
1/18/2024 9:47:20	Linda Sartori	Roslindale	Buildings too high = stay at max of 3 at least near Adams Park. Traffic issues and parking on street without garages for new builds - not cool.. Affordable is not \$60,000 income level. Too many luxury condos going up - and let's face it - they're not so luxurious! The square is not all that attractive so I'm not opposed to new buildings - just not ugly college style dorm-looking ones made cheaply. Developers need to class it up.	Close up alleys next to Knights of Columbus on Washington St. People sleeping there. Do we have enough civilized shelters and social workers for these folks? Build something that street sleepers with drug, alcohol, and mental health issues would want to use. While we're add it - please don't renovate that ugly building - replace it with a nice building for low income folks that looks nice - in keeping with NE architecture. Mayor Wu - cough up the funds.	Trees are nice, but the two that are behind me, will knocked down power lines and houses. keep trees in tight residential areas appropriately sized when adding trees.
1/18/2024 12:25:28	Kate Phelps	Roxbury	Five premises of Squares + Streets are laudable: 1) a complex, outdated, inconsistent, ever-variable zoning policy leads to endless, costly and inequitable delays in construction projects; 2) the single provision that currently permits the Zoning Board of Appeal to change virtually any provision it wishes, invites opportunism and corruption in public decision-making; 3) building needed housing closer to efficient transit hubs allows for more homes to be built for those residents who don't require their cars; 4) making ADU's as-of-right allows for more housing with little adverse impact; and 4) a few clear models for urban design can help Boston move toward a simpler and more enforceable zoning code.	Preserve the Article 80 provision for neighborhood feedback on those projects that repair and build affordable housing. Do not place sole discretion over these projects in the hand of the BPDA/BRA - historically infamous for destroying neighborhoods. Give communities the time and information to be involved in the planning and design of standardized design models, and invite feedback in how best to apply these models in our existing neighborhoods. Tie the planned construction of new housing with identified need. So far, no clear goals have been set for how much and what kind of housing needs to be built in each area. Establish plans to prevent displacement of existing residents before new projects are permitted to build as-of-right. Establish plans to ensure affordability, commensurate with the actual incomes of residents, and not the existing AMI reflecting the whole of Greater Boston. Spread the affordability of homes equitably across Boston, so that areas, like Roxbury, that already have 54% affordable housing, are not unduly saturated with lower blocks of poverty, while other areas of Boston still have less than 10%.	Forcing through this sweeping zoning initiative without the support of Boston residents only feeds suspicion, resentment and harm. The Wu administration clearly has the support of developers, investment capitalists, realtors and organizations like Abundant Housing MA. Take a moment to bring the rest of us on board.
1/19/2024 12:38:38	Bradley Russell	I don't live in Boston	Boston is a city of squares, with many of the neighborhood outside downtown centered around squares which function as activity centers surrounded by dense housing options. This zoning formalizes that model and makes it much easier to build the kind of transit oriented, walkable, dense communities that set the city apart. I particularly like that the plan allows for small shops/retail in neighborhood streets, while reserving larger commercial activity for the squares. That fills a need for local neighborhood shops without overwhelming the residential streets. This plan seems to draw a lot of inspiration from streetcar suburb style design, which is a big positive in my eyes.	Better provisions to secure rights-of-way/corridors for transit options, particularly between the various squares. Connectivity between neighborhoods on transit is often challenging because it requires either riding a bus, which can get stuck in traffic, or riding the subway, which requires going downtown to transfer. A dedicated right-of-way speeds up transit by removing any traffic from the corridor, so making provisions to secure space on major corridors for exclusive transit use can help make transit fast, reliable, and competitive with driving in the future. Perhaps an additional density bonus for buildings along major corridors, in exchange for setback requirements from the road, would be workable. That would eventually allow space to build dedicated bus lanes or light rail service along the corridor without undermining the economics of building new housing/shops/etc along the corridor. Incorporating that aspect into the zoning early on seems like a good idea to me.	Keep up the good work!
1/19/2024 18:15:54	Justin Brothers	Brighton	The indication that Boston is trying to think of creative, workable solutions to the housing crisis that won't destroy the character of our neighborhoods.	Strong protections and incentives for lacking cultural infrastructure, such as grocery stores in areas that lack them and protection for the hurting arts scene. Brighton and Allston in particular have reason to be skeptical of "urban renewal" esque projects.	Maybe contract the architecture firm of Vishaan Chakrabarti. How to Make Room for One Million New Yorkers https://www.nytimes.com/interactive/2023/12/30/opinion/new-york-housing-solution.html?smid=nytcore-android-share
1/20/2024 14:01:24	Ben Allen	Back Bay	This initiative is a step in the right direction towards greater housing abundance and affordability in the city of Boston. It creates a framework the City can use to legalize the kind of homes we need to make Boston an affordable place to live. It also helpfully moves away from an over-reliance on discretionary review, which adds significant inefficiency, delays, and costs to every project. Greater predictability will encourage the creation of more homes throughout the City at all price points. This kind of zoning reform is long overdue and should not be delayed any further. The elimination of parking minimums in all Squares + Streets districts is an important reform that will reduce the cost of housing, support the City's long term commitments to investing in transit and active transportation, and mitigate the impacts of climate change. The land use modernization component is excellent. By updating and simplifying the categories for various residential and commercial property use, it will streamline permitting and support the creation of dynamic streetscapes and neighborhoods across all of Boston	There is still far too much control given to local groups. Local feedback should not be the deciding factor for ANY development in the city. We need lots of homes, and fast. If every home needs approval from a myriad of neighborhood groups (which costs time and money and dissuades development), we'll never get there. This is a critical moment and we should use this opportunity to zone as high as possible and streamline the approval process. Objective criteria must be used, including proximity to existing business corridors and transit access. Every neighborhood in Boston must allow for greater density. If we want to equitably address the current housing crisis, loud opposition from wealthy homeowners in one neighborhood should not be allowed to shift even higher density to other areas of the city. I'd also encourage the team to continue to include the S5: Placemaker Squares district. The existing conditions in any given district should be the absolute floor of what is included in the nearby mapping, and we need to create opportunities for growth beyond that. The BPDA can make the decision where or even if to deploy S5 overlays.	
1/21/2024 12:58:36	Lee	Roslindale	Not sure. The document is over 100 pages and requires more time to digest and form questions	Slow the entire process down for at least 6 months to allow for a more vigorous community process. There is an upcoming meeting hosted by multiple community groups that invitations have been extended to BPDA and Mayors Office. Attend that meeting and be prepared to answer as yet to be answered questions. This meeting is hosted by a broad base of community groups and leaders not single special interest entities.	

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1/21/2024 17:58:50	James McKernan	Roslindale	Not much, I'd like to understand this more. Just learned about this 1/20/24. Seems your taking out the community input. The ones who live here, have valued property should have a say in what gets done in its town. Sounds like your only looking to skirt the normal process we've been using for years to speed up construction for housing the city wants. You government people don't look to future consequences caused by excessive housing. Traffic and carbon pollution caused by it is a serious existing problem as you continue to remove traffic lanes. Government overreach w/o community input seems to be the theme, causing more harm then good.	For starters, spend more time making the community aware of exactly what your proposing and have "real" community input and transparency. Instead of jamming it down our throat and not listening to the community concerns.	Don't remove Neighbourhood input, make sure there's understanding and transparency
1/22/2024 1:10:55	Matthew Petersen	Brighton	I'm happy to see the inclusion of the S5 district! We need to have big buildings on the table to maximize the potential for housing production. I'm also happy to see many uses allowed by right in all of the districts. The removal of parking minimums is great, and should be rolled out to all zoning districts in Boston. I like the figures that illustrate and describe the changes. I'm also happy to see small residential buildings disallowed in the S4 district - we should be having unit minimums rather than maximum.	<p>I would also like to see a more nuanced restriction of industrial and logistics uses. Industrial, manufacturing, and technical establishments provide vital jobs and services to a vibrant city. It is important that businesses like machine shops, small manufacturers, clothing producers, welders, art fabricators, bike shops, workshops, and other craft, technical, and light industrial uses be permitted in our commercial districts. We should regulate things like noise and pollution rather than prohibit an enterprising small business owner from opening a machine shop or small manufacturing facility. These jobs should have a place in the city and not be relegated to the suburbs. We should have places for the blue collar worker as well as the white collar worker in our Squares and Streets.</p> <p>I would also like to see accessory parking be a conditional use rather than permitted use. Parking should be subject to evaluation by the city and should be subject to maximum parking ratios.</p> <p>I would also like to see single family homes banned from all of these districts, and I'd like to see height minimums of at least two or three stories. We should be looking at higher maximum heights for all of these S+S districts, and we should have minimum heights and minimum unit counts so that parcels are not underbuilt for housing, as is currently happening across the street from me. We need to not just encourage and allow housing construction, but require it.</p> <p>I am also a little confused as to why we feel the need to ban multiple buildings on a single parcel in some districts. If the owner wants to meet the required lot coverage with two buildings instead of one, why should we care if they're inside the envelope?</p> <p>I also think that we should allow more zero side yard buildings in more districts. Zero side yard buildings, like Philly's row homes, create legible street walls and maximize housing in our dense neighborhoods. We should be flexible with our zoning and not restrict buildings unnecessarily.</p>	<p>I believe we should have the city take a less active role in design review. We should set out standards for safety, health, and quality of homes and buildings, but we should not unnecessarily quibble over articulation, massing, and other aesthetic concerns. Not every building is going to be a masterpiece, and the process costs imposed are considerable. Every additional meeting and design revision adds time and cost that means higher rents and less affordable housing in Boston. We must be laser-focused on making our approval process fast, predictable, and equitable, and focused on getting more housing on the ground faster. We are in a housing emergency and we need net new units as quickly as possible.</p> <p>I also think the city needs a stronger anti-displacement policy. Of course, this would have to be accompanied by rent control, rental registries, and tenant opportunity to purchase to have any effect. But we need protections to ensure that we can have development without displacement and to ensure that anyone who is renting in a building that is getting torn down only has to move once and doesn't have to move far. There must always be a universal right of return, and we must begin to treat housing as a human right, and landlords as partial stewards of that right, rather than as unfettered private property owners with no responsibility towards our common societal needs.</p>
1/22/2024 16:47:49	Lisa	Hyde Park	I support the economic growth of neighborhoods, but this process should be led by (or have significant input from) the residents and business owners in each neighborhood. The city should not tell each neighborhood what is in its best interest.	<p>- I am concerned that this plan will not take into account that even a central neighborhood location (a "square") has many streets of many different sizes and densities. What is an appropriate development on one street may be completely oversized for the next street over. I am also concerned that this plan will not take into account the impact of higher density development on abutting and nearby smaller streets.</p> <p>- I also ask you to consider that residents often purchase their homes based on the abutting properties. For example, when I purchased my house about 10 years ago, I purposely bought a house that is immediately adjacent to single and two-family houses. I did not want to live next to an apartment building or a commercial property. I would be very upset if the new zoning code allowed single and two family houses to be torn down and the land used to build larger structures. In my neighborhood, there are many 100+ year old Victorian houses, and a change to the zoning code could have a drastic impact on the character of my neighborhood if it becomes permissible to tear them down and build apartment buildings.</p> <p>- There has not been an adequate description of what the community involvement will be in developing these plans. The BPDA should be more explicit and state how they will involve the community in the planning process. Without that, I don't believe that the city cares about what the community thinks at all. It is just words to make the city look good.</p> <p>- The Hyde Park commuter rail station is Zone 1. The fare is \$6.50 one way to get into the city. For a couple to go into the city from the Hyde Park station, they would have to pay \$26 round-trip fare. The city needs to work with the MBTA to change all Boston commuter rail stations to Zone 1A. Otherwise, the city should not build their squares and streets plans around commuter rail stations because it is not economically feasible for many people to rely on the commuter rail. The Fairmount Line fare is much less expensive but does not go to Ruggles (near the Longwood Medical Area) or to Back Bay.</p> <p>- Finally, in Article 3, Establishment of Zoning Districts, why is there no Hyde Park Neighborhood District?</p>	Please provide additional time for comments and understanding. Please do not rush this process.
1/23/2024 15:42:48	Susan Donlan	West Roxbury	Effort at trying to reach an agreement	The unknowns concerning the future.	The taking of land by eminent domain. The actual zoning restrictions ie size Decisions made by the few Taking into account the decisions of the actual neighbors on the area
1/23/2024 16:04:46	Dennis Kirkpatrick	Roslindale	Nothing at this time	This is too broad based and lacks specifics.	This plan is expecting people to accept several "concepts" with no specifics. The people do not know what they are approving without specifics. This needs to be re-thought and slowed down. Zoning needs to be specific rather than broadly presented ideology. Documentation issued to the public is rife with errors and maps that extend over planned change areas.
1/23/2024 16:24:30	Martha McDonough	Hyde Park	See my response at the end of this comment form.	Look below - last paragraph says it all	This 118 page draft just came out and since then, there have been revisions. Certainly, there has not been time to adequately review this document along with its changes. Why the rush??? Get out to every neighborhood with plenty of notice to all residents about any presentations regarding changes that can impact our neighborhoods and listen to their responses both positive, negative, and whatever suggestions they might have.
1/23/2024 16:31:13	Heidi Moesinger	Dorchester	City goals of overpopulating Boston will be reached.	Add language regarding fixing infrastructure before adding density to an area. Criteria for determining when space is appropriate to be developed and when adding more density to an area would overpopulate an area. More green space and open outdoor space for families and children to play outside by their home, and not have to schedule outings to a local playground or park to enjoy the outdoors. This green space area should be determined per person living there; it should NOT just be a small porch per unit. Street trees every so many feet and set-back for outdoor activity. You are building homes, not dorms.	This will allow the city to take more control over development and not feel bad about not listening to civic associations when the city wants the development, but the neighborhood doesn't. Boston has issues that need to be fixed before adding more density.

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1/23/2024 16:47:40	James Michel	Hyde Park	I am in favor of expanding the housing stock in the city of Boston, which I believe is the intent of this proposed amendment.	The process has been rushed and non-transparent.	PLEASE EXTEND THE COMMENT PERIOD TIMELINE. It is unclear to me why the establishment of as-of-right overlay districts needs to be rushed and approved prior to full engagement in a community planning process. There are important elements of this proposed zoning code amendment language that are unclear and require further discussion, such as: •Who decides whether or not to apply a certain overlay zoning district to a neighborhood? Is it the BPDA Board? Is it the neighborhood residents, and if so by what process? •Are the dimensions of an overlay district set in stone? If a neighborhood business district is designated as a square, does this mean that all development within a 1/3 mile radius of the center falls within the overlay. Currently many neighborhood business districts have residential streets in close proximity. Are we allowing for demolition of single- or two-family homes to be replaced by 7 story apartment buildings because they are within a third of a mile of the business district center? •The new language does not appear to address climate-related issues such as green space requirements, tree canopy preservation, etc. Is this intentional? •It is not clear how this new zoning language will support affordable housing development. These are just a few examples. I am in support of expanding the existing housing stock in the city of Boston, and agree that density clustered around public transit hubs makes sense. I do not think this proposed amendment language is anywhere close to finished. The BPDA has an opportunity to create a much more inclusive process as it slows things down and works to deeply engage the community. Why not start the planning process and let the zoning language evolve in parallel? Thank you for your consideration of this matter; again, please extend the comment period deadline.
1/23/2024 17:11:47	Shon	Dorchester	I love the idea of making space for artist of all genres.	I would love to see more space made available in the streetwear and e-commerce fields allowing for more pop up shops and events for artist.	
1/23/2024 18:11:09	John Harding	Jamaica Plain	I like the focus on mixed use. I like the focus on existing example properties. I generally like form based zoning. I also like the focus on 3 story and taller buildings. Overall, my concerns are with the zoning text itself. My concerns are with implementation. Well done and thank you.	I dont love the first 4 areas under consideration (Hyde Park, Roslindale Square, Fields Corner, and Codman Square. All 4 are great areas and I am sure would benefit from this rezoning. However, I would like to also see a wealthy area (e.g. Beacon Hill, Back Bay, South End, or even my area of Centre St in JP) rezoned to add density. It is a common theme in the US that middle to low income neighborhoods have to accommodate the challenges of growth. I think all neighborhoods need to grow. Also, development works financially better in wealthier neighborhoods and in Boston those areas typically have better transit access as well.	My largest concern with this change is that each rezoning will run into opposition at public meetings and will end up zoning for the same of less density than currently exists. If that happens this entire zoning exercise will have failed. I hope that the city requires all of these rezoning plans to add density and in most cases to add significant density, no only choosing S0 and S1. I also hope the city utilizes public comment in a flexible way. Public meetings are rarely representative of the general public and the city needs to represent the interests of the larger Boston area that desires more and more affordable housing.
1/23/2024 19:19:04	This is a test	Roslindale	This is a test	This is a test	This is a test
1/23/2024	Jeri Hamlen	Back Bay	Comment letter submitted via email - refer to document below.	Comment letter submitted via email - refer to document below.	Comment letter submitted via email - refer to document below.
1/23/2024	Joanne Massaro	North End	Comment letter submitted via email - refer to document below.	Comment letter submitted via email - refer to document below.	Comment letter submitted via email - refer to document below.
1/24/2024 7:56:10	Jay Paget	Hyde Park	The vision of a vital commercial district where people live in walking distance of a variety of businesses and restaurants is understandable. This sentiment may be its core but at this stage the instrument as proposed may be too blunt.	At this point we are unclear if SQs + STs supplants Articles 67 and 69 or where the SQs & STs specific boundaries are. The documents say 1/3 of a mile from the squares, but it's not precise. And if 1/3 mile radius is the footprint you're deep into residential streets around Cleary and Roslindale Squares and the form-based zoning will not work on a residential street with mostly one to three family homes. Another concern is not to require any off-street parking. It is hard to imagine a 3-5 story apt building where there would not be a sizable parking need. The "shared parking" suggestion in SQ + ST literature appears untested and should be fully vetted before assuming it will work. In addition, the River St Bridge, one of the main thoroughways in Hyde Park, will have been closed for three years once it opens again this spring. This has triggered immense traffic issues. And the entire bridge is still being slated for a complete replacement in the near future. Taking these realities into consideration before adding more housing with no parking requirements should be carefully weighed. So, we need time to understand the implications of this proposal. We ask you walk us through the changes and compare it to what we have now. And let us have the benefit of giving each other in the community our best ideas, and in turn the BPDA and the City.	By any measure, there's a lot to consider in this zoning proposal. The sequence of having form-based zoning approved by the Commission first, then going to each neighborhood and asking for their input on a preset menu of options before we've had a chance to fully analyze weigh in on what the BPDA is referring to as Districts S-0 through S-4 is very different than how Hyde Park's zoning code was updated in 2011, and Roslindale's in 2007. At that time a series of public education and input meetings were held prior to updating the zoning code. From that very public process came a vision, a strategy, and a series of recommendations that not only updated the base zoning code but articulated our collective aspirations for both neighborhoods and see where there may be an opportunity to translate those visions into the built environment. I hope you get a chance to read both Strategic Plans I or at least refer to them as we go forward.
1/24/2024 9:56:09	Matthew	Roslindale	I agree that Boston needs more mixed-use zoning to create more livable communities. I hope that the promise to "coordinate local transportation and public space improvements" is genuine and that we will see these improvements happen.	I am concerned that the theme of "activating Roslindale square" will entail gentrification and continue to displace immigrant neighbors who live, work and access cultural community resources in Roslindale Square. While we need traffic calming measures and a more walkable community, the reality is that service industry workers who provide the services that upper middle class/white collar residents want (restaurant workers, delivery drivers, Uber drivers, etc) rely on cars because of the nature of their jobs or because the MBTA doesn't accommodate them in terms of routes and service hours. So, we DO need to consider parking when planning for new development. Just because Roslindale offers numerous bus routes and highly limited commuter rail service does NOT make it a public transit-friendly community (unless you work a 9-5 job in downtown Boston or can easily get to where you need to go from Forest Hills). Finally, I want to express concern about public space. Public spaces like Healy Field are in disrepair (crumbling structures, dying trees, etc) and attract loitering, public drinking, etc. If we are going to increase development and promote public spaces, we need to make sure that these spaces attract a variety of users and are safe spaces for all.	
1/24/2024 10:25:45	Sara Sezun	Allston	It like that it's going to help individual neighborhoods.	N/A	
1/24/2024 10:46:34	Nina Vansuch	Roslindale	We need zoning reform and the efforts of the planning team are commendable. It would be good to give our community more time to review the 115+ pages of the S+S plans and even the shorter Roslindale-specific plan. (a month+ would make a difference for us regular folks).	More time is needed for our community to fully absorb and assess the documents. January 28 is not enough time for our community to fully understand the document's data and offer suggestions, concerns, etc (another month+ would help). The documents are densely technical and it is not clear that the proposed changes will truly make our neighborhoods affordable and equitable for all, as in "Who is the target population this is being created for?"	Our neighborhood will surely be the focus of many developments in the near term, and we welcome the creative opportunities this can afford our community. We also need more time to absorb what has been proposed. We certainly need more housing, safer walking options (a crosswalk at Target?, reversing Fifth and Bexley for safer traffic flow, etc.) and I hope we can address the issue of truly affordable housing. We need housing for people whose income is reflected in the 30 to 50% AMI. These include child and elder care workers, people serving our community of boomers and their millennial children. As we all know, these workers are grossly underpaid (a whole other department there!), and 60% AMI is out of reach for them. As a retired childcare worker and program developer, the staff people I worked with have not been able to afford to live in our neighborhoods and communities where they work. They either live in housing developments like Archdale or Beech or have to live out of town. They feel isolated and disconnected from where they work and the greater community. Restaurant and retail workers are also not in the 60 to 70 % AMI range considered affordable by the city. We also want to ensure that the new developments are not predominantly studios and one-bedroom apartments. We also would like to see that already established businesses are protected by these changes. Keeping the height of the building to 4 stories would be optimal and attention to the overall design, so we don't look like a monolith of flat-faced buildings without personality. We look forward to meeting with S +S teams to discuss these issues more completely and hope that the deadline for public comments can be moved up, as well as the general timeline. We are not saying "no". We are saying, "Include us more completely." Not everyone supports gentrification.
1/24/2024 10:54:49	Nina Vansuch	Roslindale	Please see my previous entry	Please see my previous entry	I would like to add that allowing ADUs and one, two, & three-family conversions (adding top floors or converting basements and garages into legal dwellings, etc) would be of value to our communities.

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1/24/2024 14:01:27	Kendra Beaver	Dorchester	More density in places where there's higher foot traffic and close to transit	<p>Make the "affordable housing" aspect of the proposal actually affordable. 100% AMI is not affordable for most people, myself included who is a full time working professional. At least 30% AMI will support truly low-income people. Otherwise, you will continue to push out middle and lower class people via this housing that they cannot afford. I am someone who wants more density and transit oriented development, but it's no good to me or other Bostonians if only high-earning folks can afford it, especially since there is other market rate housing they "can" afford.</p> <p>Additionally, I would like to see more climate-related and climate resilience requirements in the zoning, such as a ban on clear cutting woodlands for development, no matter the type of housing. The climate benefits of more density is totally cancelled out if trees, which are one of the biggest and easiest tools in our climate mitigation and adaptation toolkit, are cut down in the process. Additionally, the creation of new and preservation of existing green spaces is critical as well.</p> <p>Dimensional Standards:</p> <p>Overall: I would like to see a firmer definition of what the intended use of the front yard setbacks is in all districts. Given some discussions I have come to understand the required setbacks as being primarily in pursuit of enlarged sidewalks and pedestrian right of way, however the smaller districts require large enough setbacks that would imply a traditional "suburban style" front yard. Many of the most vibrant cities in the world are composed of almost entirely zero lot line buildings with large rear yards and I would hate to see Boston codify something that would prevent that form of building here.</p> <p>Additionally, where height limits are given in feet, it can be counterproductive to also artificially limit them by number of stories as well. With new construction typologies (mass timber, CLT, DLT, hybrid construction, etc.) room for an extra story can often be found within the historic heights of buildings built over the last century. Gross height is often the only truly true way to define how people experience a building from the street, and we should decide what we want a street experience to be rather than using a measure of 'usable internal volume' to limit density in a way that is not perceivable from the exterior. This change has already been made in the proposed S5 district, and would make sense to bring down to at least S3 and S4 as well.</p> <p>S0 Districts - Current dimensional standards would limit the number of homes per building to 14, in my opinion this should be stricken entirely and the dimensional constraints should limit the number of units, but at minimum it should be increased to 16. In the maximally sized building capping the unit count at 14 yields average unit sizes far larger than the average size of existing and new construction homes in the city.</p> <p>Use Tables:</p> <p>Parking Garages and Lots are currently listed as conditional based on form and performance in multiple districts, these should be Forbidden. We should not be encouraging the use of land in these districts that we hope to be pedestrian oriented areas of activity to have NEW automotive infrastructure added to them regardless of what form it takes.</p> <p>Assuming that S5 will follow the same use table standards as S4, S5 should allow Hotel - Large, and Retail Use - Extra Large on an Allowable basis. Boston has a longstanding shortage of hotel spaces and siting new large hotels near activity and transportation centers just makes sense. Given the floor plate dimensions allowed in these districts, allocating just 2 floors of a building in them would immediately trigger an issue.</p> <p>Finally as an absolute moonshot of a goal, forbidding the location of electrical transformers and switchgear outside of building's within the S3 and higher districts would be an incredible improvement to the street experience. I'm not sure if this is even legal but just wanted to throw it out there.</p>	<p>Please slow down the process to allow at least 6 more months of community input/process so that we can support our neighbors in weighing in on changes coming to their communities.</p>
1/24/2024 15:39:06	andrew giannino-curtis	Allston		<p>I appreciate the increase in density in these crucial community spaces that will offer the opportunity for us to make homes for people of all walks of life who want to call Boston home, while providing space for public amenities in the form of increased retail and commercial square footage in these critical areas. Most importantly, I would like to express my strongest support for the re-inclusion of the proposed S5 district type and the increased height, density, and resilient and sustainable construction typologies that it will hopefully encourage. Additionally, the removal of parking minimums within these districts will serve to create more sustainable development that the city has been in pursuit of for the last decade plus. The proposed S+S districts broadly seem to be in line with creating a zoning compliant path forwards for the types of development that the city and the development community have historically sought to create and should help us to give residents and developers a more predictable outcome moving forward instead of the sometimes patchwork process that we have seen in the past. The higher density districts' 'ground floor 'active use' requirement will also serve to further improve the pedestrian experience of our main streets, and create more livable neighborhoods for residents who live in and visit these places.</p>	<p>I just want to express my thanks to all the staff who have been a part of this process, this is shaping up to be a transformative change for planning in Boston and I appreciate all the time and care staff have given to this effort.</p>
1/24/2024 19:46:42	Sandra Serkess	West Roxbury	nothing	<p>Everything-- the mayor does not listen and we have learned that from the road diet. So dangerous for fire and police, but that is not her problem.</p>	
1/25/2024 4:33:20	Judy Ulman	West Roxbury	S&S does not give all the information that Boston towns need. S&S does not engage in answering peoples concerns and anxieties.	<p>Understand and Answer concerns and of our city neighborhoods before engaging in these changes. Show support for our communities - real support. Mayor Wu does not have concern for our communities or the people living in the neighborhoods. These towns in the city will become so dense, there will be no clean air to breathe, no parking, no green areas, no space for families to bring up their children. Boston will become so overcrowded our quality of life will be lost. Seniors will be pushed out because there is no such thing as affordable housing. Seniors will be the next homeless people.</p>	<p>Stop and think about how our future will look. This new process takes time and thought. Please think about what you are fast tracking. Don't just think about tackling the present crisis. S&S has to do their homework in how this plays out. Rome was not built in day!</p>
1/25/2024 10:34:42	Scott Minkin	Roslindale	I like that it will increase development in Roslindale Square!!! WE NEED MORE HOUSING and this is a critical step to helping Roslindale thrive. I like S-S Placemaker Square districts being in the plan.	<p>I want walkability, street safety, and public transit prioritized. This is critical to me and my young family. Please also develop a plan for displacement generated by new development (e.g. new luxury housing driving up real estate prices in a time of high interest rates). I also want to ensure low income neighbors of mine are included in the process, so please make a specific targeted engagement effort for these folks who often work multiple jobs and can't attend meeting times afforded to 9-5 workers. Please ensure meetings have childcare and food available, as well as translation services to the linguistically isolated neighbors in Roslindale.</p>	<p>Rezoning is so important and I'm glad it's happening! Housing is the hardest social determinant of health to fulfill due to its high cost so I'm very grateful for changes to zoning that will make more housing to ease supply & eventually prices.</p>
1/25/2024 11:23:31	Rachael Kraft	Roslindale	I like that it will remove barriers to increased development -ESPECIALLY HOUSING- in areas that just make sense (easy access to existing transit infrastructure). We need more housing for renters and households with earnings under \$150k/year.	<p>I'd like to see low and medium cost housing development highly incentivized. Developers need to be rewarded for developing this type of housing versus high-end housing. We need to ensure that these developments are not only for the rich. I'd actually like to see percentages- as in, only 10-15% of new units in these districts can be for buyers above median income. I'd also like to see smart architectural review. Current architectural review is fairly non-existent in Roslindale and we are losing neighborhood character. The process does not need to be cumbersome, but it should exist. Otherwise we end up with characterless boxes and soulless neighborhoods. Boston should still look like Boston!!!</p>	<p>Homeowners within or very close to these zones should be able to create Additional Dwelling Units for low or median income earners with relative ease in the permitting process. Incentivizing this (through tax credits?) would help to create a much larger stock of housing within reasonable walking distance of transit-heavy areas.</p>
1/25/2024 13:22:28	Andrea	Roslindale	Revitalizing our village!	<p>Slowing down traffic, improvements to public transportation, pedestrian SAFETY</p> <p>Prioritizing walkability, pedestrian and bike safety, and public transit are what I want most for Roslindale. I have a 2 and a 5 year old and we walk to Summer and Village Preschool every day, rain or shine. We've seen so many close calls and drivers driving at excessive speeds. I hate that we have to actively think about how to stay safe on our neighborhood sidewalks. We will only walk on the sidewalk protected by parked cars on Cohasset and after walking up Birch street we have to walk down Penfield 10 yards or so before crossing over and continuing on Birch because NO ONE stops at those stop signs and the visibility is incredibly poor, especially when drivers take those turns at 10+ mph.</p>	
1/25/2024 13:36:27	sammy nave	Roslindale	I'm very in favor of increasing development in Roslindale Square! I'm extremely in favor of S-5 being included in the plan. We need as much housing as possible which means density and prioritizing people over cars/parking.	<p>I would also like a focus on TRUE full capacity for the various commercial spaces in Roslindale Village as there are some spaces (like the former pet store) that are statistically considered "filled" when it's a completely empty eyesore which could instead be building the local economy and community. If there is anything that can be done to encourage landlords to lease their properties to active tenants/punish them for leaving them vacant in this manner, that would be a great addition to this plan.</p>	<p>Thank you for taking this on! Affordable and available housing is so important for our neighborhood and community!</p>
1/25/2024 13:49:56	Susan Sheffer	Roslindale	I appreciate the focus on more development and more housing - greater density and reliable public transit will help our community thrive!		<p>I would like a greater focus road safety for non-drivers (pedestrians and bicyclists). The drivers are very unsafe, distracted and aggressive and frequently put the life of myself and my children in danger. There should be more slow streets, stop signs, stoplights, etc. and more enforcement by BPD (including of the Washington St bus lane hours - there are constantly cars blocking them in evening rush hour) - I would like there to be a clear and easily available way for members of the public to report reckless drivers with actual consequences BEFORE they maim and kill people.</p>
1/25/2024 13:56:29	Elizabeth Tobin	Roslindale	Focus on increasing housing and walkability	<p>Avoiding displacing existing renters and businesses</p>	<p>I strongly support the points made in the comment letter from Walk-Up Roslindale. The new Squares and Streets initiative is great. Roslindale needs it. I walk to the square several times a week, would like to see more businesses, which would be supported by more housing and greater density. I support less emphasis on cars and parking.</p>

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1/25/2024 15:43:01	LUCAS FEININGER	West Roxbury	Not very much	I want more clarity on exactly what the changes to the zoning districts re going to mean for the neighborhoods. I want more engagement from our elected officials. Many of our officials, including my district city councilor, have very few details about the S + S initiative. These officials have to hunt for answers like everyone else. I want the process slowed down so that the impacted communities have time to understand and react to the proposals. The mayor promised to run a transparent administration and build community by involving city residents. That is not happening with S +S. A few major concerns are: Some of the new height limits are excessive. Seven stories in neighborhoods with mostly two and three story buildings is totally inappropriate. The lack of parking for new S + S developments is also wrong. Despite what city planners may think, a lot of people own and use cars, if not for every day commuting for other purposes. Buildings that are already congested are going to be flooded with cars belonging to people living in the new housing built under S +S rules. There are no provisions for affordable housing other than the current rules. Most of the housing that will get built in the S +S zoning districts will be market rate. I would also like to see a design review component included in any new zoning codes. Many of the condo buildings that have been recently built are ugly boxes designed for maximum utilization of a lot and maximum profit with no regard to design or aesthetics.	I feel like Squares and Streets is a huge giveaway to developers who want to profit off the "housing crisis". Under current zoning rules developers have to go through a public review process and react to and perhaps incorporate changes requested by concerned residents. Yes, the zoning process can be complicated but there are good reasons for that, and it has not prevented developers from building in my neighborhood, West Roxbury. Another factor to be considered is, is the city ready for a building boom? By that I mean are the planners and inspectors in place to administer the possible increase in construction activity? Owners at a fairly new development here in West Roxbury, 1400 Centre Street, are now suing the developer for shoddy construction, including problems that should have been flagged by ISD during the building process. Please do NOT rush the Squares and Streets through BPDA and the Zoning Commission.
1/25/2024 16:12:26	Amanda H.	Hyde Park	To be honest, the text is much too heavy and specialized for me to truly be able to comment with any objectivity or expertise. What I do like overall is this approach to modernizing and growing Clearly Square for future residents to live in and enjoy.	This probably doesn't fall under Zoning, but I would like to see landlords hit with tax penalties for vacant spaces in their commercial properties. Currently there is no incentive for landlords in Clearly Sq to sign tenants and it's evident in more than a few rundown buildings that someone to do anything about (or that the tax penalties aren't currently enough to illicit upkeep and occupancy from landlords).	Currently too many commercial spaces are vacant or run down or both. I also think city government (or government of any kind) moves much too slow and despite what our neighborhood associations are advocating for, I'm in favor of taking this faster approach towards building more affordable housing, improving the commercial spaces/offers in our area, and hoping attracting a broader demographic of residents to live/play/work in Hyde Park.
1/25/2024 16:27:08	Matthew Proctor	Roslindale	I love that it will increase development in Rozzie Square! I'd like to see more housing, more restaurants, and more commerce in that area. There are too many empty store fronts with landlords just sitting on the leases and leaving them empty. Roslindale has a vibrant community and it should grow and thrive!	On road safety - we've seen too many vehicles crash into buildings in this area and too many drivers run into pedestrians and bicyclists. We need to prioritize safe streets.	
1/25/2024 16:36:12	tseli mohammed	Roslindale	Super excited to see the proposed plans! More specifically and I want to echo the comments of WalkUp Roslindale, especially those related to this initiative's impact on displacement.	Hope this is just the start of real change and progress in revitalizing the our neighborhood.	
1/25/2024 17:11:25	Gwynne Morgan & Willia	West Roxbury	see comments sent to Zacharia at Squares + Streets. To Michael Wu, Arthur Jamison; Ruthzee Louijeune, Erin Murphy, and Ben Weber on 1/25/2024	see comments referenced	
1/25/2024 17:41:55	Mandana Moshtaghi	Roslindale	Boston is my adopted city, and it is a beautiful and lovely city, but not for all, as home prices whether it is renting or buying have become out of reach for most. High housing costs and struggling small businesses are not breaking news. It is a reality that we have been living for some time and it needs to change. We need more mixed-use projects and in the hearts of our neighborhoods to keep them lively and our small businesses afloat. So increased density and the proposed zoning reform in our business districts to add more housing of all kinds makes absolute sense. It is indeed a good start and I wholeheartedly welcome this effort by the Wu administration!	Objective criteria must be used, especially proximity to reliable and equitable transit, so I am asking for Zone 14 commuter rail fee for all neighborhoods within the city of Boston! If not now when?	More late-night dining. Easy liquor licenses for bars and restaurants...distributing more licenses. Restriction of huge delivery trailers within the city, restricting by time or altogether.
1/25/2024 19:40:49	Marie Oser	Roslindale	Need to know more about what's being proposed for my neighborhood of 2 and 3 generation families.	Have been opposed to the 5 story, 31 unit bldg approved by zoning board at Basile and Washington St. so cannot agree with additional buildings being added to an already dense neighborhood.	The idea of having everything we need within a "15 minute walk" doesn't appeal to me because I like the freedom of being able to drive to other areas for variety.
1/25/2024 20:02:51	Nia Lewis	Roslindale	This 118 page document contains some vague descriptive text that has the potential to be interpreted differently by different people. Once there are comprehensive and clear edits made I would be able to way in properly.	See above. This process feels rushed - it started in Oct/Nov and that was just yesterday...the speed at which it is being pushed feels unhealthy. Please slow down.	I understand there is a housing crisis - this is not limited to Boston. I understand there is a need for more housing units and I welcome that - however - I would like to ask that these changes be slowed down and the following issue be truly addressed - 1. Does S&S really make affordable housing? 2. Are water drainage/utility infrastructure improvements being considered as you plan to allow more development? 3. What about climate resiliency - the Harbor is moving inland Folks, what is the plan for that as more development is allowed? 4. Community engagement - the city needs to be open, honest and direct and acknowledge there are many opinions and voices in the city and we are not all necessarily represented by the ones you are most familiar with and consider "community leaders" AND this does not mean anyone who questions the swiftness of S&S is a NIMBY or ignorant. There are lots of different people in the world and we all need to listen to each other rather than bully and ignore voices that are different than ones own. Happy to engage in future dialogues across the radius.
1/25/2024	Gwynne Morgan and William J. Golden	West Roxbury	Comment letter submitted via email - refer to document below.	Comment letter submitted via email - refer to document below.	Comment letter submitted via email - refer to document below.
1/25/2024	Judy Ulman	West Roxbury	Comment letter submitted via email - refer to document below.	Comment letter submitted via email - refer to document below.	Comment letter submitted via email - refer to document below.
1/25/2024	Susan Pranger	Jamaica Plain	Comment letter submitted via email - refer to document below.	Comment letter submitted via email - refer to document below.	Comment letter submitted via email - refer to document below.
1/26/2024	Andrew Donovan	Dorchester	Comment letter submitted via email - refer to document below.	Comment letter submitted via email - refer to document below.	Comment letter submitted via email - refer to document below.
1/26/2024	Carol Streiff	Roxbury	Comment letter submitted via email - refer to document below.	Comment letter submitted via email - refer to document below.	Comment letter submitted via email - refer to document below.
1/26/2024 9:50:15	Ben Bruno	Roslindale	I strongly support the Squares + Streets initiative and believe it is vital for the future of Roslindale and all of Boston to enhance the livability, diversity, and vibrancy of our communities.	I especially agree with the points made by WalkUp Roslindale in the letter (dated 1/24/24) advocating for objective criteria, reduced conditional uses, using existing conditions as the floor, S-5 Placemaker Squares, anti-displacement measures, and inclusive engagement in the planning and zoning process. These recommendations are sensible and necessary to ensure that the Squares + Streets initiative achieves its goals and benefits all residents and businesses.	I sincerely hope these processes will indeed move quickly as planned. I have witnessed many housing developments in Roslindale be killed or delayed indefinitely by the weaponization of the process. We desperately need housing to be built and I am cautiously hopeful about the Squares and Streets initiative.
1/26/2024 10:40:26	Mary Moniz	Roslindale	I was hopeful when I saw a Squares and Streets public meeting slide presentation on 2024-01-10. It showed 5 Squares and Streets districts, simply explained with more in-depth and understandable explanations later in the presentation. I envisioned an updated process where developers could no longer use money and influence to seek and obtain variances for impactful neighborhood projects. But in reading the confusing amendment text...I saw that developer and lawyer appeals could be made and the resulting neighborhood chaos would remain. I like that the plan emphasized the importance of hyper local citizen engagement. People most impacted by and respectful of their neighborhoods should be the loudest voices heard. I like that there is a requirement for permeable areas at least at the front of the buildings. How about making the yards (they used to be called setback) also permeable. Acknowledgement of how development can impact the 'climate' of a neighborhood is important, although I did not see any of that laid out in the zoning changes. I like that some recommendations from my neighbors resulted in changes in the plans. I like that there is an acknowledgement that rent and the cost of housing causes a burden to 34% of Roslindale families but where do you call for affordable and family sized housing in the Roslindale Squares and Streets Plan?	I fear that buildings will come too close to corners and each other. Lot size and side yard requirements, although they seem to be clearly defined, might still be taken to Zoning for variances. Where are the requirements for affordable housing? I see that there are specifications for student housing...what about apartments big enough for families? Add specifications about the materials used on the outside of the buildings. There must be strict guidelines for off street parking for deliveries and ample off-street loading facilities for dumpsters etc. That means delivery cars and truck should be able to pull in and pull out. Backing out of off-street loading facilities is dangerous. Please do not waver on this!!!	According to your information about Zoning Code requirements a large percentage of Roslindale properties are non-conforming with lot size regulations and Floor Area Ratio. It is hard to imagine that the working-class 20th century families who purchased and lived in the 1 and 2 and 3 family homes in the neighborhoods of Roslindale ever thought of variances or zoning codes and the contractors who built these houses obeyed the zoning rules. My guess is that parcels with non-conforming zoning happened within the last 10-15 years. My endorsement of this Squares and Streets plan hinges on the affordability of the housing, the availability of housing for families who will build community in Roslindale and the ability of the BPDA to ensure that neighborhoods are not called upon to defend their community from developers
1/26/2024 10:44:46	Nancy Kressin	West Roxbury	I agree with the goal to simplify the zoning rules and process, in order to streamline the process of development in the City and to reduce zoning by exception.	This document is nearly incomprehensible to the average resident of Boston, so it is almost impossible to know where to start to suggest changes. My City Councilor, a lawyer who is accustomed to reading dense technical documents, indicated that he could barely read the amendment draft. So, I suggest that a lay summary be prepared and offered to residents for review. This will necessitate an extension of the comment period, but it is the only way for residents to be able to provide informed input. The project overview document provided on the Squares and Streets webpage is laughably simple - no details. Something needs to be provided to bridge the gap between utter simplicity and total technicality.	1. please extend the comment period 2. please provide a meaningful lay language summary 3. please assure existing homeowners that their property values/sight lines/sunlight/neighborhoods will be protected in this new zoning.
1/26/2024 14:15:37	Thelma Pierce	Roslindale	The idea of looking at providing more affordable housing, monitoring parking, encouraging more diverse businesses (restaurants, etc.) and maintaining the green spaces.	I am very concerned about the areas where commercial districts meet existing, historic neighborhoods, and the prospect of tall buildings abutting smaller homes. I believe that homeowners who bought and invested in such neighborhoods (like Shawmut/Ashmont in Dorchester, Baker Street in West Roxbury, Centre Street in West Roxbury) should have some protection against 4+ story buildings being built immediately adjacent to them. I am also concerned about the impact on commercial districts; the ability to build 4+ story buildings may incentivize current landlords of smaller buildings to sell to developers who will build tall buildings without meaningful commercial space, which in turn may decimate commercial districts. I asked about this issue when meeting with S&S staff but did not receive reassurance of any protections of either homeowners or commercial districts.	
				In looking at the diverse businesses, consider ones that are sustainable. A number of the current businesses are in a place for a year and fold. We do not need any more automotive, hair, and nail shops. Parking is a big issue as well, double parking on Washington in front of Subway, around Poplar St in front of Seymour Green and the side of the library, as well as other areas.	

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1/26/2024 14:25:23	Lewis Barnes	Dorchester	It is transit focused.	There needs to be a minimum number of units (more than 7) to access the 7 story maximum. Otherwise no affordable housing will be created, and rezoning lots where there is already housing to demolish and build higher cost housing is a recipe for displacement. There is nothing in the plan to mitigate that.	You are moving too fast! People need to know what you are doing. You have only come to my neighborhood once! There should be no further action on this proposal until such time as a comprehensive city-wide plan for ALL zoning changes is designed and presented to the public for review and comment. Thus far we have had zoning change dribbling out, one-by-one, with no city-wide context and no accessible way to compare these changes with existing zoning. The process has been confusing and time-consuming for residents and businesses that want to engage in a meaningful way with the city's reform of an outdated zoning system. We have had changes to affordable housing, new ADU requirements, a change to park/green space to allow a private entity to purchase rights to a public stadium, a new "business center concept" in "Squares and Streets", and finally this week, a proposal to increase substantially mayoral authority over the BPDA. There have been omissions: no comprehensive parking plan, inadequate protections for climate resiliency, housing that is truly affordable, failure to consider the requirements of small businesses, especially minority. There have been unclear and obfuscating statements from BPDA and zoning staff. Nobody seems to know which neighborhoods will receive the "Sq/St" treatment. We have had PLANS for some but no indication as to whether this concept will be carried to other neighborhoods. How can anyone evaluate "Squares and Streets" in isolation from potential PLANs? For that matter, how can we evaluate any zoning change if we don't have a complete picture of the proposals currently in the works — proposals that we fairly certain will be coming? One of the chief complaints about Boston's zoning process is that changes are being made to the code continually to accommodate a particular development. The City is now doing the same thing: asking us to comment on yet another change that will impact a few particular sites. What we need is PLAN: Boston that will include all recent, present and planned changes to zoning, development review (Article 80), and the structure and responsibilities of the BPDA and other agencies involved in planning and development. A city such as Boston, with its thousands of involved citizens and committed staff and access to locally available expertise, should be able to create such a comprehensive master plan. I look forward to seeing it.
1/26/2024 17:04:11	Carol Streiff	Roxbury	N/A	N/A	
1/26/2024 17:18:02	Toney Jones	Dorchester	It doesn't expedite the approval of the urban design process	Expedited urban design approval	Recommend more outreach and extended comment period
			Honestly, I'm not a big fan- while there are some sound concepts to it, I'm afraid much of it amounts to just "upzoning" areas, taking power away from neighbors, and tilting things to much to developers. My issues are not so much with adding density, but adding height- setting the lowest height limit for any of the categories at 50 feet I feel will overpower many of the surrounding streets and homes. Increasing density with 3-4 story buildings (35-40 feet) I think fits in a lot better with the scale of what are mostly 2-3 story homes abutting most of the squares and corridors. I know this might seem like a nuanced difference, but I feel strongly that it makes all of the difference in many of the smaller squares and corridors.	See above- but to be specific, (1) have a less tall 40 foot category height limit district available; (2) apply the new zoning to commercial strips or parking lots, NOT residential stretches of corridors that are lined with existing 2-3 family homes. Otherwise developers are going to outbid homeowners trying to buy homes along these corridors, leading to the wholesale destruction of sound neighborhood housing along these corridors, replaced by what I would consider walls of boxes.	I'm sorry to sound so negative, but as a city planner by trade, who has worked for years in Allston-Brighton to promote both affordable housing, but also development that fits the scale of our neighborhood- rather than overpowering it- it is frustrating to feel that we're pushing water up a hill so to speak to make our voices heard, and its disheartening.
1/26/2024 20:36:19	Charlie Vasiliades	Brighton	I am excited about the densification, new housing opportunity, and removal of parking minimums in these key areas.	None. Move it forward more quickly.	
1/27/2024 10:36:12	Luke Winslow	Roslindale	I like that the new districts permit greater density of housing in places that can easily support it. I like that the new districts eliminate parking minimums. I like that the districts have simplified rules that allow any project (even small ones) to come to the table, not just huge redevelopments.	I want the new text to make it clear that zoning changes will be made objectively and according the needs of the city. Zoning changes should not be blocked by loud land owners who have already secured their own homes in these neighborhoods.	
1/27/2024 12:07:00	William Bedell	Dorchester	I like making it easier to build more housing	If there's any single family zoning it should be upzoned to more residential dwellings	
1/27/2024 12:51:09	Danilo Rafael Mesa	Dorchester	affordable housing	I would like to see it delayed for 6 months to allow better input	Please allow a 6 month delay to allow for better input from residents.
1/27/2024 17:12:30	Ellen Scalsee	Hyde Park			BPDA staff have indicated that related issues of housing affordability and stability, and for business stability, especially for minority, small and legacy businesses, are being addressed separately. If so, it is critical that discussion of these strategies occur concurrent with the review and approval of the zoning amendment, and that protections are in place prior to approval of any S zoning, since the issues are inextricably related. Climate resiliency, including use of fossil fuels, energy efficiency, water management, and tree canopy, should also be addressed in or concurrent with planning for Squares and Streets. A comprehensive parking strategy is required to address the needs of legacy businesses, who rely on parking for established customers that are no longer local, and successful new businesses that attract customers for whom public transit is not an option.
1/27/2024 18:50:34	Keoki M	Roslindale	It's so detailed and lengthy--such a great read?? Ugh!	Increase lot building setbacks on all sides, especially in S0, S1 and S2 subdistricts. Require more open, permeable, natural space on the lot. Set back larger buildings from the public sidewalk /street to allow for tree plantings. Large buildings right up to the front lot lines produce more shadows and a visual street canyon effect, with wind and sound attenuation. Residents of these larger buildings and neighbors deserve better quality of living environments too.	This initiative was launched in a rush and is pushed through without enough time for meaningful community involvement. The new zoning categories to be made available to the BPDA are contained in a highly technical and hard to fully grasp 120-page or so legal document, which people are urged to support before the impact is entirely clear. As others pointed out, this document in its current form has significant omissions (including safeguards against displacement and measures to ensure reasonable parking, environmental protection as well as historical preservation, among others), inconsistencies, and contradictions with what BPDA staff said at office hours. It is not ready for prime time. A better approach would be to start with discussing pilot proposals to consider concrete changes in one or two initial neighborhoods, without prior empowerment of the BPDA with blanket templates in the zoning code. There should be enough time to engage the affected communities and their neighbors in meaningful discussion, i.e. input should not just be collected and then judged by the agency but needs to be seriously addressed. This would also serve to reveal whether or not concerns and suggestions are taken seriously, a critical condition for supporting such an important citywide initiative. There must be a willingness to trust the people who know and love their neighborhoods, that they will make a constructive effort to support the need for more housing while reasonably balancing quality of life, in the best interests of both current and future residents. The existing 120-page or so proposal, with required modifications, could be taken as a starting point for such discussions of rezoning in pilot areas, but should not be prematurely adopted into the zoning code before being tested and potentially further modified in pilot locations. Office hours with BPDA outreach staff are appreciated and gave me hope that common ground can be reached in frank discussions among open-minded people. However, it does not help if true community engagement appears to be not a priority of the powers who are actually in charge.
1/27/2024 19:48:59	Martin Beinborn	Mission Hill	I do NOT support this initiative in its current form and top-down implementation. The plan appears to be to first add new Squares + Streets zoning districts to the Zoning Code, and then work with affected communities to pick and choose from this menu of pre-defined options for re-zoning targeted locations in the City that the BPDA declares to be "transient rich". We are assured to trust that the BPDA will listen to each targeted community and use its new powers only in a way that the agency finds to be in the best interest of "the people". There is currently not enough faith in the BPDA to take this leap. Many have asked for more time to take a step back and re-start with more community engagement. I agree with that request.	Instead of further commenting on specific details, I have concerns about the big picture behind the current approach. My suggestions are outlined in the next field, "additional comments".	Suggestion: The presentation of comments on the current website needs improvement. There should be a clearly delineated table where comments by one person are more visibly separated from those made by another person.
				The justification for removing the "feet-and-stories" restriction from S5 (increased flexibility) would seem to apply equally to at least the S3 and S4 districts. Capping an 85' building at seven stories reduces the number of new homes such a building could provide by more than 10%. Assuming that height restrictions serve primarily aesthetic values, this restriction is basically pure deadweight loss (an 85' building is going to have basically the same visibility and cast basically the same shadow whether it has eight stories of homes or seven). To the extent this may be based on occupant preferences, while some people might prefer to live in units with higher ceilings, others might prefer a slightly lower ceiling compared to the alternative of a higher rent or smaller floorplan than would otherwise be within their budget. Allowing the construction of a large and diverse housing stock is likely to enable the greatest number of people to live in a place they like.	There is a severe housing shortage in the city and the state from decades of underbuilding. I hope the city seeks to broadly apply the new Squares + Streets zoning districts throughout the city, particularly the high-density S5 district. The existing character of our neighborhoods is that the rent is too high.
1/27/2024 21:12:32	Andrew McDonough	Charlestown	It's great that the city has added back the S5 plan, and that it is meant to facilitate use of new mass timber residential construction. I hope the city is simultaneously working to ensure that mass timber residential construction will be feasible under the building code and other appropriate regulations.		

Timestamp	What is your name?	Where do you live in Boston?	What do you like about the proposed zoning text amendment draft for Squares + Streets zoning districts?	What would you like to see changed in the proposed zoning text amendment draft for Squares + Streets zoning districts?	Please provide any additional comments not addressed above here:
1/28/2024 11:27:08	Dave Ratcliffe	Roslindale	This zoning amendment appears to further serve the interests of investors and developers who pay for the government that suits their designs.	Proposed max height for new buildings is way too high: put a cap on maximum height at 4 stories - 3 is more in keeping with the character of this community. Do not turn Roslindale into another urban canyon with soul-less box-store designed buildings.	In the pending 6-9 month zoning reset for Roslindale, the issue of creating additional housing - focusing on precisely WHO the projected demographic is for new buildings developers seek to construct - is not currently reflecting people and families in 30% to 50% Area Median Income. To make living in Roslindale truly affordable for workforce families that serve the essential life-needs of the community, S+S planning MUST expand its AMI range for all housing construction it will approve and be responsible for going forward. Further, S+S, in concert with the BPOA and ZBA, could demonstrate its interest in and commitment to genuine transparency by creating an ongoing public database of how many units, once they are available in the to-be-constructed buildings, are actually occupied and how many are vacant. I often wonder what the actual occupancy and vacancy percentages are for all the recently constructed (since 2015) units in and around Roslindale.
1/28/2024 11:37:29	Mary Burns	Brighton	I like that this is a reasonable way to grow a neighborhood, providing more housing at a human scale with more opportunities for small businesses, gathering spots, and services. I travel a lot and have seen neighborhoods elsewhere transformed to high-rise offices and apartment buildings, with only high-end boutiques or financial services and tech companies and the like. I was most recently in Canary Wharf in London where my Irish father labored in the 1930s - it's completely transformed into a very hollow global space. He emigrated to Boston where I am still today. The Streets and Squares approach seems to be geared to protecting neighborhoods while at the same time growing them for the future. I also like that is mostly focused on housing. Recently in Allston Brighton, developers have been building a lot of lab and office, so this would definitely help us here.	I would like to see lower maximum lot coverage in S1 and S2 (currently 70%, I would prefer it at 60%). 1. Increase in low income housing and 2. Permanently make parking available in the Square for disabled and senior residents.	I love the diversity of our neighborhood. We definitely need supports for renters and small businesses to stay in the neighborhood and not be forced out. So it's not a change for this zoning, but a need for very robust policy supports. Also, while I'm glad S5 is back in the mix, I hope it is indeed used very sparingly as there are some places it is appropriate but not many.
1/28/2024 15:06:11	Melida Arredondo	Roslindale	More housing	S5 should have a taller maximum height, and should have a minimum height somewhere in the 100' range - land zoned for tall buildings should not be underbuilt. The adopted WACRZ rezoning has a maximum height in some areas of 180', and I think we should have S5 permit buildings of at least 20 stories if not more. The recently completed tower in Central Square in Cambridge is 195' tall and does not disrupt the neighborhood any more than a 145' tall building would. We need housing supply, and with appropriate measures such as unit size maximums and minimums, we can be sure that taller buildings will supply more units and not just more palatial penthouses. I would also like to see more uses permitted in S0, and in all S districts - I noticed that small retail is forbidden in S0, which is contrary to the many convenience stores and small shops existing in residential neighborhoods today. S0 is the transition zone to residential - it's not a residential-only district, nor should it be. I'd also like to see makerspaces permitted at least conditionally in S0 - we have noise and pollution ordinances that regulate all uses, and those should be the determiners of what we allow, not arbitrary decisions about what "fits" in a neighborhood. I've already commented similarly about light industrial and trade uses - blue collar jobs, particularly those that don't service automobiles, belong in our commercial centers. Machine shops, commissary kitchens, small food manufacturers, t-shirt printers, print shops, repair shops, specialty machinery companies, small factories - we should be regulating the effects of a business, like noise and pollution, rather than forbidding it outright. If we're allowing offices like insurance agencies and tax accountants, we should allow other kinds of commercial operations as well. In particular, the zoning districts should allow for the kind of flexibility in use necessary for businesses and spaces to transition easily between retail, foodservice, and manufacturing, uses which could use much of the same equipment and space, but would be regulated separately under these codes. We should focus less on regulating uses, and more on regulating outcomes.	Further inclusion of business owners, especially BIPOC and Latino Roslindale Square business owners.
1/28/2024 15:45:06	Matthew Petersen	Brighton	I'm glad to see S5 included now! I'm also glad to see 0' side yards for party wall developments.	Additionally, I'm still a little wary of the side yard and yard requirements in general - I think we should permit rowhouse-style development in S0 and S1 as well as the other districts.	
1/28/2024 16:22:20	Nikolas Varga	Roxbury	I like the readdition of the S-5 district! This will enable high densities of housing and services that can reduce car dependency and bring more people closer to small businesses. We shouldn't be artificially restricting building heights that are excepted anyways through zoning relief. The densest streets and square deserve the ability to build high-density buildings in them.	anything mentioned in my previous comment	
1/28/2024 18:16:19	Jonathan and Ginny Gai	West Roxbury	Boston is a gem of a city. Let's keep it that way! The proposed re-zoning amendment draft, "Squares + Streets" is a shadow looming over Boston neighborhoods. The amendment is symbolic in that the so-called "planning experts" have decided to throw out a zoning code which has worked reasonably well and replace it with federal codes which are only suited for large cities. Boston is a small city, unlike Los Angeles or Miami, both cities from which these plans have been borrowed. Squares + Streets is inappropriate for a small city. Each of our neighborhoods has its own character. As such, each Square should be respected for the flavor it brings to the City. In addition, Boston's neighborhoods are unique because of its residents and business owners. Both, however, have been grossly disrespected with the lack of community input that has been allowed in the creation of Squares + Streets. Engagement by residents is a must if you wish to maintain the character of individual sections. Small business is at the heart of our neighborhoods. Let them maintain vibrancy by talking with them. The speed with which the Wu administration has conducted the multitude of Zoom meetings can be compared to the speed with which it wants to change the zoning code. We've had three months to listen to folks preach about a non-specific set of plans. The quick in and out meetings have cast a symbolic shadow over the city. Businesses need and want to be involved in making the place where they are investing their money the best it can be. Please remove the shadow you've cast over our neighborhoods and put these ideas to a vote. Treat Boston like the gem it is, a wonderful small city.	I would like to see the Zoning Committee involve each neighborhood in the re-zoning effort. I A small group of people like the Zoning Committee should not be able to change previous zoning laws without some kind of neighborhood input. A referendum is a submission of a proposed public measure for vote by residents. You are proposing to change public law. A referendum vote should be considered.	
1/28/2024 20:57:02	Erik Gehring	West Roxbury	Removal of minimum parking requirements; enhanced building heights; the S 5 districts; the intent to create dense, affordable, transit friendly housing.	Please make sure you limit conditional uses.	
1/28/2024 21:00:58	Ben Stone	Dorchester	I like this proposes to regularize zoning with many more uses as-by-right, with a focus on housing production. More predictable zoning will help more, critically needed housing projects go forward with more money spent on construction instead of process! I like the elimination of parking minimums - parking is a major cost driver for housing projects, and developers in dialogue with the community should decide how much parking a building needs, not arbitrary zoning rules. I also like how it generally simplifies zoning for Boston, making land-use rules more accessible both for developers, community groups, and the general public.	I'm disappointed that S5 Placemakers district was removed; with the pressing need for housing the city should have denser as-by-right districts in its toolbox.	
1/28/2024 22:50:12	Cathy slade	Roslindale	Nothing. I, as a very active community organizer am upset that there was not any opportunity to publicize this new planning initiative of the city. I will mention that people believe that one active community group has been very much involved in Roslindale. If this is true, and the entire community had not been aware of this until plans are prevented to community members, I do not feel this is the appropriate way to gain support. I have been involved in community affairs for many, many years, and Feel the there should have been a process that allowed for give and take in the community.	I have not seen the entire plan, but would like the administration to know that our community has always had input in new initiatives from the very start	
1/29/2024 10:26:55	Estefany Benitez	Roslindale	I was unclear as to where this amendment was?	Adding personal services to active uses	

Timestamp	What is your name?	Where do you live in Boston?	What do you like about the proposed zoning text amendment draft for Squares + Streets zoning districts?	What would you like to see changed in the proposed zoning text amendment draft for Squares + Streets zoning districts?	Please provide any additional comments not addressed above here:
1/29/2024 10:40:07	Lisa L	West Roxbury	I like the idea of some additional housing but also must have similar consideration for green space (and parks or community centers) and off street parking	<p>1. The community engagement process for changing the zoning of our neighborhoods ("small area plans") is unknown. Please involve the community in this process</p> <p>2. I am concerned about parking. People who move into the new housing generated by S+S should have dedicated off street parking options. If not, visitors and business customers will have no where to park. Give folks who want to live here an easy and safe place to park their cars (not on a public street).</p> <p>3. Building heights above 35' will likely not mesh well with the surrounding homes and buildings; please don't build crazy gigantic cramped apartment buildings right next to 80-100 year old homes - it will affect the look of the area and it will end up being a negative impact on those who live next to it (loss of sunlight/view).</p> <p>I just want to advocate for wider sidewalks and building set backs to make room for summer sidewalk activity with vendors and first floor commercial entities - and for walking or bicycling (for kids and elders) when the road is too dangerous. Boston's sidewalks on older streets are too narrow for active pedestrian use.</p>	I would like more awareness about the specific spots that are proposed to be changed. As well as more in-advance opportunities for residents near those spots to have some input and say in what gets changed in and around their neighborhoods. Because they will be impacted too.
1/29/2024 10:46:56	Christine	Jamaica Plain	As a non-planner it is hard to digest all the content, but I'm happy to support less parking and a lot more allowable housing of significant height to fit in more units.		
1/29/2024 14:14:02	Jeanne Black	West Roxbury	Nothing. IMO the process is being rushed to fruition with little to no consideration of residents concerns. Not sure why but would have to say motives seem purely political.	More community input. Limiting height and density of buildings. Maintain green space. Take a deep dive on BPDAs and fix it not ditch it.	Planning for future needs requires thoughtful consideration, collaboration and recognition that both sides have reasonable POVs. Continue the conversation for several months given the magnitude of changes being proposed.
1/29/2024 21:01:32	Karen Book	Hyde Park	I support this draft. Cleary Square has amazing potential for a walkable, liveable neighborhood surrounded by great transit options. I walk "into town" all the time and would love to see a denser, more vibrant downtown Hyde Park. I like the removal of parking requirements and the move toward a mixed use residential area.	n/a	



letter on squares on squares and streets proposal

Kevin M. Carragee <kcarragee@suffolk.edu>

Wed, Jan 17, 2024 at 12:36 PM

To: "squaresandstreets@boston.gov" <squaresandstreets@boston.gov>

Cc: Liz Breadon <liz.breadon@boston.gov>

16 January 2024

Mr. Abdul-Razak Zachariah
Boston Planning and Development Agency

Dear Mr. Zachariah:

The email indicates my strong support for the Squares and Streets initiative.

Several reasons explain my support for this proposed policy:

- Squares and Streets provides an opportunity to achieve two important outcomes: revitalize important commercial districts across the city of Boston; and create much needed housing during a severe housing crisis.
- Given the connection between Squares and Streets and broader and much needed reforms in zoning, Squares and Streets will create greater predictability in evaluating proposed development in Boston's commercial districts, reducing the time needed to permit projects. This reduction in time will reduce the costs of projects.
- Squares and Streets properly reflects a mixed-use approach to city planning, an approach that can help revitalize Boston's commercial districts, producing better retail mixes, creating additional jobs, and, by producing more housing, increasing the number of customers for businesses in these districts.

I recommend that the following issues related to Squares and Streets receive attention:

- The BPDA needs to enhance its communication efforts to inform Boston residents concerning the need for comprehensive zoning reform and how Squares and Streets relates to zoning reform. There needs to be a comprehensive communication plan to mobilize public support for broad zoning reform and for Squares and Streets.
- I encourage to BPDA to seek out opportunities to create higher density mixed use projects in some commercial districts that are particularly well served by public transportation. At present, the Squares and Streets proposal does not fully seize this opportunity. I advance this recommendation given the severity of the housing crisis in Boston.

- The BPDA should collaborate with the BTD and the MBTA to improve public transportation serving Squares and Streets districts. Given more development in these districts and an increase in the number of residents in these districts, there is a compelling need for enhanced public transportation.

In conclusion, I hope my comments are helpful.

Cordially,

Kevin M. Carragee
[58 Cresthill Road](#)
[Brighton, MA 02135](#)

cc. Councilor Liz Breadon

Date: January 16, 2024

To: BPDA planning

From: Susan Pranger

Re: Comments on “Compiled Draft Text Amendment for Squares and Streets, Last revised; December 5, 2023”

The following comments are a follow up to the ESNA meeting with BPDA Streets and Squares staff on December 12, 2023, and my subsequent discussion at BPDA office hours on January 4, 2024. The following comments were initially prepared by me, and subsequently reviewed by additional members of the community. These comments both identify inconsistencies in language that should be resolved, but also include substantive comments. Additional comments and recommendations on the content/substance of the changes proposed by BPDA, and on changes made by BPDA subsequent to the 12/5/23 draft, will follow.

GENERAL COMMENTS:

Although Squares and Streets is a reasonable approach to more quickly implement changes to encourage housing and transit oriented development, there are several significant flaws in the language that must be addressed in the zoning language:

- In spite of the general introduction to the contrary, **there ARE several significant changes and new definitions that would affect existing zoning outside of future Squares and Streets**, specifically nonconforming additions, parking, loading zones, trash enclosures, and the definition of “ground floor”.
- Proposed language (definitions and narratives) is unnecessarily vague and inconsistent.
- The proposed five zones, S0 to S4, do not adequately cover all potential conditions. In particular, they do not encourage preservation of existing cultural or historic assets, and do not consistently promote active uses.
- Language should allow for existing zoning types to be used within the Squares and Streets boundaries where S0-S5 are not appropriate or adequate.

BPDA staff have indicated that related issues of housing affordability and stability, and for business stability, especially for minority, small and legacy businesses are being addressed separately. If so, it is critical that discussion of these strategies occur concurrent with this zoning approval process, and that protections are in place prior to approval of any S zoning, since the issues are inextricably related. For example, many legacy business rely on parking for established customers that are no longer local.

DETAILED COMMENTS:

Page 1-2 - The page numbers on the Contents list do not agree with the page numbers in the document.

Pages 3-4 - “Squares and Street Amendment Summary”

- The summary states that “none of these changes have any immediate effect on any existing zoning districts”. **THIS IS NOT TRUE.** The changes to these articles apply to all zones, and some of the changes are substantive and significant, but are not identified in this summary.
 - Article 2 – definition of ground floor – These definitions apply to all zones. As written, the language could refer to an above ground floor that does NOT face the street.
 - Article 13 – Nonconformity – The language appears to allow, as of right, additions that do not meet dimensional requirements, as long as they line up with existing non-conformities. (see discussion of Article 13 Page 4 of 8 below).
 - Article 23 – parking – Proposed changes limit curb cuts and prohibit parking in ALL front yards.
 - Article 24 – loading zone – This potentially reduces the number of required loading zones in all zones.
 - Page 16 only notes that new Use Table A is added, however the existing Use Table (now B) is also modified to delete S, LM, WM and WS.

Date: January 16, 2024

To: BPDA planning

From: Susan Pranger

Re: Comments on “Compiled Draft Text Amendment for Squares and Streets, Last revised; December 5, 2023”

Page 5-8 – “Squares and Streets Dimensional Standards Reference Guide”

- It is not clear if the lot regulations and definitions in this Guide are included as clarifications or actually will be included in the zoning amendment. For example, the definitions of “Permeable area of Lot”, “Stepback”, and “blank wall of façade” are not included in the revisions listed for either Article 2 or Article 26.
- B. Permeable Area – “rate and quantity equal or greater than natural ground cover” is vague and ill defined. Furthermore “permeable asphalt and pavers” while better than impermeable, are not necessarily as permeable as natural ground cover. Specific numerical, measurable criteria should be included.
- E. Ground floor active uses – The summary refers to “ground floor that fronts a public street”. However, the definition of a ground floor and first floor in the proposed revised Article 2 does NOT specifically reference the public street, and could be interpreted as defining a level that is above ground at the rear, and not visible on the public street, making the level facing the public street, floor two. The definition of “ground floor” page 15) should be more specific if “G” is going to be used throughout the document, as it currently is.
- G. “Outdoor amenity space” and “Illustrated Amenity Types” – reference to ground floor is vague; clarify ground floor at public face from other ground floor/grade levels.

Page 9-13 (labeled page 1-4) Article 26

- The discrepancy in this section between the page number listed in the Content and the page number on the bottom of the pages is confusing.
- The use of S-0, rather than beginning with S-1, is confusing.
- Shifting existing Table A to become B is unnecessarily cumbersome, unless it is your intent to eventually eliminate Table A in the future?
- Section 26-1 Purpose includes “encourage...rehabilitation of historic buildings” but there is no language, and no proposed S zone that would encourage reuse of existing buildings. Upzoning to 7 stories will disincentivize reuse of historic buildings that are usually lower. **There is no proposed S zone that would require ground floor active use except those that allow 7 stories, which could inadvertently encourage demolition and replacement of smaller existing structures where active ground floor uses are desired. S1 and S2 should require active ground floor use, and make first floor residential conditional.**
- Section 26-2.A – The narrative descriptions on page 10 (page 1) that describe the 5 S zones are **confusing and misleading**; they do not use consistent language or criteria, and do not correspond to the descriptions in Tables A and B (page 12-13/3-4) .
 - S-1 (4,000 sf) is described as “small to moderate floorplate”, S-2 (8,000 sf) does not mention floorplate size, and S-3 (15,000 sf) is described as a “small scale building”.
 - S-2 says “dwelling units are prohibited along the ground floor on the primary street frontage” but table A allows it if the front yard is greater than 4 feet, and there is no requirement for active ground uses.
 - S-2 (5 stories) and S-4 (7 stories) are both called “mid-rise” while S-3 (7 stories) is called “taller mid-rise”.
 - The following table illustrates some of the inconsistencies between types, and between the descriptions in the Narrative and the corresponding Table.

Date: January 16, 2024

To: BPDA planning

From: Susan Pranger

Re: Comments on “Compiled Draft Text Amendment for Squares and Streets, Last revised; December 5, 2023”

	USE		SIZE		HEIGHT	
	Narrative 26-2.A (Page 10 /Page 1 of draft)	Article 26 - Table A ...Uses (Page 12/3)	Narrative 26-2.A	Article 26 - Table B ... Dimensions (Pages 12- 13/3-4)	Narrative 26-2.A	Table B Stories
S-0	primarily residential	same		4,000		4
S-1	mixed use, majority residential; G: residential + small scale storefront/office	same	small to moderate floor plate	8,000		4
S-2	mixed use, Dwelling prohibited on ground floor primary frontage (but no requirement for active use)	ground fl dwelling allowed w/min 4' yard		15,000	mid-rise	5
S-3	mixed use, requires active ground floor use (no mention of ground floor dwellings)	ground fl dwelling prohibited on primary lot frontage	small scale building	20,000	taller mid rise	7
S-4	mixed use, requires active ground floor use, Dwelling prohibited on ground floor primary frontage	ground fl dwelling prohibited on primary lot frontage		25,000	mid rise	7

- Additional comments on the content of Table A and B
 - Table A – the rationale for limiting the number of units in S0 to 14 is not clear.
 - Table B- S4 – where no permeable area is required, there should be a requirement for alternative ground water recharge.
 - Table B – Rear yards abutting Residential zoning should be consistently set at 20 feet.
 - Table B – Stepback of the 5th floor should apply to zone S2, 5 story buildings, and should be 10 feet. As required in Plan JP/Rox, the stepback for building abutting 1-2 family buildings should be at the 4th floor.
 - Table B requires no outdoor amenity space for zones S0 and S1; it is also not clear whether the required “Outdoor Amenity Space” for S2, 3 and 4 can be private or public, balconies, decks or ground floor. As written, S0 and S1 setbacks could be used for parking, and might not provide any usable open space. Required amenity could be all balconies with no public open space whatsoever.
 - Table B “Blank wall of façade (max)” is unclear. S0 and S1 have no requirements. It is not clear is the maximum 15’ is each section or cumulative for an elevation. (i.e. can you have multiple 15’ sections separated by a 1’ window slot?)
 - Table B “Multiple Buildings allowed per lot” – the rationale is not clear. Since none of the categories define the size of the lot, why are the number of buildings restricted on projects with smaller buildings? Shouldn’t this relate to the size of the property?

Date: January 16, 2024

To: BPDA planning

From: Susan Pranger

Re: Comments on “Compiled Draft Text Amendment for Squares and Streets, Last revised; December 5, 2023”

Page 14- 19- “Regulations applicable to all squares and streets districts – to be updated in other article”.

- This title implies that it is ONLY applicable to S districts, but the following articles are not labeled as specific to S&S, so it appears that these changes to Article 2, 3, 6, 11, 13, 18, 19, and 23 would apply to all zoning districts.
- Article 2- (Definitions?) Page 15-16
 - Each of these definitions would apply to all zoning districts. It is not clear that there are any existing references to outdoor amenity space, primary lot frontage, but certainly there are references to ground and first floor, and to party wall in the building code.
 - Ground floor and the first floor now have the same definition “the lowest story of which sixty-five percent (65%) or more of the height is above grade.” Is that the intent? Of greater concern is that this definition does not recognize that there are conditions where the grade is lower at the rear of a building, such that the lowest floor meeting this criteria might only face the rear of the building, and not face the street at all. This is important because all the active use requirements refer to the ground floor with the intent that they should face the primary street frontage. Either the definition of ground floor needs to add “facing the primary lot frontage”* or all the references to active use at ground floor need to change to “the lowest floor facing the primary lot frontage”. (*This change may require a review of other existing references in the building and zoning code to first or ground floor, i.e. calculating building height?)
- Article 3 – Establishment of Zoning districts - Page 16 (see also pages 81-89)
 - Although not referenced on the page 16 summary, this amendment deletes several zones from Article 3. Please clarify or confirm that all these changes only move Neighborhood districts from Article 3 to Article 8, and that none of the deleted zones (S (single family), LM (light manufacturing), WM (waterfront manufacturing) and WS (waterfront services) still exist in other parts of the city. This also affects Article 6, Use Table B (previously A) which is modified to delete S, LM, WM and WS.
- Article 6 Conditional Uses - Page 16 (see also pages 91-93)
 - Please confirm that the language has only moved and has not changed.
 - See note about Table B (previously Table a) above.
 - See additional comments below.
- Articles 8 Regulation of Uses – page 16 and New Use Tables pages 20-72.
 - Page 16 only notes that new Use Table A is added, however the existing Use Table (now B) is also modified to delete S, LM, WM and WS. Confirm that none of the deleted zones are still in use.
 - See additional comments on Article 8 (pages 20-72) below.
- Article 10 – Accessory uses is deleted. Was this article obsolete, or is it recreated/amended somewhere else?
- Article 11 – Signs - page 17 (and 95-101)
 - Confirm that the only change is to add new zones S0-S4.
- Article 13 Dimensional Requirements – page 17 (see also pages 103-104)
 - As noted above, this modification is NOT limited to Squares and Street zones and has substantial potential impact on other zones, as written.
 - Page 17 does not show the language deleted by the amendment. The deleted language is “any enlargement itself conforms to such dimension requirements”.

Date: January 16, 2024

To: BPDA planning

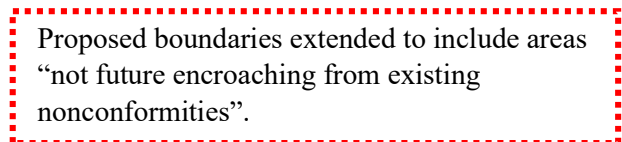
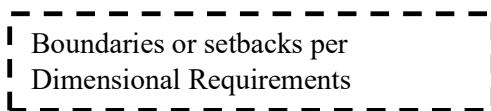
From: Susan Pranger

Re: Comments on “Compiled Draft Text Amendment for Squares and Streets, Last revised; December 5, 2023”

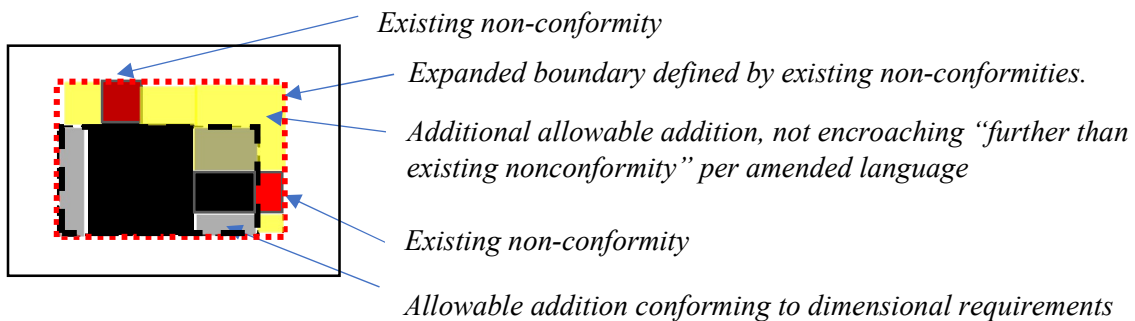
- BPDA staff at “office hours” 1/4/24, indicated that additions would still need to meet dimensional requirements, but that is NOT what this amendment says. Together, the deleted language and the added language appears to allow additions (enlargements) that do NOT meet dimensional requirements, as long as horizontal extensions “follow in line with the existing **nonconforming** buildings, without **further** encroaching from the existing nonconformity into a required side yard or rear yard...or front yard.” This could allow, as of right, substantial additions disproportionate to the existing nonconformities. (see my illustration below) Worst case scenario, additional footprint could be added under (a.i), and then extended up at a later date under (b.ii).

The following diagrams illustrate the potential impact of the proposed changes to Article 13:

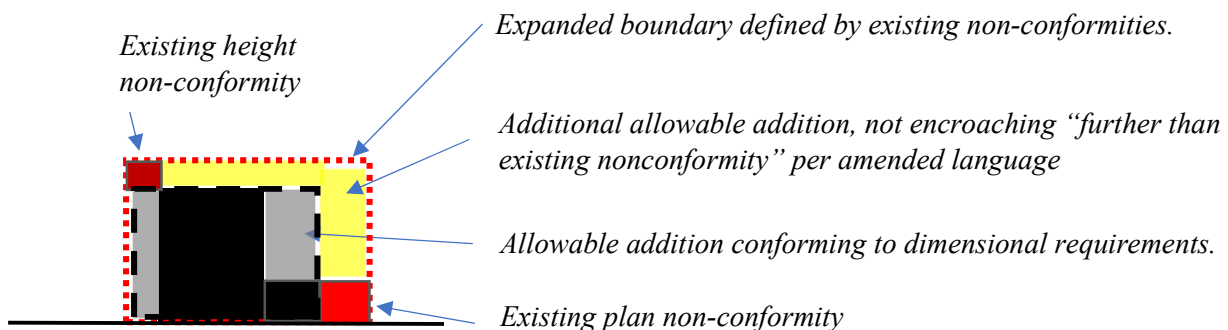
KEY:



The following diagram illustrates the potential impact of the proposed amendment (a) (i) on the site plan:



The following diagram illustrates the potential impact of the proposed amendment (b) (ii) on height. The amendment allows an extension in height of the existing footprint, whether conforming or non-conforming, to be extended the GREATER of the allowable or existing non-conforming height.



Date: January 16, 2024

To: BPDA planning

From: Susan Pranger

Re: Comments on “Compiled Draft Text Amendment for Squares and Streets, Last revised; December 5, 2023”

- Article 18 – Front Yard – page 17 (and page 105-107) – no comments
- Article 19 – Side Yard – Page 17 (and page 108-111) – no comments
- Article 20– Rear Yard – add reference to Squares and Streets, similar to language in Article 18 and 19.
- Article 22 – Yard regulations – Page 112-114)
 - As noted above, this modification is NOT limited to Squares and Street zones.
 - Note that these changes were omitted from the summary on page 14 and 15.
 - Article 22.6 adds new language that requires trash and recycling areas to be “fully enclosed within a building or located in the side or rear yards” regarding location of service areas. It also allows (but does not require) enclosures or fences up to 8 feet in height. (It is not clear if this was relocated from another section.)
- Article 23 – Off Street Parking (pages 17-18)
 - 23-6 is specific to Squares and Streets, but **new language added to 23-9 and 23-11 is not limited to Squares and Streets.**
 - It is not clear what language is existing and what is new in the proposed 23-9 language. (*See existing language at the end of this memo.*)
 - 23-9 (a) limits curb cuts to 12 feet wide for parking facilities with fewer than 50 cars. This might have the inadvertent effect of causing backups of traffic where cars must enter and exit using the same lane.
 - 23-9 (b) prohibits parking within the front yard of a lot. Since this is not limited to Squares and Streets, wouldn't it prohibit all parking in the front of any commercial use as well?
 - 23-9(e) There should be an exception to permit performance of brief emergency servicing of vehicles, such as: changing burned out lamps or bulbs; changing or inflating a flat tire; jump starting or replacing a battery; access when a key is lost.
 - Note that 23-11 adds requirements for accessible spaces for off street parking with more than 15 spaces, in compliance with Architectural Access Board requirements.
- Article 24 – Off Street Loading (page 19, pages 115-118)
 - As noted above, this modification is NOT limited to Squares and Street zones.
 - Requirements for a specific number of loading bays for projects with gross square footage over 50,000 sf (currently 0 to 4, based on use and size) will instead be determined by Article 80 review. (Note that procedures for Article 80 review are under review and may themselves be changing.)
- Article 80 - page 19
 - This adds “new Article 8 uses, but details are not clear.
- Article 89 - page 19
 - This adds Squares and Streets districts, but the details are unclear.

Date: January 16, 2024

To: BPDA planning

From: Susan Pranger

Re: Comments on “Compiled Draft Text Amendment for Squares and Streets, Last revised; December 5, 2023”

Page 20 Article 8 New Use Table (pages 20-72)

- Consider adding an alphabetical index of uses, including vernacular terminology, to reference use categories, to make it easier for the public to use the tables.
- It is not clear where short term rentals like Airbnb and Verbo would fall.
- Section 8-1 -page 21- Shouldn't “Squares and Streets” be added to the second paragraph?
- Section 8-2 -page 21-
 - In paragraph 3a. “incident” is a noun. Change to “incidental”?
 - Paragraph 3b, states that no accessory use “other than off street parking” may occupy side or front yards, but Section 23-9 (see page 77) which applies to “All off-street parking facilities” proposes added language that “Parking is not allowed within the front yard of a lot.”
- Section 8-3 Use Regulations – Table A and Definitions (pages 20-37)
 - Page 22 - Suggest that you add a key status “A-G/C = Allowed only on basement or ground floor; conditional on upper stories” to be used as noted below.
 - “Open Space/Private open space” is listed as conditional for all S zones. Does this refer to Private open space related to a building, or as the primary use?
 - “Residential/Lodging” is conditional in S3 and only Allowed in S4. This excludes a type of housing (single room occupancy/SRO) for a certain economic class, including the working poor, and should be at least conditional in all uses. (see definition on page 29)
 - “Active Uses/Grocery store-small” should be C-G in S0.
 - “Active Uses/Retail store-small” should be C-G in S0.
 - “Commercial Uses/Office-Small” is listed as “A-G” on S1 and S2, consider making it conditional on upper floors.
 - “Commercial Uses/Check Cashier” Forbidden in all S zones. Forbidding this might be considered classist, since many low income persons rely on these services. It should be C-G in all categories.
 - “Higher Education Uses/ School, Trade or Professional” is listed as “A-G” on S2 and S3, consider making it conditional on upper floors.
 - “Health Care Uses/Clinic” is listed as “A-G” on S1 and S2, consider making it conditional on upper floors.
 - “Transportation/Motor Vehicle Rental” is listed as “F”, forbidden, in all S zones. Shouldn't it at least be conditional where parking is also allowed or conditional, to allow rentals? (Not everyone is a Zipcar member.) If we discourage car ownership, there should be options to rent cars.
 - “Transportation/Standalone parking” is forbidden in S0-S2, and only conditional in S3 and S4, 7 story buildings. Why not conditional in S2 and S3?
 - “Transportation/Gasoline Stations, Vehicular Services” – these might be appropriate at the periphery of streets and zones that are bisected by roads that serve through traffic or abutting neighborhoods. Consider making C/G for S1-S2.
 - Industrial/Light Manufacturing or Trade – Why conditional in S4? What is the logic to include only in largest buildings?
- Section 8-3 Use Regulations – Table B and Definitions (pages 37-72)
 - These changes apply to ALL zones EXCEPT Squares and Streets.
 - Please confirm that none of the deleted zones (S (single family), LM (light manufacturing), WM (waterfront manufacturing) and WS (waterfront services) still exist in other parts of the city.

Date: January 16, 2024

To: BPDA planning

From: Susan Pranger

Re: Comments on “Compiled Draft Text Amendment for Squares and Streets, Last revised; December 5, 2023”

For reference:

Existing language of 23-9:

<https://www.bostonplans.org/getattachment/1b7a1ee6-5c80-4b42-a384-01a4aa4da4a0>

SECTION 23-9. Design. All off-street parking facilities provided to comply with this Article shall meet the following specifications:

- (a) Such facilities shall have car spaces to the number specified by this Article, maneuvering areas and appropriate means of vehicular access to a street, and shall be so designed as not to constitute a nuisance or a hazard or unreasonable impediment to traffic; and all lighting shall be so arranged as to shine downward and away from streets and residences.
- (b) Such facilities, whether open or enclosed in a structure, shall be so graded, surfaced, drained and maintained as to prevent water and dust therefrom going upon any street or another lot.
- (c) Such facilities shall not be used for automobile sales, dead storage, or repair work, dismantling or servicing of any kind.
- (d) Each car space shall be located entirely on the lot and shall be no less than eight and one half feet in width and twenty feet in length, exclusive of maneuvering areas and access drives.



Abdul-Razak Zachariah <abdul-razak.zachariah@boston.gov>

Feedback on Squares and Streets

Ruth Whitney <ruth.whitney812@gmail.com>

Wed, Jan 17, 2024 at 3:12 PM

To: squaresandstreets@boston.gov

Dear Abdul-Razak Zachariah,

I would like to share my feedback with you and your team on Squares and Streets. Please add the comments below to the public comments. Please let me know if I have to submit through the form online to add this to the public record.

Thanks so much for your time and attention,
Ruth Whitney
Dorchester Center

—comments on Squares and Streets—

Please slow down Squares and Streets so communities have time to understand this information and engage in a meaningful way.

Major construction in Boston neighborhoods should not be from a standardized template and requires love of people, place and robust dialogue. The best projects, the ones that define our city, like the Emerald Necklace or Zakim Bridge, are unique to place, started with an inspired vision and evolved through community buy-in and broad support.

Community matters. Residents are asked to invest in our city, and we have. And we love our city and it's neighborhoods. Neighborhoods need some meaningful recourse when developments threaten to displace residents, devalue property or degrade our environment.

Squares and streets seems to eliminate those points of engagement and protections.

This city-wide approach that will have major consequence is also environmentally concerning. It includes no meaningful protections for our tree canopy, which in turn directly impacts multiple layers of community health and resilience.

For a durable and equitable outcome in our neighborhoods, any zoning reforms that guide neighborhood planning must include robust protections for healthy mature trees. As urban residents they are our best defense against the worst impacts of climate change.

Please engage residents by responding to our feedback.

Sharing ideas with engaged residents by listening to our questions, responding with substance, and continuing this meaningful exchange needs to replace information gathering and then informing communities of outcomes.

Please slow down and engage us.

Thank you.

Ruth Whitney
Dorchester Center

—

Please include the above comments in the posted public record.

Sent from my iPhone



Abdul-Razak Zachariah <abdul-razak.zachariah@boston.gov>

Zoning code extension period

Jeri Hamlen <mmhamlen@gmail.com>
To: squaresandstreets@boston.gov

Tue, Jan 23, 2024 at 5:18 PM

To the BPDA:

I am in full support of expanding the existing housing stock in the city of Boston, and agree that density clustered around public transit hubs makes sense.

However, when a community is not sufficiently involved in a project from the beginning, it often becomes a contentious project filled with delays. The proposed amendment language does not reflect community concerns. The BPDA has an opportunity to create a much more inclusive process and I urge you to slow things down and work to deeply engage the community. Why not start the planning process and let the zoning language evolve in parallel?

Thank you for your consideration of this matter; again, **please extend the comment period deadline.**

Jeri Hamlen
[250 Beacon St. Boston](#)
mmhamlen@gmail.com
www.mothersoutfront.org
www.margeryhamlen.com



Comments on Squares + Streets

Joanne Massaro <joannemassaro17@gmail.com>
To: abdul-razak.zachariah@boston.gov

Tue, Jan 23, 2024 at 5:06 PM

Abdul,

Thank you for the opportunity to provide comments on the Squares + Streets (S+S) initiative. My comments are focused on a broad view rather than the details of the proposed zoning amendments.

While I live in the North End now, I had been a member of the Advisory Group for Plan: Charlestown where I lived for 40 years. My concerns about the S+S arise from thinking about how it would be applied there if it were to be applied there, specifically around Thompson Square and Main Street.

As Plan: Charlestown neared the finish line, the community had a number of unaddressed issues. After much back and forth, the BPDA conceded on one point: the maximum height of the Bunker Hill Mall on Main Street would be left at 40 feet. If S+S were to be applied there, the maximum height might almost double, making the commitment to Charlestown a moot victory. How would Charlestown be protected in that instance?

I understand the purpose of S+S is to provide uniformity and consistency across all the city's neighborhoods. My concern is exactly that- the loss of neighborhood-level considerations. Although the proposed process would engage communities in making decisions about which subdistrict is applied where, the tool box is limited by design. So if there isn't a good fit, there doesn't appear to be any recourse. To push the metaphor, the tool box is filled with blunt instruments.

Boston is a city of neighborhoods. While it may be in the interest of the City's agenda to attempt with S+S to treat them all the same, there is risk. If we don't consider how these uniform standards will affect each of them, and allow modifications as warranted, we may destroy what makes our city unique.

I also question if this initiative will be considered for all neighborhoods, e.g. the North End, Beacon Hill, Back Bay or even the South End. Who will decide? Which neighborhoods will be left alone? Where's the equity in that?

Thank you again for allowing me to share my thoughts.
Joanne Massaro

Sent from my iPhone

ATTN: Mayor Michelle WU; BPDA executive Jemison; Ruthzee Louijeune, president Boston City Council; Erin Murphy, at-large city councilor; and Ben Weber, city council, district 6

FROM; Gwynne Morgan & William J. Golden, 45 year+ residents, 52 Richwood Street, West Roxbury

RE: Accelerated & poorly conceived Squares & Streets zoning plan

1/25/2024

Where to begin? This City zoning overhaul is so poorly conceived and rushed that it appears to have been written by a contractors' guild. Certainly the contractors (not the homeowners, renters and business owners) would be the only entities to benefit from S & S.

Consider the rushed nature of the introduction of the 115 page zoning proposal released when residents and businesses were celebrating the December holidays and elected officials had shortened office hours, and vacations, and so were not available to explain—or even understand --the lengthy and confusing S & S proposal.

Once residents and business owners began to focus and ask questions in January, some alarming insights became clear:

- S & S would permit multifamily housing of five stories (60') or even seven stories in each neighborhood, compared to the 35' allowed in West Roxbury and elsewhere;
- There would be NO requirement that any of these new buildings have on-site parking. Remember that right now the MBTA and commuter rail are barely running. Shouldn't that problem be fixed before more users of public transportation are added?
- While the City introduced S&S to address the housing crisis, the S & S proposal does not produce more truly affordable housing. 80 percent of the S & S proposed units will be at market rate. In West Roxbury where we've seen three hideous Soviet-style condo buildings rise along Centre Street, condo units have been advertised at \$750+
- Small businesses will undoubtedly be hurt by the S & S proposal as they will be displaced by absentee landlords hastening to take advantage of this development bonanza. They will no doubt also lose customers as their clientele compete to find parking spaces.

All this is made more concerning because none of us know where these squares would be in our neighborhood and whether our gardens or display windows will be overshadowed by a seven-story condo tower.

About 35 years ago, we spent a year of our lives and several thousand dollars to make sure our planned family room—on the footprint of our 1920 house—complied with West Roxbury's firm zoning regulations. We were glad to do so because we valued West Roxbury's mix of housing, the varied retail and restaurants on the main street, and the effort of zoning to protect this balance. With the S&S proposal, the City would wipe this all away without resident, business, or representative buy-in.

The City might do well to remember the history of "Taxation Without Representation."



our comments on squares and streets

Judy Ulman <judy.ulman@comcast.net>
To: squaresandstreets@boston.gov

Thu, Jan 25, 2024 at 3:52 AM

Dear S and S

Please say that we are asking that the BPDA slow down the timeline for 6 months because our quality of life will be affected by this proposed Squares and Streets zoning legislation. Here are a few reasons you can use along with your own.

The following comments are our comments as well as what is printed below.

SLOW DOWN we cannot comprehend all these changes so quickly.

This is a frightening process and one that dismisses peoples concerns and anxiety.

We need answers to our concerns before any of these changes take place. As a resident of Boston, I am appalled at the disregard for small business owners and residents.

Our freedom is being taken away by S&S who think they own our streets and businesses. I

S&S really does not produce truly affordable housing.

No parking spaces. Residents and business customers will begin to park on surrounding residential streets destroying the privacy of families living on these streets and causing safety issues for seniors, residents, and children playing on streets.

There is no consideration for safety. Nor for health.

BPDA is just plowing ahead with these changes just to cross these items off their list.

The residents of the city of Boston don't want to be pushed around like they do not live here.

We have a right to speak our minds to protect what we worked so hard for, our homes, and our lives.

If buildings are zoned as tall as 7 stories air quality will be compromised. Lighting will be diminished.

And our quality of life will be lost as we know it.

Why is S&S ignoring City Councilors, State Representatives and State Senators and leaving them out?

We voted for them to take care of us and support us.

We need them more than ever now.

- • Small business owners and renters have no protections against displacement
- • The community engagement process for zoning our neighborhoods ("small area plans") is unknown
- • The S+S zoning text is over 115 pages long and contains inconsistencies and errors.
- • Questions raised at the BPDA zoom meetings and office hours are not completely answered. Answers may be cursory and leave many residents confused and concerned.

- • Our elected officials – City Councilors, State Representatives and State Senators -- have been left out of the process.
- • The S+S new zoning was released, and meetings held when residents were celebrating the December holidays and elected officials were on break and not available.
- • S+S does not produce more truly affordable housing. The affordability formula is unchanged from any other prices on the market. (17% of units at average of 60% AMI, 3% vouchers). 80% of the S+S units will be market rate.
- • No minimum parking requirement in any S+S zoned area will leave our residents and business customers scrambling for spaces
- • We don't know whether buildings in our Roslindale Square and other neighborhood squares will be zoned as tall as 7 stories.

Judy Ulman
W.Rox Resident

Date: January 16, 2024, revised 1/25/2024

To: BPDA planning

Comments on “Compiled Draft Text Amendment for Squares and Streets, Last revised; December 5, 2023”

These comments identify inconsistencies in language that should be resolved, but also include substantive comments. Comments are divided into four parts.

- The following general and detailed comments drafted 1/16/23 and revised 1/25/2024
- Attachment 1: Comments on Article 26, Squares and Streets. dated 1/25/2024
- Attachment 2: Comments on the Article 8, New Use Table, dated 1/25/2024
- Attachment 3: Comments on Article 8, Use Table (annotated) dated 1/25/2024 (BPDA pages 23-28)

Submitted by Susan Pranger, Carolyn Royce, Alan Benenfeld and Marie A. Turley

GENERAL COMMENTS:

Although Squares and Streets is a reasonable approach to more quickly implement changes to encourage housing and transit oriented development, there are several significant flaws in the language that must be addressed in the zoning amendment. The complexity and vagueness of the document has combined to make this document inaccessible to most residents, who have not had sufficient time, experience with zoning, and resources to understand the potential impact of the proposed changes.

1. Changes that impact other zoning districts:

In spite of the general BPDA introduction to the contrary, **there ARE several significant changes and new definitions that would affect existing zoning outside of future Squares and Streets**, specifically nonconforming additions, parking, loading zones, trash enclosures, and the definition of “ground floor”.

- The BPDA has acknowledged that these changes apply to base zoning areas, and will apply to future Squares and Streets, but only changes in Article 2 would apply to the Neighborhood districts as they currently exist. However, since the goal is to eventually apply these changes across the city, it is important to acknowledge that these changes could have future implications beyond Squares and Streets.
- BPDA has indicated that the changes are “not substantive” because they reflect current policies. Of particular concern is the change to the definition of “non-conforming additions”. However, regular approval of variances for non-conforming additions does not mean that they should not be discussed before being codified by zonng.

2. Unclear language

The proposed language (definitions and narratives) is unnecessarily vague and inconsistent.

3. Insufficient zoning options

The proposed five districts, S0 to S4, do not adequately cover all potential conditions. In particular, they do not encourage preservation of existing cultural or historic assets, and do not consistently promote active uses.

4. Insufficient Context

BPDA staff have indicated that related issues of housing affordability and stability, and for business stability, especially for minority, small and legacy businesses, are being addressed separately. If so, it is critical that discussion of these strategies occur concurrent with the review and approval of the zoning amendment, and that protections are in place prior to approval of any S zoning, since the issues are inextricably related. Climate resiliency, including use of fossil fuels, energy efficiency, water management, and tree canopy, should also be addressed in or concurrent with planning for Squares and Streets. A comprehensive parking strategy is required to address the needs of legacy businesses, who rely on parking for established customers

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To: BPDA planning

Comments on “Compiled Draft Text Amendment for Squares and Streets, Last revised; December 5, 2023”

that are no longer local, and successful new businesses that attract customers for whom public transit is not an option.

5. Affordability

There also needs to be a discussion about allowing housing options for those in need of truly affordable housing to include shelters, lodging houses, supportive housing and group homes in Squares and Streets via revisions to the proposed Use Tables and other comprehensive strategies.

- 6. Insufficient time to review the proposed S5 District: Placemaker Square** This information was issued 1/23/24, which has not provided adequate time for review and consideration by 1/28/24. The substantial height has potential for considerable impact on adjacent areas, especially adjacent residential zones.

DETAILED COMMENTS:

(Page numbers below review to the page numbers on the BPDA draft amendment dated 12/5/23)

Page 1-2 - The page numbers on the Contents list do not agree with the page numbers in the document.

Pages 3-4 – “Squares + Street Amendment Summary”

- **The BPDA summary states that “none of these changes have any immediate effect on any existing zoning districts”. THIS IS NOT TRUE. The changes to these articles apply to all base zones; Article 2 applies to neighborhood zones. Some of the changes are substantive and significant but are not identified in the BPDA summary.**
- Article 2 – definition of ground floor – These definitions apply to all zones. As written, the language could refer to an above ground floor that does NOT face the street.
- The following changes apparently do not currently apply to neighborhood districts, but could in the future.
 - Article 13 – Nonconformity – The language appears to allow, as of right, additions that do not meet dimensional requirements, as long as they line up with existing non-conformities. (see discussion of Article 13 below).
 - Article 23 – parking – Proposed changes limit curb cuts and prohibit parking in ALL front yards.
 - Article 24 – loading zone – This potentially reduces the number of required loading zones in all zones.
 - Page 16 only notes that new Use Table A is added, however the existing Use Table (now B) is also modified to delete S, LM, WM and WS.
- This summary document does not provide any details on the substance of Article 26. (See Attachment 1 for our comments on Article 26 content.)

Page 5-8 – “Squares and Streets Dimensional Standards Reference Guide”

- It is not clear if the lot regulations and definitions in this Guide are included as clarifications or actually will be included in the zoning amendment. For example, the definitions of “Permeable area of Lot”, “Stepback”, and “blank wall of façade” are not included in the revisions listed for either Article 2 or Article 26.
- “B. Permeable Area” – “rate and quantity equal to or greater than natural ground cover” is vague and ill defined. Furthermore “permeable asphalt and pavers” while better than impermeable, are not necessarily as permeable as natural ground cover. Specific numerical, measurable criteria should be included.

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To: BPDA planning

Comments on “Compiled Draft Text Amendment for Squares and Streets, Last revised; December 5, 2023”

- “E. Ground floor active uses” – The summary refers to “ground floor that fronts a public street”. However, the definition of a ground floor (which is the same as the first floor) in the proposed revised Article 2 does NOT specifically reference the public street, and could be interpreted as defining the ground level as a level that is above ground at the rear, and not visible on the public street. This would make the level facing the public street, floor two. The definition of “ground floor” page 15) should be more specific if “G” is going to be used throughout the document, as it currently is.
- “G. Outdoor amenity space” and “Illustrated Amenity Types” – reference to ground floor is vague; clarify ground floor at public face from other ground floor/grade levels.

Page 9-13 (labeled page 1-4) Article 26 - Squares and Streets

- See Attachment 1: Comments on Article 26, Squares and Streets. dated 1/25/24 for detailed comments.

Page 14- 19- “Summary of Changes to other Articles”

- **The title of page 15 “Regulations applicable to all Squares and Streets Districts – to be updated in other articles”** implies that these changes are ONLY applicable to S districts, but the following articles are not labeled as specific to S&S, so it appears that these changes to Article 2, 3, 6, 11, 13, 18, 19, and 23 would apply to all zoning districts. (BPDA subsequently noted that only Article 2 refers to all zoning districts. Articles 3, 6, 11, 13, 18, 19, and 23 will apply to the base zones and Squares and Streets, but not to Neighborhood districts as they are currently defined.)
- Article 2- (Definitions?) Page 15-16
 - Each of these definitions would apply to all zoning districts. It is not clear that there are any existing references to outdoor amenity space, primary lot frontage, but certainly there are references to ground and first floor, and to party wall in the building code.
 - **Ground floor and the first floor now have the same definition:** “the lowest story of which sixty-five percent (65%) or more of the height is above grade.” Is that the intent? Of greater concern is that this definition does not recognize that there are conditions where the grade is lower at the rear of a building, such that the lowest floor meeting this criteria might only face the rear of the building, and not face the street at all. This is important because all the active use requirements refer to the ground floor with the intent that they should face the primary street frontage. Either the definition of ground floor needs to add “facing the primary lot frontage”* or all the references to active use at ground floor need to change to “the lowest floor facing the primary lot frontage”. (*This change may require a review of other existing references in the building and zoning code to first or ground floor, i.e. calculating building height?)
- Article 3 – Establishment of Zoning districts - Page 16 (see also pages 81-89)
 - Although not referenced on the page 16 summary, this amendment deletes several zones from Article 3. Please clarify or confirm that all these changes only move Neighborhood districts from Article 3 to Article 8, and that none of the deleted zones (S (single family), LM (light manufacturing), WM (waterfront manufacturing) and WS (waterfront services) still exist in other parts of the city. This also affects Article 6, Use Table B (previously A) which is modified to delete S, LM, WM and WS.

Date: January 16, 2024, revised 1/25/2024

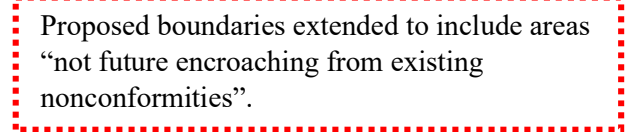
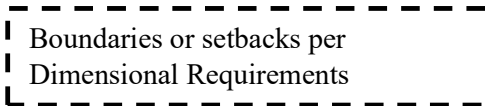
To: BPDA planning

Comments on “Compiled Draft Text Amendment for Squares and Streets, Last revised; December 5, 2023”

- Article 6 Conditional Uses - Page 16 (see also pages 91-93)
 - Please confirm that the language has only moved and has not changed.
 - See note about Table B (previously Table A) above.
 - See additional comments below.
- Articles 8 Regulation of Uses – page 16 and New Use Tables pages 20-72.
 - Page 16 only notes that new Use Table A is added, however the existing Use Table (now B) is also modified to delete S, LM, WM and WS. Confirm that none of the deleted zones are still in use.
 - See additional comments in Attachment 2: Comments on the Article 8, New Use Table, dated 1/25/24
- Article 10 – Accessory uses – Page 16
 - This article is deleted. Is it obsolete, or is it recreated and/or amended somewhere else?
- Article 11 – Signs - page 17 (and 95-101)
 - Confirm that the only change is to add new districts S0-S4.
- **Article 13 Dimensional Requirements – page 17 (see also pages 103-104)**
 - As noted above, this modification is NOT limited to Squares and Street districts and has substantial potential impact on other zones, as written.
 - The BPDA has acknowledged that these changes apply to base zoning areas and to future Squares and Streets, but stated that it would not apply to the Neighborhood districts as they currently exist. However, since the goal is to eventually apply these changes across the city, it is important to acknowledge that these changes could have future implications to Neighborhood districts, as those areas are rezoned to a simpler city wide code.
 - **The proposed changes to Article 13 non-conformities would allow new additions as of right to extend into the required rear and side yard setback as long as they did not extend beyond (further than) the existing non conformities and met “other dimensional requirements.** The existing footprint could be extended vertically to the allowed maximum or the existing (nonconforming) height.
 - The other "dimensional requirements" listed in 13-1 include minimum lot area per dwelling unit, minimum lot width, minimum usable open space per dwelling unit, minimum setback distance of parapet from any lot line, and maximum percent of rear yard occupied by accessory buildings. Although not listed in 13-1, FAR is also included as a requirement in Article 13.
 - This could allow substantial additions disproportionate to the existing nonconformities in both current base code areas, and in the future if this code is expanded to include neighborhood districts. (see illustration below) Worst case scenario, additional footprint could be added under the second paragraph in Section 13-3 of Article 13, bullet a.i, and then extended upwards at a later date under bullet b.ii.

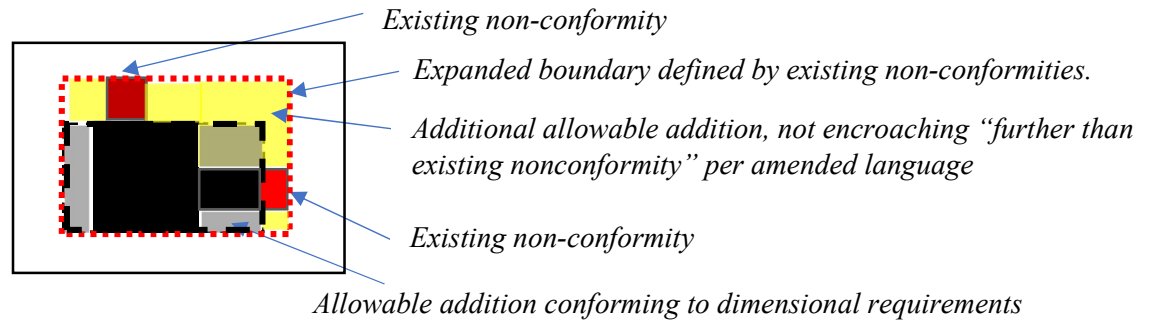
DIAGRAMS TO ILLUSTRATE THE CHANGES TO ARTICLE 13:

KEY:



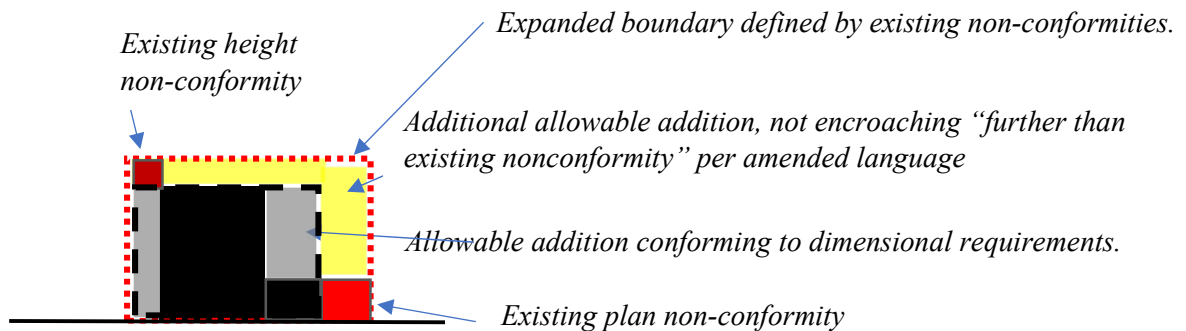
SITE PLAN:

The following diagram illustrates the potential impact of the proposed amendment (a) (i) on the site plan:



ELEVATION:

The following diagram illustrates the potential impact of the proposed amendment (b) (ii) on height. The amendment allows an extension in height of the existing footprint, whether conforming or non-conforming, to be extended the GREATER of the allowable or existing non-conforming height.



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To: BPDA planning

Comments on “Compiled Draft Text Amendment for Squares and Streets, Last revised; December 5, 2023”

- Article 18 – Front Yard – page 17 (and page 105-107) – no comments
- Article 19 – Side Yard – Page 17 (and page 108-111) – no comments
- Article 20– Rear Yard – add reference to Squares and Streets, similar to language in Article 18 and 19.
- Article 22 – Yard regulations – Page 112-114)
 - As noted above, this modification is NOT limited to Squares and Street districts.
 - Note that these changes were omitted from the summary on page 14 and 15.
 - Article 22.6 adds new language that requires trash and recycling areas to be “fully enclosed within a building or located in the side or rear yards” regarding location of service areas. It also allows (but does not require) enclosures or fences up to 8 feet in height. (It is not clear if this was relocated from another section.)
- Article 23 – Off Street Parking (pages 17-18)
 - 23-6 is specific to Squares and Streets, but **new language added to 23-9 and 23-11 is not limited to Squares and Streets.**
 - It is not clear what language is existing and what is new in the proposed 23-9 language. In fact, only the proposed bullets “a” and “b” are new; the original bullets “a” through “d” are simply renumbered as “c” through “f”.
 - 23-9 (a) limits curb cuts to 12 feet wide for parking facilities with fewer than 50 cars. This might have the inadvertent effect of causing backups of traffic where cars must enter and exit using the same lane.
 - 23-9 (b) prohibits parking within the front yard of a lot. Since this is not limited to Squares and Streets, wouldn’t it prohibit all parking in the front of any commercial use as well?
 - 23-9(e) prohibits “servicing of any kind.” There should be an exception to permit performance of brief emergency servicing of vehicles, such as: changing burned out lamps or bulbs; changing or inflating a flat tire; jump starting or replacing a battery; access when a key is lost.
 - Note that 23-11 adds requirements for accessible spaces for off street parking with more than 15 spaces, in compliance with Architectural Access Board requirements.
- Article 24 – Off Street Loading (page 19, pages 115-118)
 - As noted above, this modification is NOT limited to Squares and Street districts.
 - Requirements for a specific number of loading bays for projects with gross square footage over 50,000 sf (currently 0 to 4, based on use and size) will instead be determined by Article 80 review. (Note that procedures for Article 80 review are under review and may themselves be changing.)
- Article 80 and Article 89 - page 19
 - Article 80 adds “new Article 8 uses, but details are not clear.
 - Article 89 adds Squares and Streets districts, but the details are unclear.

Page 20 Article 8 New Use Table

Refer to Attachment 3: Article 8, Use Table (annotated), dated 1/25/24 (BPDA pages 23-28)

General comments on Article 26 (BPDA pages 9 to 13:

- The discrepancy in this section between the page numbers listed in the “Contents” (9-13) and the page numbers on the bottom of the pages (9, 1, 2, 3, 4) is confusing.
- The use of S-0 to identify the districts, rather than beginning with S-1, is confusing.
- Shifting existing Table A to become B is unnecessarily cumbersome, unless it is your intent to eventually eliminate the existing table (now Table B) in the future?
- **Section 26-1 Purpose and Applicability**
 - The stated purpose includes “encourage...rehabilitation of historic buildings” but there is no language, and no proposed S district that would encourage reuse of existing buildings. Upzoning to 7 stories will disincentivize reuse of historic buildings that are usually lower.
 - There is no proposed S district that would require ground floor active use except those that allow 7 stories, which could inadvertently encourage demolition and replacement of smaller existing structures where active ground floor uses are desired.
 - **Tying height and density to requirements for active ground floor use is unnecessarily limiting to the planning and mapping options.** Some districts might have large areas available for height and density, but not necessarily need continuous ground floor activity. Similarly, some areas may be inappropriate for height, but have existing and desire new ground floor use. This flexibility could be added to the planning and mapping process by making the requirement for an active ground use a subcategory “A” (or some other letter) for “Active” for each of the districts. For example, S1A would restrict height to 4 stories and require active ground floor use. S3 would allow for a 7 story residential building without an active ground floor use, but S3A would require active ground floor uses. This would require relatively minor revisions to the existing draft amendment.
 - **Language should allow for existing zoning types to be used within the Squares and Streets boundaries where S0-S5 are not appropriate or adequate.**
- **Section 26-2 Establishment of Squares and Streets Districts**
 - 26.2.A.1 The rationale for limiting the number of units in S0 to 14 is not clear.
 - Most of the definitions included in the summary document on pages 5-8 are not (but should be) repeated in the Article 26 amendment language.
 - The narrative descriptions on page 10 (page 1) that describe the 5 S districts are **confusing and misleading**; they do not use consistent language or criteria, and do not correspond to the descriptions in Tables A and B (page 12-13/3-4) .
 - S-1 (4,000 sf) is described as “small to moderate floorplate”, S-2 (8,000 sf) does not mention floorplate size, and S-3 (15,000 sf) is described as a “small scale building”.
 - S-2 says “dwelling units are prohibited along the ground floor on the primary street frontage” but table A allows it if the front yard is greater than 4 feet, and there is no requirement for active ground uses.
 - S-2 (5 stories) and S-4 (7 stories) are both called “mid-rise” while S-3 (7 stories) is called “taller mid-rise”.
 - The following table illustrates some of the inconsistencies between types, and between the descriptions in the Narrative and the corresponding Table.

Attachment 1: Comments on Article 26, Squares and Streets. dated 1/25/2024

	USE		SIZE		HEIGHT	
	Narrative 26-2.A (Page 10 /Page 1 of draft)	Article 26 - Table A ...Uses (Page 12/3)	Narrative 26-2.A	Article 26 - Table B ... Dimensions (Pages 12- 13/3-4)	Narrative 26-2.A	Table B Stories
S-0	primarily residential	same		4,000		4
S-1	mixed use, majority residential; G: residential + small scale storefront/office	same	small to moderate floor plate	8,000		4
S-2	mixed use, <i>Dwelling prohibited</i> on ground floor primary frontage (but no requirement for active use)	<i>ground fl dwelling allowed</i> w/min 4' yard		15,000	mid-rise	5
S-3	mixed use, requires active ground floor use (<i>no mention of ground floor dwellings</i>)	ground fl dwelling prohibited on primary lot frontage	small scale building	20,000	taller mid rise	7
S-4	mixed use, requires active ground floor use, Dwelling prohibited on ground floor primary frontage	ground fl dwelling prohibited on primary lot frontage		25,000	mid rise	7

- **Proposed S5 District: Placemaker Square (document undated, posted 1/23/24)**
 - This information was issued 1/23/24, which has not provided adequate time for review and consideration by 1/28/24. Additional comments may follow.
 - The substantial height has potential for considerable impact on adjacent areas, especially adjacent residential zones.
 - Comments regarding S4 would generally also apply to S5.
 - The stepback requirements for the newly proposed S5 district are not clear. Stepbacks are important to mitigating the impact of taller structures on abutting lower height residential districts.
 - Stepbacks should also be considered on the street face to reduce a canyon affect.
 - How does this scale and height respect the scale of existing neighborhoods?
 - Would designation of a specific location as S5 be equivalent to spot-zoning?
- **Additional comments on the content of Article 26 Table B**
 - Where no permeable area is required, there should be a requirement for alternative ground water recharge.
 - All rear yards abutting Residential zoning should be consistently set at 20 feet.

Attachment 1: Comments on Article 26, Squares and Streets. dated 1/25/2024

- Stepback of the 5th floor should apply to all districts abutting residential zones (currently omitted from district S2, which allow 5 stories.) The minimum stepback should be increased to 10 feet.
- As required in Plan JP/Rox, the stepback for buildings abutting 1-2 family residential zones should be at the 4th floor, not the 5th floor in all abutting districts, including S0 and S1.
- Why is no outdoor amenity space required for districts S0 and S1? As written, S0 and S1 setbacks could be used for parking, and might not provide any usable open space. (This should be also noted on the Figure 1 diagram on BPDA page 2 (11).
- It is not clear whether the required “Outdoor Amenity Space” (which includes balconies and decks) can be exclusively private. There appears to be no requirement for public amenity space, and the only incentive is the Outdoor Amenity Space calculation.
- The definition of “Blank wall of façade (max)” is unclear. S0 and S1 have no requirements. It is not clear if the maximum 15’ refers to each section of blank wall or is the cumulative total for an elevation. (i.e. can you have multiple 15’ sections separated by a 1’ window slot?)
- “Multiple Buildings allowed per lot” – the rationale is not clear. Why are the number of buildings not allowed in districts with smaller buildings, but allowed in districts with larger buildings, both without consideration of the lot size? Shouldn’t this relate to the size of the property?
- None of the districts specify (but should specify) a planted green buffer and a fence barrier between the S district and adjacent residential zone.
- There are discrepancies between the descriptions in the 12/5/23 draft and the 1/10/24 presentation regarding the rear yard dimensional requirements for S3 and S4 districts. Does this indicate an error, or a revision?

Article 8 (New Use Table) (pages 20-72)

(Article 8, Sections 8-1 through 8-3, Use Table A, Table A Definitions, Table B, and Section 8-4)

General comments on Article 8, Regulation of Uses:

- Consider adding an alphabetical index or indexes of uses, including vernacular terminology, to reference use categories, to make it easier for the public to use the tables.
- It is not clear where short term rentals like Airbnb and Verbo would fall.
- Section 8-1 -page 21- Shouldn't "Squares and Streets" be added to the second paragraph?
- Section 8-2 -page 21- 22.
 - In paragraph 3a. "incident" is a noun. Change to "incidental".
 - Paragraph 3b, states that no accessory use "other than off street parking" may occupy side or front yards, but Section 23-9 (see page 77) which applies to "All off-street parking facilities" proposes added language that "Parking is not allowed within the front yard of a lot."
- Section 8-3 Use Regulations – Table A and Definitions (pages 20-37)
 - Page 22 - Suggest that you add a key status "A-G/C = Allowed only on basement or ground floor; conditional on upper stories" to be used as noted below.
- Section 8-3 Use Regulations – Table B and Definitions (pages 37-72)
 - These changes apply to ALL zones EXCEPT Squares and Streets.
 - Please confirm that none of the deleted zones (S (single family), LM (light manufacturing), WM (waterfront manufacturing) and WS (waterfront services) still exist in other parts of the city.

Detailed Comments on Table A: Use Regulations (pages 22-28)

See "Attachment 3: Comments on "Article 8, Use Table" (annotated) dated 1/25/24" for specific recommended changes (BPDA pages 23-28).

- **Open Space Uses**
 - "Open Space/Private open space" is listed as conditional for all S zones. Does this refer to Private open space related to a building, or as the primary use?
 - If S0 is primarily residential, and small scale, it should be allowed to have private space exclusively for its residents.
- **Residential Uses**
 - Add a category for other types of small scale Live-Work such as home crafts, carpentry, tailoring, dressmaking, 3-D printing and other similar production activities.
 - Lodging is conditional in S3 and only allowed in S4. This excludes a type of housing (single room occupancy/SRO) for a certain economic class, including the working poor, and should be "A", allowed, in all districts. (see definition on page 29)
 - Although most are moving to a "housing first" model, shelters remain necessary and should be allowed in all districts. If they can't go here, where can they go?
- **Active Uses**
 - Grocery store-small should be C-G in S0.
 - Grocery store-large should be C-G in S2, and C in S3 (not the other way around).

Attachment 2: Comments on the Article 8, New Use Table, dated 1/25/2024

- Entertainment- small is for up to 500 persons, and should be conditional in S1 and S2.
- Makerspace should be expanded to allow more work and community opportunities. Make it conditional on the Ground floor of S0, and on the upper floors of S1 to S3.
- Museum or Art Gallery could be conditional on ground floor for S0.
- Retail store-small should be C-G in S0.
- Service establishments – Service establishments should be treated similar to retail, except could be more appropriate on upper floors than retail. Make small conditional on ground floor of S0 and conditional on upper floors of S1-S3. Add Medium category and treat Medium and Large Service similar to comparably sized retail but add conditional on upper floors. (Think of hair salons on upper floors of Newbury Street.) See annotated chart.
- **Commercial Uses**
 - Art Studios should be conditional on ground floor of S0.
 - Check Cashier is forbidden in all S districts. Forbidding this might be considered classist, since many low income persons rely on these services. It should be C-G in all categories.
 - Hotel – Small – add conditional in S1.
 - Hotel – Large – make conditional in S3
 - Office-Small is listed as “A-G” on S1 and S2 which makes it forbidden on upper floors. Consider making it conditional on upper floors to provide some work opportunities in areas that are not appropriate for 7 stories.
 - Office -Large –Allow opportunity for large office in lower height districts. Make “Office Large” Conditional in S2 to provide work opportunities in areas that are not appropriate for 7 stories.
- **Higher Education Uses**
 - School, Trade or Professional” is listed as “A-G” on S2 and S3, consider making it conditional on upper floors.
-
- **Health Care Uses**
 - Clinic” is listed as “A-G” on S1 and S2, consider making it conditional on upper floors.
 - Consider hospital use as Conditional for S3.
-
- **Transportation**
 - Gas stations are necessary services and might be appropriate at the periphery of districts that are bisected by roads that serve through-traffic or abutting neighborhoods. Consider making gas stations conditional - C/G in all districts. Gas stations can be incorporated at ground level into large buildings, and not necessarily replace them.
 - Motor Vehicle Rental is listed as “F”, forbidden, in all S zones. Shouldn’t it at least be conditional where parking is also allowed or conditional, to allow rentals? (Not everyone is a Zipcar member.) If we discourage car ownership, there should be options to rent cars.
 - “Standalone parking garage” is forbidden in S0-S3, and only conditional in S4 apparently to acknowledge the need for parking in high density areas. It is not clear what would be considered stand alone, vs an accessory use, since there is no limit on the size of parking as an accessory use. If this is intended to provide parking garages to serve an area, why limit it to S4? Why not conditional in S0 to S3?

Attachment 2: Comments on the Article 8, New Use Table, dated 1/25/2024

- “Standalone parking lot” Why consider standalone lots only where high density buildings are appropriate? Why not make it conditional in lower height zones understanding that they would service adjacent high density areas?
- Vehicular services are required. Consider conditional rather than excluding it along all commercial streets. They can be incorporated into larger buildings.
- **Industrial and Storage**
 - Food and Beverage Production – make this conditional in S1-S3, OR create a new category of small to allow smaller operations such as catering and small scale startups or test kitchens.
 - Light Manufacturing or Trade – make this conditional in S1-S3, OR create a new category of small to allow smaller operations and services such as furniture repair, residential plumbing, appliance repair and other blue collar services that residents need.
- **Accessory uses**
 - The italicized compliance note preceding the section title should be placed after the title; otherwise it appears to be part of the preceding section. Also, there is no section 8.2 b, but there is an 8.2.3 b.
 - Accessory Personnel Quarters – make S0 conditional.
 - Accessory Research Laboratory: there is no explanation of this category in Table A Definitions page 37.
 - Accessory Smoking: We do not understand the circumstances for this category unless it’s to bring back smoking rooms. instead of C, S3 and S4 should be F.

Detailed Comments on Table A Definitions

- **As noted above, consider adding additional categories and definitions:**
 - Live work
 - Medium Service Establishment (redefine Small and Large, the categories and associated square footage should be parallel to those for Retail Store (ie: small, medium, large, and extra large).
 - Small and Large Food and Beverage production
 - Small and large light manufacturing
- **Additional clarifications of definitions (see comments on table for additional comments)**

Categories: “Active uses” include uses that would normally fall under other categories, such as commercial. Is this intended to define what categories meet the S& S definition of “active”? It seems like the definition of the use should be separate from a list of uses considered “active”. It also makes it harder to find the definitions, if you don’t already know they fall under “active” instead of “commercial” etc.

 - Group Living: the definition should include the phrase ‘supportive housing’.
 - Lodging House: Does this mean no more “than” 30 day lease terms? and does this preclude renewability of leases for successive 30 day periods?
 - Service establishments – add shoe repair.

Attachment 2: Comments on the Article 8, New Use Table, dated 1/25/2024

- Makerspace: does ‘communal setting’ preclude a residential setting?
- Self-Storage: the written definition is ambiguous. Is it the ‘goods’ that are made available to the public, or the storage unit, per se, and not its contents that are made available to the public?
- Storage of Fuel or Minerals: the definition should explicitly state ‘salt’ - an important consideration in winter.
- Urban Agriculture: there should be some definition given here, even if it’s necessary to refer to another article.
- Warehouse or Distribution Center: somewhat ambiguous as to whether it includes ‘only’ wholesale businesses. May be better to say it ‘includes both wholesale and retail warehousing.’
- Clinic – add health center, ambulatory surgery center.
- Accessory Car Share: does this embrace bicycles and scooters?
- Accessory Electric Vehicle Charging: typo in next to last sentence — “changing” should be “charging”.
- Accessory Entertainment/Event: insert ‘to’ = ..incidental to the main use.
- As written, it says ‘such use may receive....’ but it would be more accurate to say ‘such use may require...’
- Accessory Home Occupation: nice to see some “is a house a home?” humor whether or not intentional. Perhaps clarify that the occupation being compensated is a legal occupation.
- Accessory Keeping of Animals: Clarify scope and intent.
- does Article 89 cover the regulation of the conditions for keeping these animals?
- Accessory Research Labs: a definition for this category is missing.
- Accessory Smoking: in addition to an earlier comment, not clear why this category is not subject to the provisions of Section 8-2.3.

	Squares + Streets (S)				
	S0	S1	S2	S3	S4
OPEN SPACE USES					
Cemetery	F	F	F	F	F
Private Open Space	A -C-	C	C	C	C
Publicly Accessible Open Space	A	A	A	A	A
CIVIC USES					
Municipal Use	A	A	A	A	A
Place of Worship	A	A	A	A	A
School, K through 12	A	A	A	A	A
RESIDENTIAL USES					
Artists' Live-Work <i>Add line for other types of live work</i>	A	A	A	A	A
Fraternity or Sorority	F	F	F	F	F
Group Living - Small	A	A	A	A	A
Group Living - Large	A	A	A	A	A
Household Living - 1-4 units	A	A	A	A	C
Household Living - 5-8 units	A	A	A	A	A
Household Living - 9-14 units	A	A	A	A	A
Household Living - 15+ units	F	A	A	A	A
Lodging House	A -F-	A --F	A -F-	A -C-	A

	Squares + Streets (S)				
	S0	S1	S2	S3	S4
Mobile Home Establishment	F	F	F	F	F
Student Housing	F	F	F	C	C
Temporary Shelter Facility	F A	F A	F A	F A	F A
ACTIVE USES					
Child Care/Adult Day Health Center	A	A	A	A	A
Community Center	C	A	A	A	A
Grocery Store - Small	C -G	A	A	A	A
Grocery Store - Large	F	F	C -G	C -G	A
Entertainment/Events - Small	F	C -A-G	C -A-G	A-G	A
Entertainment/Events - Medium	F	F	C-G	A-G	A
Entertainment/Events - Large	F	F	F	C	C
Entertainment/Events - Extra Large	F	F	F	F	F
Makerspace	C-G F	A-G /C	A-G /C	A-G /C	A
Museum or Art Gallery	C-G F	A-G	A-G	A	A
Restaurant - Small	C-G	A-G	A-G	A	A
Restaurant - Large	F	C-G	A-G	A	A
Retail Cannabis Establishment	F	C-G	C-G	C-G	C
Retail Store - Small	C-G F	A-G	A-G	A-G	A

	Squares + Streets (S)				
	S0	S1	S2	S3	S4
Retail Store - Medium	F	C-G	A-G	A-G	A
Retail Store - Large	F	F	C-G	A-G	A
Retail Store - Extra Large	F	F	F	F	C
Indoor Recreation	F	F	F	A-G	A
Service Establishment - Small <2500 sf	C-G F	A -G/C	A -G/C	A	A
Service Establishment - Large >10,000	F	F	C	A	A
Social Club	C	A	A	A	A
Service Establishment - Medium <10,000	C-G	C-G	A-G/C	A-G/C	A
COMMERCIAL USES					
Adult Entertainment	F	F	F	F	F
Arts Studios	C-G F	A-G	A	A	A
Bank	F	C-G	C-G	C	C
Check Cashier	C-G F	C-G F	C-G F	C-G F	C-G F
Drive-in	F	F	F	F	F
Funeral Home	F	C	C	C	C
Hotel - Small	F	F C	C	A	A
Hotel - Large	F	F	F	F C	C
Office - Small	F	A-G /C	A-G /C	A	A
Office - Large	F	F	C F	C	C
Research Laboratory	F	F	F	F	F

	Squares + Streets (S)				
	S0	S1	S2	S3	S4
HIGHER EDUCATION USES					
College or University Use	F	F	C	C	C
School, Trade or Professional	F	F	A-G /C	A-G /c	A
HEALTH CARE USES					
Clinic	F	A-G /c	A-G /c	A	A
Hospital Use	F	F	F	F c	C
Nursing or Convalescent Home Use	C	C	C	A	A
TRANSPORTATION USES					
Airport-Related Remote Parking Facility	F	F	F	F	F
Gasoline Station	F C/G	F C/G	F C/G	F C/G	F C /G
Major Transportation Facility	F	C	C	C	C
Motor Vehicle Rentals	F	F C	F C	F C	F C
Motor Vehicle Sales	F	F	F	F	F
Standalone Parking Garage	F C	F C*	F C*??	F C* ??	C*
Standalone Parking Lot	F	F C*	F C*	C*	C*
Vehicular Services	F	F C-G	F C-G	F C	F C

	Squares + Streets (S)				
	S0	S1	S2	S3	S4
INDUSTRIAL AND STORAGE USES					
Crematory	F	F	F	F	F
Food and Beverage Production or split into small/C and large/F	F	F C ?	F C ?	F C ?	A*
General Industrial	F	F	F	F	F
Light Manufacturing or Trade Establishment or split into small/C and large/F	F	F C ?	F C ?	F C ?	C
Non-retail Cannabis Establishment	F	F	F	F	F
Restricted Industrial	F	F	F	F	F
Self-Storage	F	F -C	F -C	F -C	F -C
Storage of Fuel or Minerals	F	F	F	F	F
Storage of Supplies and Scrap	F	F	F	F	F
Urban Agriculture	See Article 89	See Article 89	See Article 89	See Article 89	See Article 89
Warehouse or Distribution Center	F	F	F	F	F
Accessory uses must comply with the provisions of Section 8-2.b	--- move below		"ACCESSORY USE title		
ACCESSORY USES					
Accessory ATM	A	A	A	A	A
Accessory Car Share	A	A	A	A	A
Accessory Drive-Through	F	F	F	F	F
Accessory Dwelling Unit (Detached)	C	C	F	F	F
Accessory Dwelling Unit (non-Detached)	C	C	F	F	F
Accessory Electrical Vehicle Charging	A	A	A	A	A

	Squares + Streets (S)				
	S0	S1	S2	S3	S4
Accessory Entertainment/Events	C	A	A	A	A
Accessory Family Day Care Home	A	A	A	A	A
Accessory Helicopter Landing Facility	F	F	F	F	F
Accessory Home Occupation	A	A	A	A	A
Accessory Keeping of Animals	C	C	C	C	C
Accessory Keeping of Laboratory Animals	F	F	F	F	C
Accessory Office	F A	A	A	A	A
Accessory Parking	A	A	A	A	A
Accessory Personnel Quarters	F C	C	C	C	C
Accessory Research Laboratory	F	F	F	F	C
Accessory Smoking	F	F	F	C F	C F
Shared Parking	A	A	A	A	A

Table A Definitions **See Attachment 2 for comments on Definitions.**

The following definitions and size categories shall apply only for Districts in Table A of this Article 8. For the purposes of determining size categories, total square footage shall mean the total area dedicated to a use including storage, mechanicals, and all other occupied and non-occupied space.

OPEN SPACE USES

Cemetery. A facility used for the interment of human remains.

Private Open Space. Open space in private ownership dedicated to or appropriated for active or passive recreational use or to the conservation of natural resources and which is not accessible to the general public because of exclusive membership requirements, fees (excluding nominal parking or entrance fees), or physical barriers (excluding those needed for safety), including but not limited to private sports fields and complexes such as golf courses.

Publicly Accessible Open Space. Open space in public or private ownership dedicated to or appropriated for active or passive recreational use or to the conservation of natural resources and which is intended and designed to be accessible to the general public including having no exclusive membership requirements, fees (excluding nominal parking or entrance fees), or physical barriers (excluding those needed for safety), including but not limited to the waterway areas, beaches, reservations, parks, and playgrounds.



Squares and Streets, ZBA

Andrew Donovan <donovanelectric@gmail.com>
To: squaresandstreets@boston.gov

Fri, Jan 26, 2024 at 3:06 PM

Hi Folks,

I attended a hearing a few weeks back.
Thank you for holding it. I submitted a positive comment in the chat.
I'd like to follow up with a formal public response.
It is a letter to the Editor of the Dorchester Reporter that they replied
would be published in next week's edition.

Thank you very much for your considerations,
Andy Donovan
[11 Fox Point Road](#)
[Savin Hill, Dorchester, MA 02125](#)

To the Editor,

The proposed Squares and Streets upgrade to the Zoning Code;
allowing for greater graduated densities in the primary corridors and intersections throughout the City is a much
needed, welcome and overdue addition.

With this amendment, the Code becomes solidified, with the new heights,
FARs, setbacks, and allowable building envelopes now quantified by rules that
will be known and adhered to by owners, builders, and architects alike.

What's good in the new Code serves to highlight the antiquated and ineffectual zoning process left in place covering
the remaining ~94 percent of our City. 350 towns and cities in the Commonwealth have a viable Zoning Code
and process. Boston doesn't.

As citizens, we are entitled to have legitimate Zoning requirements
that will be respected and followed in order to retain the existing pleasant characters' of our communities. Zoning
variances were created to ameliorate individual little hardships that can be created on a lot or house that predated the
Code.

Nowadays, builders and architects come before our local Civic planning
committee with proposals that are deficient in 6 or 7 separate requirements.
They laugh when they refer to the Zoning Code requirements as mere recommendations from the City.

The ZBA just recently approved a hideous buildout that required so many variances, the list of them filled a page.
That's what we are supposed to have a Code to protect us from. The proposed development was turned down
unanimously by our local civic board, yet the ZBA gavelled their approval to that, as if in an unending chain of ill
considered approvals, one after another.

The folks at the ZBA are very busy, perhaps too busy, to give adequate consideration to the unending number of variance requests within the entire City. I'm sure they are very good hardworking people, but human nature is what it is.

Either they don't care because they don't have to ;
or perhaps the old saw, "they won't see it from their house".

We need decentralized control such that the residents of our neighborhoods have a say in what is allowed to be built if the proposal violates our Code. A residential neighborhood should be allowed to have one and two family homes that blend in with their surroundings.

The Squares and Streets initiative is good. Now let's roll up our sleeves and fix the rest of it.

Thank you,
Andy Donovan



Comment on Squares and Streets Zoning Code Amendment

Carol Streiff <roxburyvoices@gmail.com>

Fri, Jan 26, 2024 at 1:49 PM

To: squaresandstreets@boston.gov

Dear Mr. Zacariah:

I am sending this Comment via email b/c I was not able to get the Public Comment Form to continue past my choice of language. I hope you can check on this — perhaps it was only my lack of skills, but if not, I urge you to make the necessary repair as soon as possible.

My comments on Squares and Streets:

There should be no further action on this proposal until such time as a comprehensive city-wide plan for ALL zoning changes is designed and presented to the public for review and comment.

Thus far we have had zoning change dribbling out, one-by-one, with no city-wide context and no accessible way to compare these changes with existing zoning. The process has been confusing and time-consuming for residents and businesses that want to engage in a meaningful way with the city's reform of an outdated zoning system.

We have had changes to affordable housing, new ADU requirements, a change to park/green space to allow a private entity to purchase rights to a public stadium, a new "business center concept" in "Squares and Streets", and finally this week, a proposal to increase substantially mayoral authority over the BPDA. There have been omissions: no comprehensive parking plan, inadequate protections for climate resiliency, housing that is truly affordable, failure to consider the requirements of small businesses, especially minority. There have been unclear and obfuscating statements from BPDA and zoning staff. Nobody seems to know which neighborhoods will receive the "Sq/St" treatment. We have had PLANS for some but no indication as to whether this concept will be carried to other neighborhoods. How can anyone evaluate "Squares and Streets" in isolation from potential PLANS? For that matter, how can we evaluate any zoning change if we don't have a complete picture of the proposals currently in the works — proposals that we fairly certain will be coming?

One of the chief complaints about Boston's zoning process is that changes are being made to the code continually to accommodate a particular development. The City is now doing the same thing: asking us to comment on yet another change that will impact a few particular sites.

What we need is **PLAN: Boston** that will include all recent, present and planned changes to zoning, development review (Article 80), and the structure and responsibilities of the BPDA and other agencies involved in planning and development. A city such as Boston, with its thousands of involved citizens and committed staff and access to locally available expertise, should be able to create such a comprehensive master plan. I look forward to seeing it.

Carol Streiff