

Comments from June 15, 2011 Community Meeting in Hyde Park	
Conflict of Interest	Response
1. Why is the same consulting firm (i.e. CSS) being employed for the Hyde Park Strategic Plan, the Fairmount Greenway and the SWBCDC/Fairmount Corridor Project? Isn't this a conflict of interest?	CSS was hired for the Hyde Park Strategic Plan project before the Fairmount Corridor Project began. They were selected in a competitive bidding process by BRA staff and approved by the BRA Board and senior elected officials. For a variety of factors, including their superlative work on a very similar recent process in Roslindale, the CSS team was hired for the Hyde Park Strategic Neighborhood Plan.
2. Just because you don't talk about something does not negate a conflict of interest. That is also called willful blindness.	The consultant and Advisory Group member selection processes followed the standard procedures approved by legal counsel.
3. Many Advisory Group members are associated with development organizations. This would be considered a conflict of interest. They should recuse themselves in this issue, not drive it.	The Advisory Group does not review development projects. Development project review and approval is conducted by the Boston Redevelopment Authority and the Zoning Board of Appeals.
4. How many Advisory Group members are on the SWBCDC Board?	Two
5. How many members of the Advisory Group sit on the board of the SWBCDC?	Two
6. Shouldn't mention of proposed TODs and endorsement by the City of the SWBCDC's projects be eliminated from the plan?	Specific development projects are not part of this Planning and Rezoning Initiative.
7. Why is the SWBCDC's Fairmount Avenue concept being used as an example in the Hyde Park Strategic Plan?	It is not referenced whatsoever in the Hyde Park Neighborhood Strategic Plan.
Parking	Response
8. Commercial - Mixed Use: Whose input specifically was considered in changing mixed use parking from 1.5 to 1.0?	Many of the Advisory Group members concluded that a parking ratio of 1.0 is appropriate, based on the discussions and professional consultant reports given at the monthly Advisory Group meetings held over the last two years.
9. Please review and explain the change in the parking ratios in the Cleary Square area.	The current zoning code requires a minimum of 0.9 off-street parking spaces per residential unit in Cleary Square and 1.0 off-street parking spaces per residential unit in Logan Square. The current draft of the strategic plan recommends a minimum of 1.0 off-street parking spaces per residential unit in mixed-use buildings only in both Cleary and Logan Squares. There is no maximum ratio.
10. It does not seem the neighborhood is behind dropping mixed-use parking limit minimum from 1.5 to 1.0. How can a meeting be done to get neighbor input?	The current ratio is 0.9 off-street parking spaces per residential unit in Cleary Square and 1.0 off-street parking spaces per residential unit in Logan Square. The proposed ratio of 1.0 is effectively the same as the current requirement. The ratio is not being dropped.
11. Why are you recommending a lower parking standard (e.g.. 1.5 to 1.0)? Standard should be 1.5 per unit or higher.	For the squares, the ratio currently being recommended is effectively the same as the existing ratio (0.9 - Cleary / 1.0 - Logan vs. 1.0 - proposed). For the residential parts of the neighborhood the minimum ratio is proposed to increase to 2.0.
12. Parking we ask for 2.0 but 1.5 just like Roslindale, JP, West Roxbury	Comment
13. Commercial Use: Recommend 1.5 spaces for mixed-use parking. Let's vote. We don't need the SWBCDC board members making this decision.	Comment
14. Please clarify. You said you were requiring 2 spaces per residential unit, then you said you only require 1.5 spaces. If you don't require 2.0 those residents will take other parking spaces making parking difficult and uncomfortable.	The parking ratio of 2.0 is recommended for the residential areas of the neighborhood only.
15. What happened to 1.5 car spaces per unit that was stated at the last meeting?	1.5 spaces per residential unit for mixed-use buildings was put forth in draft form for the consideration of the Advisory Group at an Advisory meeting. The team sought the input of the Advisory Group before putting forth a proposed ratio for the community at the community-wide meeting in June 2011. Based on the requests of the Advisory Group at the public Advisory Group meeting and in follow-up conversations, the draft recommended ratio put forth at the community-wide meeting was 1.0 spaces per residential unit for mixed-use buildings.
16. Assume 1.5 spaces for residents. If there is retail on the 1st floor of the building and housing on the top stories, what parking is required for residents? Visitors? And for the businesses?	For mixed use in the Squares: The 1.5 parking ratio for residential development would require a developer to have 1.5 parking spaces per residential unit, for all units on the 2nd and/or 3rd floors. For the commercial piece on the ground floor, this has not been a large discussion in this planning process, but it is recommended that there is a commercial (office, retail, services) parking ratio that other neighborhoods which have been rezoned (Roslindale, Jamaica Plan, W. Roxbury) have used. This is 2 parking spaces per 1,000 s.f. of gross floor area. For mixed uses, the parking requirement for both uses would be the sum of those two uses (1.5 space per residential unit + 2.0 spaces per 1,000 s.f. of commercial space). Zoning does not require visitor parking spaces. Visitor parking spaces are usually required in larger residential developments and thus would fall under the purview of Article 80 review. Thus, the City's Transportation Department would review and weigh in on the project for adequate parking and accommodation for visitor parking.
17. At the May meeting, all the comments from the public were positive, especially because the parking was 1.5. It was stated emphatically by your boss that it would be 1.5. Why did that change?	The ratio of 1.5 was put forth in draft form for the consideration of the Advisory Group at an Advisory meeting. BRA staff, BRA senior staff and elected officials sought input from the Advisory Group and the community on this possible ratio. Community members have voiced support for a range of parking ratios, including 1.5 as well as ratios higher than 1.5 and lower than 1.5. Several Advisory Group members reacted strongly against the ratio of 1.5.
18. You said you are requiring 2 parking spaces per dwelling in residential areas but only 1.5 parking spaces per other dwelling. Where do you expect the other resident's cars to go? You admit 2 spaces are necessary so how can you allow dwellings without this?	Two off-street spaces are required for areas of the neighborhood that are less dense and/or not immediately adjacent to transit and/or shopping and employment. This reflects the current conditions.
19. The draft plan notes a reduction in the residential parking restriction so as to encourage mixed-use. This decision was met with acceptance by the community at large at the May 23rd BRA-Advisory Group meeting. What new empirical evidence has surfaced since then which justifies this reduction from 1.5 to 1.0. Please illustrate and explain this new evidence.	The proposed parking ratio of 1.5 was discussed as a possible ratio in the context of asking Advisory Group members for their feedback at an Advisory Group meeting. In response, several Advisory Group members had a reaction (stating the ratio was too high) at the Advisory Group meeting and in follow-up conversations. (Note: the current ratio is 0.9 - Cleary / 1.0 - Logan.)
20. I have a concern with all of Business Street being zoned as commercial. Most of it is now residential and this designation as commercial has impacts on parking rules and what can go in this new residential area. Our area is not one where all services and shopping is accessible via walking or T. This makes parking a key part of any development. I would not support any change that leads to less than 1.5 spaces per new unit.	Starting from River Street heading south, Business Street is being proposed as a Three-Family District, moving into a Two-Family district, then moving into the Local Industrial (LI-2) district (already exists as M-2) and will then end at the intersection with Reservation Road. We kept the same zoning from the earlier zoning code - there are just different designations. There is no commercial district being proposed along Business Street.
21. No change to parking spaces. Back to 1.0. Already a bad situation.	The proposed minimum off-street parking ratio of 1.0 for residential units in mixed-use buildings is essentially the same as the current requirement of 0.9 for Cleary and 1.0 for Logan.
22. Commercial: Regarding retail parking, is there any monitoring so that residents for their guests don't use it?	The Boston Transportation Department (BTD) administers the resident sticker and commercial district meter programs. BTD can be petitioned at any time for a change in the current residential or commercial parking policies.

23.	Commercial: Parking is a large problem. The current plan does not appear to adequately address "parking". What about identifying an area for a multi-story (3) garage?	The construction of a garage would be part of a private development and as such would be reviewed as part of the review an actual development project. The City does not have the money nor is in the business to construct parking structures. In addition, the City is continually looking for ways to increase alternatives to driving. A separate transportation study could be done to identify locations for stand-alone garages; the construction of them would be taken on by the private sector.
24.	How are you going to ensure sufficient parking to support commercial districts and Fairmount Avenue?	For any commercial or mixed use project greater than 20,000 s.f., it would undergo a full community process through Article 80 of the Boston Zoning Code (Small Project Review). A review of parking needs would be covered under that review. For projects < 20,000 s.f., a proposed parking requirement for commercial uses is 2 parking spaces for every 1,000 s.f. of gross floor area of commercial use (i.e., retail, office, service). This the same commercial parking ratio being used for rezoned neighborhoods of Roslindale, West Roxbury and Jamaica Plain.
25.	If there was a four story building with four units on each level, how much parking is required for residents? And visitors/guests?	Such a building would likely exceed 20,000 square feet, and would therefore need to go through a special parking plan review as part of the Article 80 development review process that is required for all proposed developments that are 20,000 square feet or greater. However, the proposed requirement (if in the Squares) would be 16 spaces if using the 1.0 ratio. Guest and visitor parking is negotiated through the Article 80 review with the City's transportation department.
26.	Commercial: Is retail parking 3/1000 sf for interior space or is it frontage?	We would recommend the standardized parking ratio for commercial uses that other neighborhoods have adopted and that is 2 parking spaces per 1,000 s.f of interior commercial space (not frontage).
Height		Response
27.	Roslindale FAR is 2.0, but height was limited to 35'. Where does it say we are 40' height limit already? What is 40' in the Square now?	B-1 is the current zoning for Cleary Square right now. It has a 40' height limit. See Map 12 (http://www.bostonredevelopmentauthority.org/pdf/ZoningCode/Maps/12_HydePark.pdf) and Table B of Article 13 (http://www.bostonredevelopmentauthority.org/pdf/ZoningCode/Tables/TableB--Article13.pdf).
28.	In Advisory Group Meetings, 40'/3 stories was decided - not 40'. Commercial: Height in Cleary & Logan Squares. Why is 40' proposed when current is 40'/3 stories? Recommend 40'/3 stories or 35'/3 stories, similar to Roslindale. With FAR of 2.0	The 40'/3 story recommendation was not unilaterally accepted amongst Advisory Group members. The AG felt that more than 3 stories could be allowed if the change in grade was such that a 3 1/2 or 4 story building could be built and only be 40' above grade at the sidewalk, therefore looking the same as a 3 story building. The 40' was to ensure that a three story building could accommodate the higher ceilings frequently desired in commercial buildings.
29.	Isn't it true that there are currently no 40' buildings in Hyde Park? So why are we recommending 40'?	Searching the Inspectional Services Department website for permits, current height is not obvious. However, there is a recorded height of 32' and 2 1/2 stories in 1923. Since then, a half story addition has been made thus making a total current height a plausible 40' or more.
30.	Why are we not supporting Roslindale's 35'/3-story building height?	Cleary is currently zoned for 40' and 3 stories.
31.	Buildings higher than 3 floors should not be allowed without applications for variances.	Cleary is currently zoned for 40' and 3 stories.
Industrial		Response
32.	LI-1: Can it be used as Artist's Studios like LI-2? Why is Artist's Studio attached to all LI-2 development? Westinghouse has Artist's Studios and they did not sell so why do we need more?	The Strategic Planning process does not flesh out how the specific uses will be treated. This will happen in the subsequent Rezoning process. While the Lofts at Westinghouse do house some Artists, it has been noted through this community process that there can be potential conflict with mixing residential and industrial uses. Nor have all of the units sold as Artists live/work space. We can soften the recommendation in the Strategic Plan to "allow or conditionally allow Artists' Mixed Use only in appropriate areas to be determined through the rezoning process" .
33.	Hyde Park Ave from Reservation Road to Milton Street will change to LI-2 from LI-1. Why, if you are not changing it?	Incorrect: We are proposing a name change from I-2 ("General Industrial" w/ an FAR of 2.0) to LI-2 ("Local Industrial" w/ an FAR of 2.0).
34.	Can you provide examples of allowable LI-2 uses versus LI-1 uses? If same uses as you say, can a shoe plant go back into Readville Yard under LI-2?	The uses will be the same under LI-1 and LI-2; what is different between the two subdistricts is the measure of density (1.0 FAR vs. 2.0 FAR) in which the use can be developed. A shoe plant will not be an explicit use in the Industrial category. See the Roslindale use regulation chart (http://www.bostonredevelopmentauthority.org/pdf/ZoningCode/Article67.pdf ; Table B, page 42) for an example of the uses we regulate in the Local Industrial subdistricts in previously rezoned neighborhoods.
35.	Why is the LI-2 attaching "Art Use or Arts Studio" = Living Space/Residential Use? Westinghouse has art studios and can not sell them.	See response - 3 rows above.
36.	For medical/life sciences industrial use proposed: Will the zoning permit life science research lab space? And if so, what biosafety level uses will be permitted? (BSL according to NIH guidelines) If manufacturing uses are envisioned, how will the environment be protected from pollution- how will hazardous waste be handled?	In the Use Regulations categories for the new zoning, there will be a category called "Research and Development Uses". Two sub-categories under that are "Research Laboratory" and "Product Development or Prototype Manufacturing". We will flesh out how these uses are treated (i.e., allowed, conditionally allowed or forbidden) in the various subdistricts while in the subsequent and separate Rezoning Process. For the NIH comment, there will be a footnote on the "Research and Development Uses" category stating: "Provided that such use shall comply with all guidelines and standards promulgated by the National Institutes of Health concerning the care and use of laboratory animals". Actual biosafety levels will not be covered in the zoning. It is not the place of the zoning to be dictating biosafety levels. The Inspectional Services Department (ISD) has a separate building code which will address hazardous waste handling so that there is no detrimental effects to the environment (exhaust, storage, contamination, etc). The zoning can limit the hours of operation of the use and require screening and buffering. Most likely, a project of this nature would fall under Article 80 review anyway, and would thus undergo a full environmental review by the BRA's Environmental Specialist and the City's Department of Environment.
37.	What are the plans to address severely decaying empty industrial buildings? Besides being eyesores, they present danger for children and especially teens.	There are no plans for specific buildings in the Strategic Plan. However, there is the possibility that former industrial land is being recommended for rezoning to another type of use because the industrial use no longer exists there. Also we are recommending design guidelines and requirements and conceptual streetscape improvements in industrial areas to make the experience more pleasant for the driver or pedestrian.
38.	Industrial Areas: Why was the light industrial at Fairmount changed to Business? Why not leave as light industrial? Can this business space then be rezoned for mixed use? Does the business allow for mixed use?	It was changed from M-1 (Restricted Manufacturing, not "light industrial") to NS-2 (Neighborhood Shopping w/ an FAR of 2.0) to become an extension of the Logan Square commercial area and to keep industrial uses away from the river. Yes, NS-2 would allow commercial and residential - mixed use. It may also allow some lighter industrial uses, to be fleshed out more in the subsequent Rezoning process.
39.	Why is a major issue such as Lewis Chemical and toxic waste not a priority of the plan? It's vaguely referred to on one page.	We know that DND/DEP are running a separate process on that clean-up. It is referred to generally in the plan, but it is not the Plan's major focus. We agree that it is a priority site and that it is important.
Implementation		Response

40.	What role does/will the current Advisory Group play during implementation of the plan?	The Advisory Group members will have no role in implementing the recommendations of the Strategic Plan. Implementation of the recommendations will be up to public agencies and private developers and/or others noted in the implementation table provided twice in the Strategic Plan.
41.	What can you enforce? I hear lots of recommendation but how does the plan get implemented?	The BRA does not do enforcement. The City's Building Department, Inspectional Services Department (ISD) enforces compliance with approved plans and the zoning code. The BRA can work more closely with ISD on improving enforcement in the neighborhoods. The Office of Neighborhood Services (ONS) also helps with enforcement. For enforcing the recommendations - or, "what can the BRA/City implement?": Many of the recommendations will be dependent on the BRA and the community working with and putting pressure on other agencies (City and non-City) for implementation.
42.	Why is it going to take so many years to put in the trees and lighting?	Unsure about which trees and lighting (?). Need to know where and what timeframe. The City's Public Works Departments have completed their improvements in Cleary Square and are now working on the improvements along River Street to Mattapan Square.
Plan and Maps		Response
43.	Why aren't the neighborhoods being recommended for overlays not identified on maps yet? The consultants other projects are?	They are not identified because first the Boston Landmarks Commission needs to do their survey to determine the boundaries. Unsure of what other projects you are referring to (?).
44.	Maps are not labeled with street names - making it difficult to identify sections in the text. How will this issue be addressed?	The zoning map with street names is available on the BRA website. The labels would not be legible on a report sized map. Please contact the BRA to receive a folded large-scale copy of this mail via USPS.
45.	In the Strategic Plan, it is difficult to distinguish changes in the current zoning codes. It is strongly suggested that document tracking be utilized and changes identified by using a different color when the zoning plan section is written so it is easy for people to distinguish exactly what has been changed.	Excellent comment. What typically happens when a zoning code is presented to the community is precisely this. Due to the technical nature of zoning language and length of the document, it is very useful to show the changes as being tracked from one version to the next. We will use this method when the zoning article is being drafted and presented.
Future Use Regulations		Response
47.	Currently residential homes are being used as cab transfer houses (Fairmount Hill). Will the new zoning prohibit this activity?	Yes. The new zoning will not explicitly prohibit "cab transfer" as a use, but it would likely fall under a category as "Home Occupation" or "Garage With Dispatch". Both can be forbidden in the residential subdistricts. We will flesh out these uses and how they are treated in the subsequent and separate Rezoning Phase.
48.	I asked at other meetings about zoning for hotel/Inn/Bed & Breakfast, but am not sure it is available in the code.	"Hotel and Conference Center Uses" will be a main category of the Use Regulations table in the new zoning. Under that main category, there will be 5 sub-categories: 1) Bed & Breakfast, 2) Conference Center, 3) Executive Suites, 4) Motel, and 5) Hotel. In the Planning Phase, we have not yet fleshed out how those uses will be treated (i.e., allowed, conditionally allowed, forbidden) in the proposed zoning subdistricts, but we will do that in the subsequent and separate Rezoning Phase. See Article 67: Roslindale Neighborhood District (Roslindale's Zoning) - Tables A and B.
49.	Provide explanation on restrictions on store-front churches. Also, Assembly of Religious Gatherings/Services in public space by Post Office.	The actual use of a church can not be forbidden in any zoning subdistrict; however, they can be limited through their parking or storefront and sign design requirements. In the zoning, they are placed in a sub-category considered "place of worship; monastery; convent; parish house". There is no specific use for "Assembly of Religious Gatherings/Services"
50.	Why did you not include comfortable living in your description?	It is implicit throughout the plan that we want Hyde Park to remain a comfortable place to live, work and play.
51.	Currently there is ambiguous wording for in-home day care centers. How is it addressed in the new zoning and similar issues such as density of group homes. Store-front churches and schools specifically in regards to parking. Specifically referring to new uses, not pre-existing and non-conforming uses.	Family Day Care Centers will be listed as an "Accessory Family Day Care Home" under the "Accessory and Ancillary Uses" category of the Use Regulations table. How they will be treated (i.e., allowed, conditionally allowed or prohibited) has not been fleshed out yet, but will be in the subsequent and separate Rezoning Phase. "Group Care Residence, General" and "Group Residence, Limited" have separate definitions in Article 2A: Definitions for the Neighborhoods of the Boston Zoning Code. Each use is different. A "Group Residence, Limited" is licensed, regulated and operated by the Commonwealth and is for persons who are mentally ill or other disabilities". They must be allowed (State law) in any subdistrict where single family homes are allowed. The "Group Care Residence, General" can be prohibited in any subdistrict. They are also State run, but assist ex-alcoholics, ex-drug addicts, pre-release or post-release convicts or juveniles". See reference to store-front churches above. Schools can be prohibited in varying zoning subdistricts, but can also be regulated by parking and design.
52.	Is there a way to have a metric distance between the flourishing number of daycare centers and group homes (i.e., 1 mile apart). Some of these are businesses and they have work shifts 24 hours a day with people coming and going (Staff/Doctors).	We have not done this in any other neighborhoods. We would have to discuss this with our Legal Dept when we actually start going through specific uses. If the zoning could potentially do this, how would it be enforced? Family Day Care centers come and go. The market for family child care should dictate the success of their business to stay or leave.
Open Space		Response
53.	Open Space: If there is a layering of zones - which zone has precedence in Riverfront Protection Overlay, Greenbelt Protection Overlay, etc.	The most "restrictive" zone takes precedence. For Overlays, a plan might have to be reviewed by several agencies. For example: -GPOD (requires City Parks and Rec to review it in addition to the BRA) -RPOD (will require review by the City's Conservation Commission and the BRA) -NDOD (will require review the Boston Landmarks Commission and the BRA) (In a rare situation - a property might fall in the GPOD, RPOD and NDOD; thus, it will have to be reviewed by the BRA, Parks Dept, Conservation Commission and the Landmarks Commission).
54.	Will the Sherrin Woods Conservation Area on Austin Street remain a natural wooded area? Preserving a greenway, wherein nothing can be built there. Is this part of the Green Team effort?	Yes, this recommended as being zoned as Open Space - Urban Wild. There are conservation restrictions on each Urban Wild which instruct either the Grantor or Grantee as to what they can and can not do there. Contact the Boston Conservation Commission to learn about any one specific Urban Wild use restrictions. Unsure of what the Green Team Effort is.
55.	Can we consider more green space? I would rather have the farmer's market at a village green, not a municipal parking lot.	The Farmer's Market is centrally located in the core commercial district of Hyde Park. There have concept ideas to shift the current location to the larger Municipal Parking Lot, but this would require some redesigning of its current lay-out. A village green would be nice, but not sure that it would be a central enough location in Hyde Park. Suggest a "greener" location to the Executive Director at Hyde Park Main Streets, 617-361-6964.
56.	Is there a moratorium on building homes on the Enneking Parkway & Turtle Pond Parkways? These should remain green & pristine.	There is no moratorium on building homes on the Parkways. The GPOD, Greenbelt Protection Overlay protects the density and design of buildings that fall within the GPOD. In the base code, it encompasses 500' on either side of the Parkways, and all projects being constructed or renovated that are >5000 s.f. have to have BRA Design Review and review by the Boston Parks Dept. In the Roslindale zoning, that buffer was reduced from 500' on either side to 200'. We would recommend the same for Hyde Park, as the Parkways have very little influence on the properties that are >200' from them.

57.	Why is multi-family 400 sf? And 1F 1800 sf, 2F is 1750 sf, 3F is 800 sf?	In reference to open space, we are recommending 400 sf of open space per unit for multi-family structures, 1800 sf of open space for single family structures, 1750 sf of open space for 2-family structures, and 800 sf of open space for 3-family structures. This does not necessarily have to be "grass", but the purpose of this requirement would be to try and preserve "yards" and prohibit the paving over of front yards. It could be pervious pavers or bricks or an uncovered porch, for example.
Transportation & Safety		Response
58.	Re: Traffic. A number of streets in Hyde Park do not have "normal" intersections e.g. streets do not meet at right angles (one is on River Street right outside the Municipal Building). These intersections have triangular islands to divide the traffic. I have observed more and more drivers treating these islands as if they were rotaries, taking very difficult left turns around the points of the triangle-and blocking other cars in the process. This practice not only disrupts traffic patterns. This is very dangerous! There could be head-on collisions caused by this but can we PLEASE have better signage at these intersections? (Diagram of triangular island and dangerous traffic patterns provided)	For the scope of the Strategic Plan, all problematic intersections throughout the neighborhood were not identified, although we have heard of several of them. There can be a recommendation added in the Strategic Plan to prompt the City's Transportation Department to study these problem intersections in detail and further provide a safety solution.
59.	Is there a plan to look at traffic flow outside Cleary/Logan Square? There are a lot of smaller neighborhood streets used as cut-throughs and one-ways? Stop signs?	It was not in the scope of the Strategic Plan to study traffic flow outside of Cleary/Logan Square. But we learned of this issue very early on in the planning process and have identified it in the Plan. It is best to contact the City's Transportation Department for individual requests for problem areas and needed stop signs. See also the response above about adding a recommendation in the Strategic Plan for further study on problematic cut-throughs and one-ways.
60.	Will there be any work done on improving the pedestrian walkway on the River Street Bridge as the wood is often in disrepair and somewhat dangerous especially at night as there is no light on the walkway part of the bridge at night (especially MBTA Station side)	Unsure. Would need to figure out ownership of the bridge and contact the agency responsible for repairs (MBTA or City Public Works).
Accessibility		Response
61.	What type of considerations are being made for accessibility in addition to required by law/code? I.e., sidewalk accessibility on Reservation Road, Turtle Pond Parkway and Cleary Square as a whole.	We have recommended improvements to the sidewalks on River Street and on lower Hyde Park Avenue. For the scope of the Strategic Plan, there was not an exhaustive analysis of accessibility needs throughout the neighborhood. There can be a recommendation added in the Strategic Plan to prompt the City's Public Works Department to ensure that accessibility needs and requirements are being met in Hyde Park.
Density		
62.	pg ii: What is the purpose of and reasoning behind the "focus" and "encouragement" to increase residential density? Especially in the business district.	When we started this process, the main issue that resonated throughout was that the core commercial area of Hyde Park was not working for residents.
63.	I really like the decisions on density and design review. They will keep Hyde park right-sized and neat in appearance.	No response needed.
64.	Vision-Residential: Density was a major concern. To preserve the existing density. Recommend adopting 2 paragraphs from the Roslindale plan.	For the person who wrote this comment, please contact the BRA to give details on these two specific paragraphs. We have re-read the Roslindale Strategic Plan, and are unsure of which 2 paragraphs being referenced.
Design		Response
65.	Where is Mt. Neponset?	The hill behind Townsends Restaurant..
66.	In what way(s) will the new zoning recognize and protect the historic fabric of all residential neighborhoods and commercial districts? More specifically, how will the Neighborhood Design Overlay Districts be determined?	Neighborhood Design Overlay Districts (NDODs) are being proposed in Hyde Park, as they are also in other neighborhoods which have been rezoned. The NDODs will be determined by a Boston Landmarks Commission survey.
67.	How would you limit property owners from paving front yards which they are already doing?	The BRA or ISD can not do anything to anyone who has paved over their front yard for parking before the new zoning goes into place (i.e., now). In the new zoning, however, there will be specific design requirements that would prohibit parking in the front yard, with a diagram (adopted from the Roslindale zoning) which guides the property owner as to where parking would be allowed (i.e., side and back yards only).
68.	What are the elements of a pedestrian-friendly environment? Please address issues of lighting, contrast, location of crosswalks, curb cuts, driver visibility.	Elements of a pedestrian friendly environment include adequate sidewalks, landscape and/or parking buffers between moving vehicles and pedestrians, appropriate lighting, attractive building facades with windows into commercial uses to provide interest, safe crossing locations, continuous sidewalks with limited curbcuts. The plan recommends improvements to the pedestrian environment in several locations, including Cleary Square and along Hyde Park Avenue. It also recommends design guidelines which will support attractive facades, landscaping, limiting curbcuts and lighting.
Process		Response
69.	Is the BRA Board meeting to approve the Hyde Park Neighborhood Strategic Plan open to the public?	Yes. The BRA Board meeting will be open to the public.
70.	Why do you have meetings which you say are open to the public but then only call on (or always call on first) people in the Mayor's hand-picked "Advisory Group" is the opinion of some members of the public considered more valuable than others.	The monthly meetings of the Advisory Group are for Advisory Group member discussions and presentations. Every meeting is publicized and open to members of the public to view and to submit commentary and questions during the portion of every meeting's agenda set aside for audience commentary and questions.
71.	When will we have a more open meeting, where residents are allowed to have a discussion about the issues that will impact all of us? And also hear other viewpoints? We need to discuss each segment of the strategic plan as it is brought up.	There have been public meetings held for over two years. As the planning process reaches a conclusion, there will be a final Advisory Group meeting on July 19, 2011 that is open to the public. The BRA Board meeting in which the plan will be submitted for final approval will be open to the public and will include a public commentary portion.
72.	Commercial: What is the planning board that Oks "special permits" because they impact parking, FAR and height. We want to make sure the community has up-front input.	Boston does not have a planning board. The Zoning Board of Appeals approves all requests for zoning code relief in a public process that takes community input into consideration.
Transportation (Biking)		Response
73.	Hyde Park Ave, near River Street is very congested already, so if there's a bike lane they should abide by the same rules as cars. Most bikers don't stop for pedestrians.	The scope of the Strategic Plan does not address bicycle safety; however, it is agreed that this is an issue at busy intersections. It is the responsibility of the bicyclist to obey urban biking rules.
Transportation (Public Transportation)		Response
74.	The MBTA is broke. How can you ask them to spend money - it is not going to happen. Two studies just released by Harvard and Northeastern just stated that the MBTA will go bankrupt just trying to make all necessary repairs.	The MBTA is state agency whose operation is outside the scope of this planning initiative.
Transit Oriented Development (TOD)		Response
75.	You say about development around commuter rail. What about fire lanes beside the commuter rail for emergency?	Any development in Hyde Park would need to adhere to fire safety requirements in the building code and meet requirements fire lane access as required by the Boston Fire Department.
76.	TOD: The section on TOD are inaccurate. It is not evident how TOD is related to zoning. This section should be removed.	TOD stands for Transit Oriented Development. The zoning code regulates land use to dictate dimensions, uses, design and other considerations for development.
General		Response
77.	What areas will become "As Of Right" as a result of zone changes?	As of right refers to what can be built without obtaining zoning relief. Before and after the zoning change, anything built anywhere that does not require zoning relief is referred to as "as of right" development.

78.	Page 19 of the plan: Explain (or consistent with adjacent buildings). I noticed it was in Roslindale draft - not final.	For the zoning code, the language for all neighborhoods that have been rezoned regarding exceptions to the standard setbacks will be modeled on the precise language used for Roslindale in section 67-33.1 of the zoning code: SECTION 67-33. Application of Dimensional Requirements. 1. Conformity with Existing Building Alignment. If at any time in the same Block as a Lot required by this Article to have a minimum Front Yard there exist two or more Buildings fronting on the same side of the same Street as such Lot, instead of the minimum Front Yard depth specified in this Article, the minimum Front Yard depth shall be in conformity with the Existing Building Alignment of the Block.
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Notes:

- 71 Comment Cards Received Total
- Some comments may have been split up to be placed into separate categories
- Many residents submitted more than 1 comment card
- Commercial = Retail/Office/Services
- Boston Transportation Department = BTB