

Response to Comments

Including Supplemental Information

Submitted Pursuant to Article 80 of the Boston Zoning Code

WALK HILL RESIDENCES

ROSLINDALE, MASSACHUSETTS

MARCH 16, 2017



Submitted to:

BOSTON REDEVELOPMENT AUTHORITY

One City Hall Square
Boston, MA 02201

Submitted by:

THE RESIDENCE AT WALK HILL, LLC

Prepared by:

NORTHEAST STRATEGY AND COMMUNICATIONS GROUP

Thomas Maistros, RA

In Association with:

EMBARC STUDIO, INC.

DCI ENGINEERS

TABLE OF CONTENTS

	PAGE
1.0 PROJECT UPDATE	1-1
1.1 Project Fact Sheet	1-1
1.2 Project Overview	1-1
1.3 Project Update	1-2
1.4 Adjustments to Development Review/Transportation Components	1-7
1.5 Project Design	1-12
2.0 RESPONSE TO COMMENTS	2-1
2.1 Boston Transportation Department - December 1, 2016	2-1
2.2 Boston Transportation Department - February 21, 2017	2-2
2.3 Accessibility Commission	2-3
2.4 Boston Water and Sewer Commission	2-4
2.5 Environment Department/Conservation Commission	2-4
2.6 Massachusetts Audubon Society/Boston Nature Center	2-5
2.7 Community Comments	2-9
2.0 APPENDIX 1 - COMMUNITY COMMENTS	3-1

WALK HILL RESIDENSES - PROJECT UPDATE – MARCH 16, 2017

1.1 Project Fact Sheet

Project Name:	The Residence at Walk Hill
Location:	The Project site is located at 289 Walk Hill Street, in the Roslindale Neighborhood of the City of Boston. The site is at the corner of Walk Hill Street, The American Legion Parkway and Canterbury Street.
Program:	106 Residential Apartments 126 Underground and Surface Parking Spaces
Site Area:	87,631 SF
Floor Area:	115,430 SF
Building Height/Stories:	38'/55'-6" (3-4 stories)
Zoning:	Community Commercial
Proponent:	The Residence at Walk Hill, LLC 52 English Commons Topsfield, MA 001983 (978) 815-5036 Mr. Nabil Boghos Mr. Charles Gill Mr. Michael Biszko
Architects/Sustainability:	Embarc Studio 60 K Street, 3 rd Floor Boston, MA 02127 (617) 776-8330 Ms. Robert Del Savio, AIA
Permitting Consultants:	Northeast Strategy Communications Group 61 Warren Street Cambridge, MA (617) 653 0838 Mr. Thomas Maistros, RA
Civil, Geotechnical, Transportation, Parking Consultants:	Design Consultants, Inc. 1495 Hancock Street, Suite 205 Quincy, MA 02169 (617) 689-1010 Mr. Michael F. Clark, P.E., LEED-AP, CPESC
Mechanical, Plumbing & Fire Protection Engineer:	Wozny/Barbar & Associates, Inc. 1076 Washington Street Hanover, MA 02339 (781) 826 4144 Mr. Zbigniew Wozny, PE

Landscape Architecture: Kyle Zick Landscape Architecture, Inc.
36 Bromfield Street, Suite 202
Boston, MA 02210
(617) 451 1018
Mr. Kyle S. Zick, ASLA

Environmental Engineers: Doyle Engineering, Inc.
14 Spring Street, First Floor
Waltham, MA 02451
(781) 850 2731
Mr. William Doyle, PE

1.2 Project Overview

This Document is a response to comments received by the Boston Planning and Development Agency (the "BPDA") to the Project Notification Form (the "PNF") for The Residence at Walk Hill (the "Project") submitted on October 20, 2016 by the Residents at Walk Hill LLC (the "Proponent").

The Proposed Development redevelops a site in the Roslindale neighborhood currently composed of retail floral businesses, a restaurant and residential structures into 106 residential apartments of which 14 will be affordable and 126 underground and surface parking spaces. The Canterbury Brook occupies an easement that extends along the eastern edge of the site parallel to the American Legion Highway. The redevelopment includes upgrading this valuable open space including the removal of invasive species and creating a passive open space in the setback area adjacent to the proposed development that will be accessible to the public.

As important as the proposed program is the progress the Project has been able to achieve. The Proponent has reached out to the abutting community and in collaboration with the BPDA, the Mayor's Office of Neighborhood Services and Councilor Andrea Campbell's Office, made significant changes:

- The building massing has been reduced by a floor to a maximum of four stories,
- Setbacks have been incorporated along Walk Hill and Canterbury establishing a cornice height of three stories along those public right of ways,
- The program has been reduced from 136 unit, 167,000 SF concept introduced in January of 2016 to the current 106 units and 118,815 SF
- The parking ratio has remained at approximately 1.2 spaces per unit exceeding the requirements established by the Boston Transportation Department
- A traffic mitigation plan is being developed that includes pedestrian improvements at the adjacent intersections, modified signal timing at the American Legion/Walk Hill intersection and potential creation of a shuttle from the site to the Forest Hills Station that would be open to neighborhood residents.

1.3 Project Updates

The Proponent has continued to meet with public agencies and neighborhood groups, including the Project's Impact Advisory Group, to refine the Project and address neighborhood concerns. Several changes have been made and are described below.

Building Program

The Project site is removed from adjacent residential neighborhood by American Legion Businesses and the St. Michael's and Forest Hills Cemeteries. The original development concept reviewed with the BRA/BPDA determined that the site related more closely to the American Legion Commercial Corridor and therefore a residential development of moderate density would benefit the local commercial by infusing more users as well as meeting the City's broader goals of adding more work-force housing without negatively impacting Roslindale's existing lower density neighborhoods.

While the 136 unit development evaluated in the PNF created no adverse impacts, the community was clearly concerned that a project of that density was excessive. As a result, the Proponent has reduced the Project by 30 additional units to 106 units.

Proposed Development Program Summary

Project Element	Jan. 2016	PNF	Revised/Current
Project Site	87,631 SF	87,631 SF	87,631 SF
Program	136 Units/167,000 SF	136 units/153,650 SF	106 Units/118,815 SF
Unit Distribution	64-1BR, 68-2BR, 4-3BR	77-1BR, 59-2BR, 5-3BR	61-1BR, 41-2BR, 4-3BR
Building Stories	Five stories	Four/Five Stories	Three Stories/Four Stories
Building Height	63'-5"	45'/63'-5"	38'/55'-6"
Parking/Under	130 Spaces	147 Spaces	84 Spaces
Parking/Surface	7 spaces	18 Spaces	42 Spaces

Building Massing

The PNF evaluated a building massing that was primarily four stories and stepped up to five stories along the edge of site closest to the American Legion Highway. While the prominent building height of the Project as viewed from the neighborhoods (along Walk Hill and Canterbury) would be of a four story, 43' foot tall structure (approximately seven feet more than allowed under current zoning), the Proponent understands the perceived concerns. As a result the current proposal removes the fifth story and steps back the fourth floor along Walk Hill and Canterbury to further reduce the perceived building height. This would result in the actual building height along those pedestrian corridors to be three stories, more in keeping with Mount Hope and Woodbourne neighborhoods' prevalent building heights.

Building Management

As the Project program and design as continued to evolve, the Proponent has also interfaced with lenders to secure financing. Lenders have not been interested in financing a condominium project based on changing market conditions and the lengthy absorption cycle required for 106 units. The Proponents have been forced to modify the proposal from condominiums to rentals.

The Proponents foresee several benefits to this change:

- Market need – there is a very strong need for market rate apartments in Boston's neighborhoods particularly as interest rates increase making condominiums less affordable.

- The Proponents have a background in development and management of rentals. The Proponent intends to own this property long term and will bring in an experienced property manager to insure the development is an asset to the community.
- Market-rate Rentals – The units will have rental rates that are comparable to existing area rentals attracting young professionals and empty nesters. This user group should bring continued stability to neighborhood as well as an upward trend to the local real estate market. There will be a number of affordable units allowing existing residents an opportunity to stay the neighborhood as the general apartment and home values continue their upward trend.

Traffic Mitigation

The Proponents have been developing a traffic mitigation strategy based on neighborhood comments and recommendations from the Boston Transportation Department. Elements under discussion include:

- **Public Way Improvements** – The streets and sidewalks adjacent to the Proposal are in poor condition and do not create a pleasant pedestrian environment especially for the residents heading to the Haley Elementary School on American Legion. This section of Walk Hill and Canterbury will be reconstructed in accordance with the City's Complete Streets guidelines and could include the entire Walk Hill and Canterbury intersection.
- **Signal timing** – Preliminary analysis indicates minor tweaks of the Walk Hill/American Legion intersection could significantly improve the Level of Service for the Walk Hill approach. The Proponent will work with BTM to determine the viability of signal timing adjustments.
- **On-Site Amenities** – The Proponents will incorporate on-site bike storage space in conformance to the BTM guidelines. In addition, we are investigating opportunities for zip car parking as a means to moderate parking demand and vehicle charging stations to support current vehicle design trends.
- **Shuttle Service** – MBTA bus service from the site to downtown is not very good and access to Forest Hills Station does not exist. The Proponent is investigating the creation of a shuttle that could provide peak hour service to Forest Hills Station further limiting the need for parking. This service might be available to neighborhood residents and/or be operated in conjunction with neighborhood institutions and businesses.
- **Walk Hill Bicycle Lane** – BTM has suggested the Proponent provide restriping of the dedicated Bike Lane that runs adjacent to the Proposal. The Proponent has agreed that this is an important Street Safe feature and is willing to include it in the mitigation package.
- **Support Neighborhood Traffic Planning/Capital Improvements** – The neighborhood has voiced concerns regarding the increase of regional traffic shortcutting through local streets. They have requested the City undertake a traffic study to determine what measures might be adopted to limit this activity. BTM also recognizes the intersection of Canterbury and Neponset is in need of capital improvements. BTM has suggested that the Proposal's mitigation plan include a contribution toward these efforts.

BTD and the Project Proponents will be negotiating the specifics of these mitigation measures with the final package included in the Project's Transportation Access Plan Agreement as required under the Article 80 process.

Public Review

The Proponent has been committed to a full community participation process. A series of meetings have been held to communicate the intended plans and solicit input dating back to April of 2016. The program evolved 136 unit Proposal evaluated in PNF. Additional meetings were held as required under the Article 80 review process including the Impact Advisory Group meetings on November 9, 2016 and January 31, 2017 and Public Meetings on November 21, 2016 and February 15, 2017. The project program continued to evolve with each successive review.

The majority of the comments included in this response were related to the PNF. The Walk Hill Residences program was modified further as a result of those comments and subsequent meetings with the City. The changes include a reduction of the overall program by an additional 30 units, a lowering of the five story element to four stories and additional setbacks and step backs to reduce the perceived massing on both Walk Hill and Canterbury. To achieve these reduction and to address current market trends, the Concept was forced to change the ownership structure from condominiums to rentals.

This current proposal was presented at the 2017 meetings. The program and massing changes were positively received in both forums while the ownership changes received mixed reviews – more positively by the IAG, less so in the broader public meeting.

In the year-long public review, The Proponent has continued to respond to City agency recommendations, community concerns and market conditions. The concept has changed dramatically creating a development that is more compatible to the context. The Proponent looks forward to advancing this revised concept through the balance of Article 80 Process including the BPDA Board in April and the ZBA in May.

Public Benefits

The Project provides a number of public benefits to the City of Boston. The Project will replace the existing auto oriented, one story, retail structures with a low rise, multifamily residential development that will bring new housing opportunities and economic vitality to the community and is more consistent with the character of the adjacent residential neighborhood. The reuse of this site will result in the removal of deteriorating structures significantly enhancing the urban design and architectural character of the neighborhood.

Additional public benefits include:

- The Project will be certifiable under the U.S. Green Council's Leadership in Energy and Environmental Design (LEED) system.
- The Project will generate approximately \$500,000 in annual property taxes.
- The Project will provide approximately 14 affordable units in accordance with the City's Inclusionary Housing Policies.
- The Project replaces a series of underutilized, retail buildings with residential activity strengthening the character of the adjacent neighborhoods

- Expand the user base for the American Legion shopping corridor facilitating an upgrade in quality.
- The Project will create approximately 250 construction jobs and will comply with the City of Boston standards for Boston resident and minority hiring.
- An improved public realm along Walk Hill and Canterbury Streets replacing the numerous curb cuts and deteriorated sidewalks that will be designed in conformance with the City's Complete Street guidelines.
- Restoration of Canterbury Brook creating an open space amenity to be enjoyed by both existing and new residents,
- Indoor parking scheme will minimize physical impacts on on-street resources and visual impacts to abutters.

Zoning

The combined property is located within the Roslindale Neighborhood Business Sub District identified as Community Commercial Sub District (CC), per Article 67, Roslindale Neighborhood District Map, as shown on Boston Zoning Map 10B. Generally, allowed uses in the CC subdistrict include restaurants, general and local retail business, office and many professional and other service uses. Multi-family residential uses are forbidden on the ground floor (Refer to Table B, Article 67 Roslindale Neighborhood District) but permitted on upper floors.

ZONING TABLE AND VARIANCES

	Zoning Requirement	PNF	Revised
Maximum F.A.R.	1.0	1.75	1.35
Maximum Building Height	35 Feet	65'-3"	55.5'+/-
Maximum Stories	Three	Five	Four
Minimum Lot Area	None	87,631 SF	87,631 SF
Min. Usable Open	None	238 SF/Unit (app)	
Minimum Lot Width	None	160 Feet +/-	160 Feet +/-
Minimum Frontage	None	160 Feet +/-	160 Feet +/-
Min. Front Yard (Walk Hill)	None	5'-0"	19'-3"
Min. Front Yard (Canterbury)	None	5'-0"	10'- 3"
Minimum Side Yard	None	5'-0"	N/A
Min. Rear Yard (Canterbury)	10 Feet	86'+/-	86'+/-
Min. Rear Yard (Walk Hill)	10 Feet	6'-7"	6'-7"
Off-Street Parking	1.5 Spaces/Unit	1.2 Spaces/Unit	1.19 Spaces/Unit
Off-Street Loading	1 Bay	0 Bays	0 Bays
Allowed Use – Ground Floor	Commercial	Residential	Residential
Allowed Use – Upper Floors	Commercial/Residential	Residential	Residential

Architectural Plans have been submitted to the Boston Inspectional Services Department to initiate the zoning review process with a determination of zoning variances expected in due course. Based

on ISD's review the Proponent expects Zoning Board of Appeals review will be required including the granting of variances for Maximum FAR, for Maximum Height, Rear Yard Setback and for Allowable Use. Parking and loading requirements will be determined through the Article 80 Large Project Review Process.

1.4 Adjustments to Development Review/Transportation and Environmental Components

The revised Proposal reduces the program evaluated in the PNF by thirty (30) units and almost 38,000 SF. The result would be a comparable reduction in the assessed impacts as quantified in the PNF. The following is a summary of the adjustments to the Environmental Review Components.

Transportation Component

The Transportation analysis prepared in the PNF (using 136 dwelling units) found that the several movements at the intersection of American Legion Highway at Walk Hill Street, particularly in the evening peak hour, have failing Levels-of-Service (LOS). Subsequently it was found that assumptions made regarding the existing site generated traffic volumes, while allowed under current Institute of Transportation Engineers (ITE) guidelines, did not match with the community's observations. BTD requested the traffic consultant, DCI, take additional counts for the site and utilize those empirical numbers when taking credit for existing trips. The adjusted values are provided in the following table:

<i>Existing Trips</i>	Number of Trips	
	AM Peak Hour	PM Peak Hour
Existing Trips Based on ITE Data	27	47
Existing Trips Based on Empirical Data	14	8
Total Reduction in Trips (ITE minus Empirical)	13	39

Based on these new values, which represent a more conservative analysis, and following the recommendation from BTD to use a more conservative Land Use Code to generate proposed trips, Design Consultants, Inc. (DCI) re-calculated the vehicle delays for the Existing, No-Build, and Build scenarios. In doing so, it was determined that improved signal timings resulted in a decrease in delay for many movements at the intersection of American Legion Highway at Walk Hill Street. The improved signal timings are described under the Response to Comments Section 2.2 included in this document. The two subsequent tables show the delays for the "Build" scenarios for both 136 units and 106 units.

ID	East-West Road	North-South Road	Lane	Build (136 Units)							
				AM Peak Hour				PM Peak Hour			
				v/c	Avg. delay / veh (s)	LOS	95th % Q (ft)	v/c	Avg. delay / veh (s)	LOS	95th % Q (ft)
1	Canterbury Street	Walk Hill Street	SEB LTR	0.05	1.9	A	4	0.01	0.2	A	0
			NWB LTR	0.08	2.2	A	7	0.13	4.0	A	12
			NEB LTR	1.42	>120	F	462	0.57	34.2	D	81
			SWB LTR	0.48	63.6	F	53	0.36	34.1	D	39
			Overall		--	--			--	--	
2	American Legion Highway	Walk Hill Street	SEB LTR	2.17	>120	F	#810	1.49	>120	F	#885
			NWB LTR	1.67	>120	F	#1176	1.76	>120	F	#801
			NEB L	1.10	>120	F	#263	1.15	>120	F	#296
			NEB TR	1.08	95.1	F	#950	1.05	83.0	F	#770
			SWB L	1.10	>120	F	#269	2.50	>120	F	#603
			SWB TR	0.80	49.3	D	536	1.14	114.7	F	#944
			Overall		>120	F			>120	F	

ID	East-West Road	North-South Road	Lane	Build (106 Units)							
				AM Peak Hour				PM Peak Hour			
				v/c	Avg. delay / veh (s)	LOS	95th % Q (ft)	v/c	Avg. delay / veh (s)	LOS	95th % Q (ft)
1	Canterbury Street	Walk Hill Street	SEB LTR	0.05	1.8	A	4	0.01	0.2	A	0
			NWB LTR	0.08	2.2	A	7	0.15	4.3	A	13
			NEB LTR	1.51	>120	F	511	0.69	46.1	E	112
			SWB LTR	0.53	72.0	F	61	0.42	40.0	E	47
			Overall		--	--			--	--	
2	American Legion Highway	Walk Hill Street	SEB LTR	1.59	>120	F	#797	1.27	>120	F	#886
			NWB LTR	1.35	>120	F	#1170	1.41	>120	F	#793
			NEB L	0.56	23.5	C	117	0.71	45.4	D	#196
			NEB TR	0.88	39.9	D	#949	0.89	42.8	D	#767
			SWB L	0.69	43.0	D	#170	1.46	>120	F	#507
			SWB TR	0.64	30.4	C	535	0.96	51.7	D	#946
			Overall		96.7	F			98.3	F	

At the BPDA's request, DCI also evaluated a by-right alternative by comparing the trip generation numbers of a development scenario. This by-right scheme assumed approximately 29,000 SF of ground floor retail commercial use and 60 residences on the upper floors. The following table provides a comparison of the gross trip generation values for the morning and evening peak hours for the 136-unit program, the By-Right program, and the current 106-unit program.

283-289 Walk Hill Street	Number of Trips	
	AM Peak Hour	PM Peak Hour
2 Flower Shops	6	5
3 Buildings	8	3
Total	14	8
Gross Trips Proposed before Mode Split (136 Units - PNF)	43	54
Existing Trips	27	47
Net Trips Proposed before Mode Split	16	7
Net Vehicle-Trips Proposed after Mode Split	11	5
Gross Trips Proposed before Mode Split (By-Right)	573	441
Existing Trips	14	8
Net Trips Proposed before Mode Split	559	433
Net Vehicle-Trips Proposed after Mode Split	401	311
Gross Trips Proposed before Mode Split (106 Units)	56	76
Existing Trips	14	8
Net Trips Proposed before Mode Split	42	68
Net Vehicle-Trips Proposed after Mode Split	26	41

Wind

Neither the PNF nor revised Proposal would trigger the thresholds that require a Wind Study.

Shadow

The PNF shadow study indicated there would be minimal impact on adjacent public spaces and properties. The proposed increase in the front-yard setback would reduce shadow impacts on the Walk Hill [public realm and the height reductions and stepbacks will marginally reduce the shadows on the adjacent cemeteries. While these shadow impacts were not significant, we would anticipate comparable improvements with there now being little or no new shadow.

Daylight

As noted in the PNF, the PNF proposal would result in daylight obstruction values greater than exists at the project site and that exists in similar buildings in the immediate area. The height reductions, step backs and setbacks would significantly reduce those daylight obstruction values. However, the daylight obstruction values for the revised proposal, while typical of an urban area and similar to those in the region, would still be greater than what currently exists in this area.

Solar Glare

Since the Project will not use reflective glass or other reflective materials on the building facades, there should not be any adverse impacts from reflected solar glare on adjacent buildings, streets and sidewalks.

Air Quality

Potential long-term air quality impacts are generally attributed to emissions from project-related mechanical equipment and pollutant emissions from vehicular traffic attributed to the proposed development.

The Project is still too early in the design and permitting process to determine what the equipment requirements and the associated air quality impacts would be and, as a result, air quality analysis is not available at this time. The HVAC system is unchanged with the Proponents still intending to use water source heat pumps to heat and cool the units reducing the size requirements for the roof-top HVAC equipment. As the Project's mechanical equipment were not expected to result in a perceptible change in background air quality based on the larger program, this reduction should not exacerbate the situation. If required, a supplemental analysis can be prepared to insure the Project's compliance with the NAAQS Standards.

The background condition regarding vehicle related impacts remains unchanged – the adjacent intersection has a failing level of service with the proposed development not contributing to further declines in intersection delays. Since the Project will not result in a further decline of intersection level of service, a microscale air quality analysis should not be required. As noted above regarding HVAC equipment, the Proponent will prepare a supplemental air quality analysis should mitigation prove ineffective and alternative HVAC system be considered.

The Project will have an underground parking garage. Ventilation system has not been designed however it is anticipated Carbon Monoxide monitors and alarms will be provided to insure the safety of the residents and adjacent properties.

Stormwater/Water Quality

As noted in the PNF, stormwater management controls will be established in compliance with BWSC standards and those required by the Massachusetts Department of Environmental Protection's Stormwater Handbook, and the Project will reduce stormwater flow, pollutants, or sediments that would potentially impact nearby water bodies.

All improvements and connections to BWSC infrastructure will be reviewed as part of the Commission's Site Plan Review process. The process includes a comprehensive design review of the proposed service connections, assessment of project demands, and system capacity.

Flood Hazard Zones/Wetlands

The component remains unchanged by revised Proposal – review by the Boston Conservation Commission is required and all findings will be addressed

Geotechnical/Groundwater

This component remains unchanged - ground water dewatering may or may not be required during excavation. Project specifications will include provisions for remedial measures for the contractor to implement to mitigate any movement or lowering of groundwater levels should conditions warrant. Foundation excavation will be observed by an experienced geotechnical engineer for compliance with project specifications. The Proponent will secure all necessary construction dewatering and related permits from the City (BWSC and DPW) and State (MWRA) as required.

Hazardous Waste Conditions and Operational Solid and Hazardous Wastes

This component remains unchanged – The Proponent has retained a Licensed Site Professional to perform pre-construction sampling in order to determine the limits of contamination, if any, related to the former underground storage tanks, characterize soils prior to excavation, and monitor all remediation and cleanup operations and will insure that all monitoring and reporting requirements are followed. Prior to construction all soils removed from the site during construction will be managed for off-site disposal in accordance the current regulations and policies of the Massachusetts DEP.

The Proponent will coordinate with the City's recycling coordinator to develop and implement a recycling program to minimize solid waste. The Project will include space for recycling in the basement trash room and will provide space for the storage and pick-up of recyclable materials.

Noise/Vibration

This component remains unchanged - the Project is too early in the design and permitting process to determine what the equipment requirements and the associated sound generation would be and, as a result, noise analysis is not available at this time. However, the Project's mechanical equipment is not expected to result in a perceptible change in background noise levels. If required, a supplemental noise analysis can be prepared to insure the Project's compliance with the City of Boston Noise Ordinance.

Construction Impacts

This component remains unchanged - the Proponent will comply with all applicable state and local regulations governing construction of the Proposed Project. The Proponent will require that the general contractor comply with the Construction Management Plan, ("CMP") developed in consultation with and approved by the Boston Transportation Department ("BTD"), prior to the commencement of construction. The construction manager will be bound by the CMP, which will

establish the guidelines for the duration of the Project and will include specific mitigation measures and staging plans to minimize impacts on abutters.

Historic Resources

Anticipated impacts to the adjacent Forest Hill Cemetery are limited to new shadows primarily mid-day in the Spring and Fall. These shadows were minor considering the vast size of the cemetery and will be reduced even further as a result of the proposed reductions. Review by the Boston Landmarks Commission is still anticipated.

Infrastructure Systems

This component remains unchanged – the existing infrastructure is found to have the capacity to meet the needs of the PNF proposal and therefore can accommodate the reduced program.

All improvements and connections to BWSC infrastructure will be reviewed as part of the BWSC's Site Plan Review process for the Project. This process includes a comprehensive design review of the proposed service connections, an assessment of Project demands and system capacity, and the establishment of service accounts.

Water capacity and pressure are not anticipated to be an issue for the Project based on the projected domestic and fire protection water demands. BWSC record flow data and hydrant flow test will be used to confirm that there is enough pressure in the existing water system to support the Project's needs.

The Project will meet the Department of Environmental Protection's (DEP) Stormwater Management Standards for redevelopment.

Sustainable Design

As is noted in the PNF, the Project will meet the sustainability standards to be LEED Certifiable with the potential to reach LEED Silver. The Proponent looks forward to working with the City to maximize the sustainable design opportunities to insure conformance with the intent of the Boston Green Building Regulations.

1.5 Project Design

Survey Plan

An updated Survey plan is provided per requests of the community.

Design Exhibits

Embarc Studio remains the architect of record and has prepared the following graphic materials including architectural plans, elevations and illustrations to further describe the proposed Project changes.

Figure 2 Context Plan



Figure 3 **Concept – Aerial Photo**

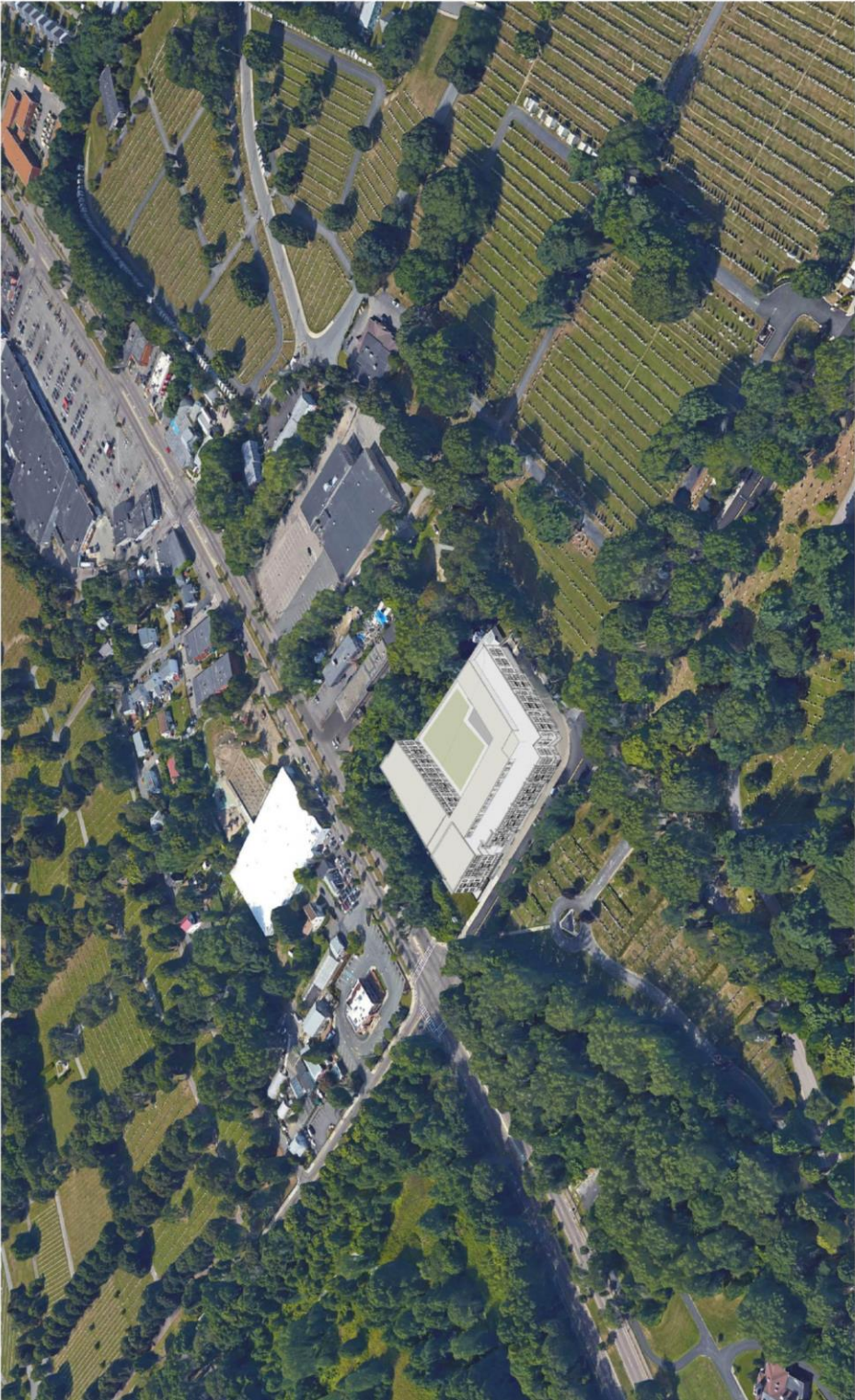


Figure 4 Parking Level Plan

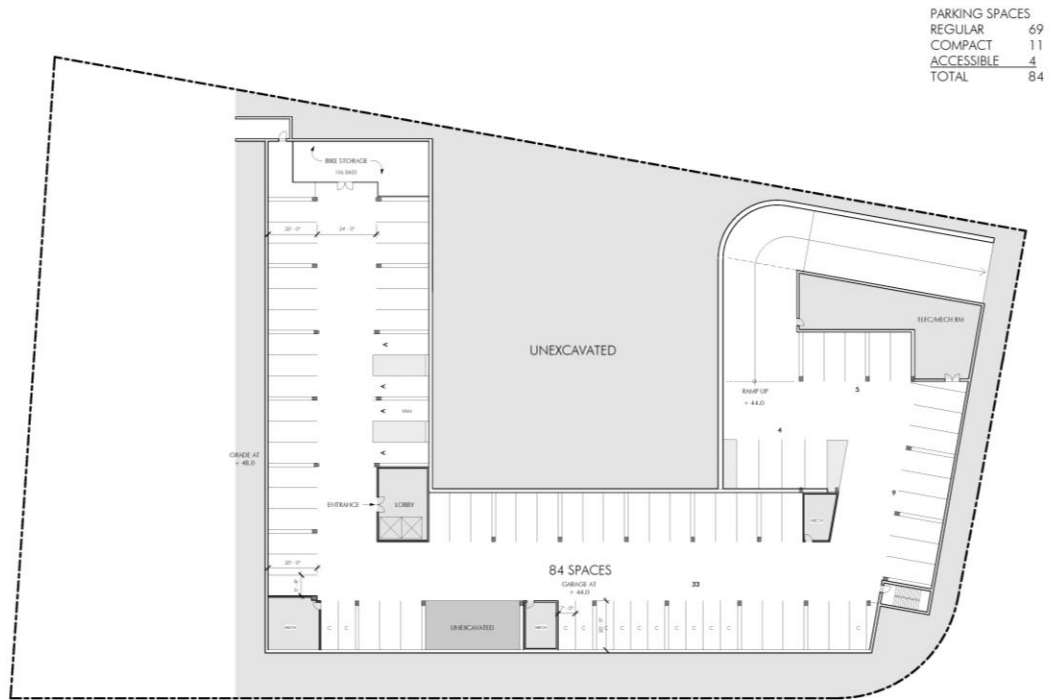


Figure 5 First Floor Plan

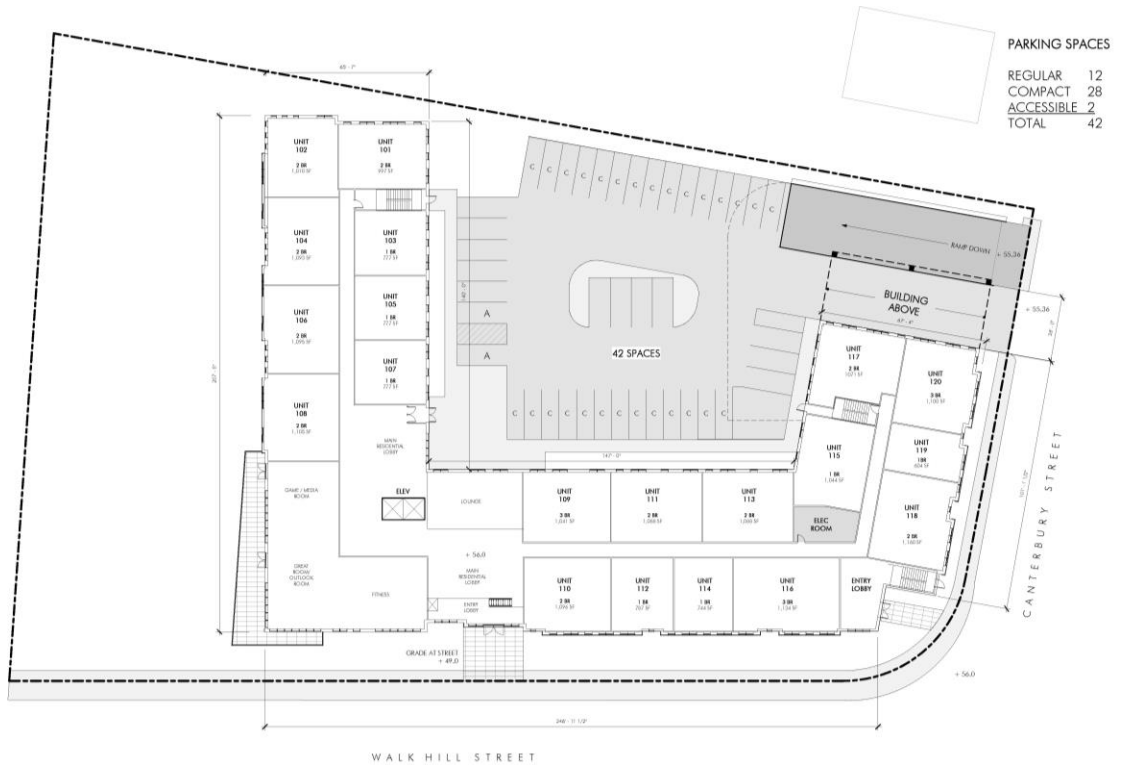


Figure 6 Typical Plan



Figure 7 Third Floor Plan



Figure 8 American Legion Highway (Canterbury Brook) and Walk Hill St. Elevations



Figure 9 Canterbury Road and East Elevations

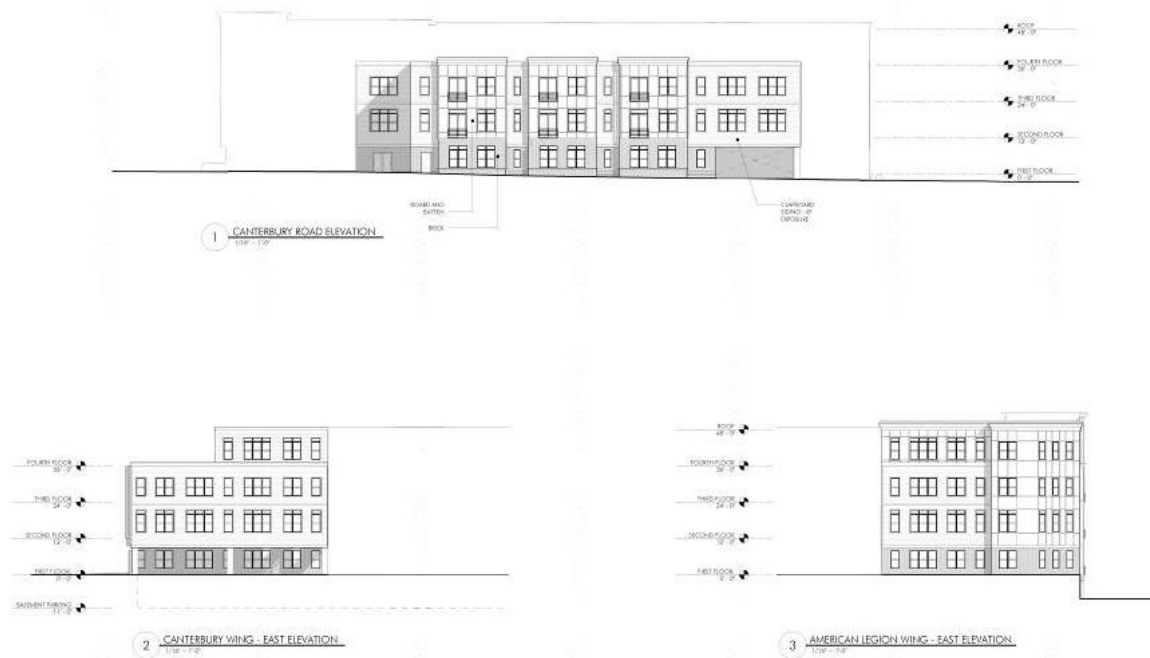


Figure 10 Open Space Concept Plan



EMBARC STUDIO
ARCHITECTURE+DESIGN

kzla

36 Bromfield Street Suite 202
Boston, MA 02108

617 451-1018 Tel
www.kylezick.com

copyright: EMBARC Studio, llc. | 9/19/2016 11:49:05 AM | C:\Users\yzheng\Documents\16006_Walk Hill_ELVS FOR PNF_yzheng.rvt

2.0 RESPONSE TO COMMENTS

The Expanded Project Notification Form for the 136 unit proposal was submitted on October 20, 2017. Subsequently a Scoping Session and public meeting were held. An extended public comment period followed during which the Proponent provided additional modification that are described in the Project update.

The following is the Proponent's Response to Comments submitted by public agencies and the abutting community including comments based on the program reductions. The Responses include the program changes described in the project update since these changes were made in direct response to issues raised.

2.1 Boston Transportation Department, December 1, 2016

Comment: How are parking spaces distributed – bundled with units or sold/rented separately.

Response: The current assumption is the units will be rented with a parking space – one space per unit. There may be a premium paid for a additional space as need and availability demands.

Comment: Eliminate "sharrow" bike lanes/restripe.

Response: The PNF Transportation Study analyzed a dedicated turn lane for the Walk Hill approach to American Legion to determine possible benefits. Subsequently the community rejected creation of a sharrow bike travel/bike option. BTM has requested the Proponent include restriping of the bike lane as part of the mitigation package, The Proponent has withdrawn the sharrow option and would certainly be willing to fund restriping of the bike lane.

Comment: Improve/widen adjacent sidewalks

Response: The preliminary Streetscape improvements plan includes the removal of existing curb cuts on Walk Hill Street and reconstruction of the curb and sidewalks consistent with the City's Complete Street Guidelines. The current plan also includes increasing the building set back to 19 feet allowing for a widening of the sidewalk to twelve feet on Walk Hill Street.

Comment: Proponent to recalculate traffic impact of current uses based upon current actual counts.

Response: DCI recalculated the Trip Generation based on empirical data collected on-site during both the morning and evening peak hours. Those trips were then deducted from the proposed trips, resulting in a net new number of trips to be generated by the site. Based on these new trips, Level of Service (LOS) tables were developed. Both trip generation numbers and LOS Tables can be found in the "Transportation Component" section

Comment: Regarding bicycle storage, provide count of spaces provided, indicate storage location on plans insuring easily accessible from both outside and residences and indicate any repair facilities.

Response: The schematic plans have a dedicated, enclosed, bicycle storage area in the parking garage sufficient for one bike per unit per BTM standards. The final location and access arrangement will be addressed with the building design.

Comment: How are City's Electric Vehicle Charging standards meet (5% EV stations and 15% EV-ready)

Response: The revised plans include EV charging spaces per BTM standards. The plans also include Zip car spaces as requested by IAG members.

2.2 Boston Transportation Department – February 21, 2017

Requested updates to transportation analysis:

Comment: Other developments, such as Metromark, used code "apartment" for their trip generation, so this development should as well.

Response: The trip generation analysis was completed based on the Metromark Code.

Comment: Look at attached BTM mode split/OD data. As they will see, they are in BTM zone 16. Because the BTM data is rather old, and because the census data is quite close to the AM peak home based trip data, either can be used. The OD data should be taken into account, however, in distributing trips.

Response: the revised Traffic analysis had already been completed based on previously agreed modal split values. While these new parameters indicate a slightly greater vehicle ride share, the minor increase in trips will not effect the intersection LOS nor the delays/ques.

Comment: Carefully consider the Canterbury/Walk Hill intersection. Will back-ups along Walk Hill prevent people from turning right out of the development? If so, where will they go? Please consider impacts to Neponset and Bourne. Take into consideration the OD data above as you think about where people are going. Also that there will be a no left turn sign put in preventing lefts from Neponset to Hyde Park. Is a signal warranted at Walk Hill and Canterbury? Other interventions (don't block the box signage)?

Response: DCI conducted site visits during both the morning and evening peak hours to determine whether or not queues backed up along Walk Hill Street past Canterbury Street, thus preventing vehicles from turning onto Walk Hill Street. It was determined that although there were seven queues in the evening peak hour that backed up to/past Canterbury Street, vehicles had no issue turning off of Canterbury Street onto Walk Hill Street. Additionally, a signal warrant analysis was performed by DCI and it was determined that the intersection does not meet the requirements to warrant a signal. DCI recommends either signage or striping to prevent vehicles from blocking the intersection in the case that queues do back up past Canterbury Street.

Comment: For the signal at ALH and Walk Hill, use the best possible signal timing, with full explanation of what that is.

Response: DCI re-ran the Synchro traffic model to determine if there were signal timing alternatives that would improve levels of service at the intersection of American Legion Highway at Walk Hill Street. It was determined that the signal timings could be updated to provide improved delays for many of the movements during both the morning and evening peak hours. DCI determined that setting the recall mode to "Min" for each movement, meaning each phase is only required to use its minimum green phase and then can be "gapped out", significantly reduces delay for many of the movements. Additionally, setting the exclusive pedestrian phase recall to "None", meaning the phase can be skipped if there is no pedestrian call, also helped reduce delay.

Comment: (Provide) Information on where visitors will park, and whether that will be on-site.

Response: The assumption is visitor parking will be provided in the building courtyard as designated on the building plan.

Comment: If I saw correctly in your latest image at the presentation, are you proposing a double-wide curb cut on Canterbury? That is not BTB's preference.

Response: The current plan has a widened curb cut to facilitate access to the underground and at grade parking. The final plan will be adjusted to comply with BTB/PIC recommendations.

2.3 Accessibility Commission

Comment: Provide details on Accessible Group 2 units – locations, types and floor plans, Accessible Units that are Inclusionary and Accessibility to private and roof decks

Response: The floor plans have not been developed to that level of detail. The project will be complying with the MAAB requirements with all units being accessible and at least 5% design to ADA standards. Location of units will be determined in consultation with the Commission.

Comment: Accessible Parking – confirm count and location

Response: The Handicapped Parking spaces are shown on the floor plans.

Comment: Accessible Route/Entry

Response: All entrances to the building will be fully accessible with direct access from the public sidewalks, courtyard and underground parking.

Comment: Sidewalk dimensions to be 8', cast-in-place concrete

Response: All sidewalks will comply with Complete Streets and ADA Accessibility Guidelines.

Comment: No stonedust for public plaza

Response: The intent is to create a surface in the park space that brings a less formal experience – the fine material crunches as one moves across it feeling like a "natural" pathway. Stone dust is compacted so as to be a smooth, level, stable surface making it fully accessible for all users including the disabled. When installed correctly and maintained it is comparable to paved

surfaces. It also has the benefit of being slightly permeable and therefore environmentally friendly. We would request that the Commission not discard it as an option without a full vetting.

Comment: Required Public Improvement Commission Review:

Response: Yes, DPW and PIC review will be required.

Comment: Opportunities for persons with Disabilities

Response: The Proponent will gladly meet with the Commission staff to investigate opportunities for Persons with Disabilities to contribute to the Project's realization.

Comment: Has a Wayfinding Package been developed?

Response: The Design is too early in the process for a wayfinding package.

Comment: Are there any anticipated Variances from MAAB?

Response: The Project is expected to fully comply with all MAAB guidelines and standards.

2.4 Boston Water and Sewer Commission

Comment: Project must meet all Commission process and regulatory standards including design and permitting: cutting and Capping existing drains, design and relocation of mains and drains,

Response: This requirement is noted in the PNF.

Comment: DEP and MWRA standards

Response: Required compliance to DEP and MWRA standards is noted in the PNF.

Comment: Compliance to Complete Streets guidelines

Response: As noted in the PNF, all right-of-way improvements will conform to the Complete Streets Guidelines.

Comment: DCI Associates, Inc. has conducted an evaluation of the transportation impacts of the proposed residential development to be located at 278 Walk Hill Street in the Roslindale Neighborhood of Boston. This transportation study adheres to the Boston Transportation Department (BTD) Transportation Access Plan Guidelines and the Boston Planning and Development Agency's (former BRA) Article 80 development review process. This study includes an evaluation of existing conditions, future conditions with and without the Project, projected parking demand, loading operations, transit services, and pedestrian activity.

2.5 Boston Conservation Commission

Comment: On behalf of the Boston Conservation Commission - the project is in the buffer zone of an Inland Bank. This isn't noted in the narrative and a filing with the Conservation Commission isn't

listed in Table 1.3. Please let them know that they should discuss (soon) with staff whether it's best to file a Request for Determination of Applicability (RDA) or a Notice of Intent (NOI).

Response: This was an oversight, an ANRAD plan has been filed and it is understood that the Project and related wetlands clean-up (plan is to primarily remove invasive materials) requires Conservation Commission review. This process will be initiated post BPDA approvals.

Comment: Another observation re: Table 1.3 - the Accessibility Checklist is not part of IGBC review but IGBC review is more than the Climate Change checklist. Article 37 is missing.

Response: The Preparer's experience is that both the Accessibility and Climate Change Checklists are included in the Green Building Report. The submission requirements will be reviewed again to insure compliance. The PNF provides a summary of the Article 37 requirements in Section 2.6.1, Page 2-69 and the Prerequisites in Section 2.6.2 City Of Boston Article 37, page 2-70.

2.6 Mass Audubon Society – Boston Nature Center

We recognize that the proposed high density of this residential development is in conflict with many of the surrounding neighbors. Table 1.2 (Zoning Table and Variances) indicates the variances required for exceeding maximum building height and maximum floor area ratio. We understand that extensive natural areas are being lost daily to low density developments; however we encourage the Walk Hill Residences to reconsider the proposed density to more closely mirror the surrounding community. We recommend that the development reflect a more modestly scaled multi-family complex. The project must be carefully designed, constructed, and maintained in a manner that supports long-term sustainability. Careful management and construction will also be important to minimize the impacts on the surrounding neighborhood, including direct impacts to the Boston Nature Center, neighbors and community residents who visit it and enjoy our programs.

Comments: Figure 1-3 Existing Site Survey is not legible.

Response: An updated site survey is included in this submission.

Comment: 1.5 Public Agencies - Table 1-3. The PNF does not list the Boston Conservation Commission as one of the permitting agencies, nor the need to adhere to the Massachusetts Wetlands Protection Regulations. Please clarify Walk Hill Residences' adherence to these regulations.

Response: This was an oversight, an ANRAD plan has been filed and it is understood that the Project and related wetlands clean-up (plan is to primarily remove invasive materials) requires Conservation Commission review. This process will be initiated post BPDA approvals.

Comment: The Draft Project Impact Report (DPIR) should identify the Walk Hill Residences in relation to the Canterbury Brook, as well as identify the location of the proposed planting and other improvements to the bank of the Canterbury Brook. We support naturalized landscaping improvements of the area around the Canterbury Brook.

Response: A landscape plan was not fully developed for inclusion in the PNF but has been included in this submission. The Proponent will continue to develop the design of the Canterbury Brook setback zone through the BPDA's Design Review Process and in consultation with the Conservation Commission.

Comment: Please indicate the direction of where the runoff from the site will be going, which may be within the Boston Conservation Commission's jurisdiction, and would also inform the stormwater management issues.

Response: The Stormwater Management Plan will be developed in conformance with the Massachusetts Department of Environmental Protection Stormwater Handbook and Standards, and Boston Water and Sewer Commission Standards.

Comment: 2.1.2.4 Transportation System/Transit - Limited availability of public transportation has presented a challenge to potential visitors to the Boston Nature Center. Residents of the Walk Hill Residences will face the same challenge. Lack of easy access to public transportation will encourage increased private automobile use and could potentially result in more automobiles than parking spaces. The DPIR should evaluate options for increasing public transportation access to the site.

Response: the Proponent understands the Communities concerns regarding limited Mass Transit Access and has agreed to work with the MBTA to improve service. In addition, the Proponent is committed to providing Shuttle Service to the Forest Hills T Station for its residents and will investigate opportunities to making the service available to the community.

Comment: 2.2.3 Daylight - The development will have a substantial impact on shadows and daylight. We would recommend a comparison of the proposed future conditions with current conditions at the site.

Response: A complete shadow study was included in the PNF and found that shadow impacts would be limited to adjacent sidewalks as would occur with any as-of right development. The studies also show the only impacts to adjacent open spaces (cemeteries) occur in the 6:00pm time frame during Spring and Fall. Shadows are more extensive during the winter months as would still do not extend far beyond the adjacent streets. As a result the shadow impacts are actually not extensive.

Comment: 2.2.6-2.2.7 Stormwater Management - Mass Audubon is particularly concerned about stormwater management because our Boston Nature Center is also a part of the Canterbury Brook watershed, which runs for approximately 1,800 feet through the Boston Nature Center. Any increase in stormwater runoff or alterations in groundwater discharges will directly affect the hydrology of Canterbury Brook.

Changes in stormwater runoff and groundwater levels associated with the development of Walk Hill Residences also have the potential to affect many neighborhood residents and existing city infrastructure. Increased flooding frequency or severity would affect everyone located downstream of Walk Hill Residences along Canterbury Brook. It is critically important to the

neighborhood, and to the future residents of Walk Hill Residences, that the stormwater management system is properly designed, constructed, operated, and maintained.

Flooding along Canterbury Brook and surface erosion along nature trails are already problems at the Boston Nature Center. Ponding of water on the surface of the ground occurs in many areas even after only moderate rainfall events, apparently indicating relatively low soil infiltration rates or possible compaction of soils by previous activities on the property. The Clark Cooper Community Gardens, located at the Boston Nature Center, currently experience high groundwater and occasional surface ponding conditions in several of the garden plots. Canterbury Brook, which flows through our property, is subject to chronic flooding due to high levels of impervious surface in its watershed and flow restrictions downstream. Any increased surface or groundwater discharges occurring as a result of the proposed Walk Hill Residences development will mostly flow to Canterbury Brook.

The Article 80 filing for Walk Hill Residences is a conceptual design, and the PNF is not required to include detailed information on stormwater management. However, detailed information is critical to assess the feasibility and potential long-term success of any stormwater management plan. The filing does note that bio-retention/infiltration system will be used to a large extent to deal with roof runoff. Mass Audubon generally supports Low Impact Development techniques such as bio-retention, however in this site context careful design is particularly important. Detailed soil and subsurface information is needed to determine if this approach is feasible, given the possibility of relatively high groundwater levels in some areas and the possibility of low soil infiltration rates due to natural conditions, past placement of fill, compaction of soils due to past construction activities, and soil compaction likely to occur during the operation of heavy equipment necessary for the construction of Walk Hill Residences.

Response: DCI has completed a geotechnical evaluation at the site that has included soil characterization, ground water levels and permeability testing at the site. This information indicates that the site is an excellent candidate for stormwater infiltration and bio-retention. These techniques will correct the hydrological cycle at the site, by infiltrating run-off and replenishing groundwater, providing treatment of runoff, and reducing peak flows and volumes to Canterbury Brook. By reducing the peak runoff rate and volumes, velocities in the brook will be reduced, thereby reducing downstream erosion. In addition, the reduction of peak flows and total volumes will result in a reduction of downstream flooding.

Comment: The increased amount of impervious surface is unclear. It is noted that the PNF claims a decline in the peak discharge rate and volume due to the infiltration systems and the creation of a vegetated buffer along Canterbury Brook. For a project of this magnitude, this information should be evaluated and confirmed by an engineer. Detailed plans should clearly identify the before and after conditions of the development. We believe that any plan for stormwater management must be based on extensive subsurface investigation and conservative assessments of site infiltration capacity, stormwater runoff volumes, and the effectiveness and longevity of all proposed stormwater management facilities and practices. A detailed evaluation of the site should be prepared to assess current levels of stormwater runoff, infiltration, and evapotranspiration. This should be compared to projected conditions following development. The ability of the proposed stormwater management system to handle runoff volume and rates under different storm

scenarios, e.g. one year, 10 year, 100 year storm events should be evaluated and included in the DPIR. Storm intensities are increasing and should be considered in the development process (see Northeast Climate Center www.precip.net).

Careful and thorough evaluations of site conditions and pre- and post-construction hydrology are essential to ensure that the density of the final design does not overwhelm the capacity of the site to handle the increased stormwater loading.

The PNF of the Walk Hill Residences project indicates that innovative approaches to stormwater management, such as pervious pavement and bioretention ponds, may be used as part of the stormwater management system. We believe innovative approaches are desirable; the reliability and effectiveness of the stormwater practices and measures proposed should be high priorities. All stormwater management practices employed should have a demonstrated effectiveness over many years under climatic conditions and usage similar to those expected at the Walk Hill Residences. Stormwater facilities with relatively low maintenance costs and long life expectancies should be used where possible to minimize the future financial burden on the residents of Walk Hill Residences and the city. All stormwater management facilities and practices proposed for use at the Walk Hill Residences should be rigorously researched for reliability, long-term effectiveness, and economical operation and maintenance.

Measures for ensuring long-term operation and maintenance, and replacement when needed, of stormwater management facilities must be specified for Walk Hill Residences. Operation, maintenance, and replacement are typically the weakest link in the chain of any stormwater management program. Legal mechanisms must be established to ensure that operation, maintenance and replacement when needed of stormwater facilities is assured in perpetuity. The stormwater management system installed at Walk Hill Residences must work effectively not only at the completion of construction, but for decades to come.

The site construction management plan and the National Pollutant Discharge Elimination System stormwater permit should include specific stormwater management practices to control runoff and prevent the discharge of excess sediment. During construction, when large areas of disturbed soil are vulnerable to erosion during prolonged or high intensity storms, personnel and materials must be available at all times to repair or replace stormwater management and erosion control facilities that are compromised or fail due to any such emergency. Construction practices must also be managed to avoid excessive compaction of soils on the site. Excessive compaction could reduce the ability of the soils to infiltrate stormwater, thus invalidating projections of future infiltration capacity, potentially leading to the overwhelming of the stormwater management facilities and resulting in backup, flooding, and erosion.

Response: The Project will be required to comply with all DEP and BWSC regulations regarding stormwater management including providing and designing for all of the points introduced here. Preliminary takeoffs indicate the proposed design will reduce the amount of impervious material on the site(s) and in addition to required retention systems dramatically decrease discharge into the Canterbury Brook.

Comment: 2.2.14 Wildlife Habitat - We recommend that Mass Audubon's Boston Nature Center be considered a sensitive area in the vicinity, both for wildlife and community gardens/food

forest/apiary perspectives. We note that Mass Audubon's Boston Nature Center is not included in Figure 1-1 Locus Map and should be acknowledged as an abutter.

Comment: 2.2.12 Construction Management - Construction activities need to be managed in a manner that will minimize dust and mud. Walk Hill Residences adherence to SWPPP as required by EPA is noted. The DPIR should clearly show the location of the BMPs used to prevent sediment wash off during construction.

Response: A Construction Management Plan will be required prior to the issuance of building permits and the site will be required to comply with all DEP regulations pertaining to removal of existing buildings and soils.

Comment: 2.2.13 Rodent Control - The PNF notes that rodent control operations will be conducted on the site in accordance with City requirements. We request an opportunity to review the rodent control plan and consult with the rodent control contractor to ensure that rodent control activities are conducted in a manner that protects public health and minimizes the likelihood of adverse impacts on residents, businesses, and wildlife.

Response: As noted a Rodent Control Plan is required by the City, the Proponent will gladly share that plan with the Community.

Comment: 2.6 Sustainable Design

Section 2.6 notes key elements of the Walk Hill Residences' sustainable design approach currently under consideration. We agree that these are important elements which blend well with the Boston Nature Center's George Robert White Environmental Conservation Center—the first green municipal building in the city. We support the Walk Hill Residences for its commitment to green design. We are hopeful that these sustainable design and building principles will be implemented throughout the development and act as an important model. We encourage the installation and use of energy efficient appliances (washers, refrigerators, and programmable thermostats; LED lighting; etc.) for condominiums.

Response: The Project will be developed in accordance with the Article 37 and the Commonwealth's Stretch Energy Code.

2.6 Community Comments

Over fifty individuals residing in the Roslindale and Jamaica Plain neighborhoods in the vicinity of the Proposal submitted comments on the concept evaluated in the PNF. These comments are included in a spreadsheet included in this document.

As would be expected, there is some duplication of issues and concerns expressed. In order to limit redundancy, the major points have been organized into several general categories and a general response is provided for each. It is also worth noting that the Proponent is sympathetic to these concerns and revised the Proposal as a direct response.

Comment: Density/Height – 4-5 Story Building Is Out of Scale with Neighborhood

Response: The Proponent determined the PNF alternative is sufficiently removed from the Roslindale and JP low-density residences so as not to create a negative visual impact or create a precedent that would justify change in the development trends on those communities. However, The Proponent does recognize the Proposal exceeds the underlying zoning and has proposed height reductions and setback increases that will reduce the development's perceived mass from Walk Hill and Canterbury, specifically

- The wing closest to American Legion has been reduced by a full story from five to four,
- The building elements along Walk Hill and Canterbury have a step-back at three stories allowing the building to appear to be three stories along those streets and
- The building's front-yard setback has been increased from 9 to 19'.

Comment: The Building Exterior is not compatible with the Existing Context

Response: The building massing and façade design has been modified to reduce to perceived scale and introduce more traditional residential materials. The design will continue to evolve through the BPDA's design review process mindful of the neighborhood's concerns regarding compatibility.

Comment: Building too Close to Street – Need Landscape Buffer

Response: The revised plan increases the front yard setback to over 19 feet allowing more opportunity to create a landscaped buffer and further improving the pedestrian experience.

Comment: Too Many Units – Will Impact already Poor Traffic Conditions

Response: The traffic study acknowledges some moves in the Walk Hill/American Legion intersection currently operate at failing Level-of-Service. The threshold the Project is required to meet is that it does not result in further degradation or delays and if it does provide appropriate mitigation to offset impacts. The proposed project does not increase any LOS levels and only increases delays by a few seconds at most per light cycle. Although not mitigation would be required, the Proponent as agreed to work with BTM to assess potential benefits of tweaking signal timing – it appears that adding time to the Walk Hill cycle could improve Walk Hill LOS without increasing AMH LOS.

Comment: Too Far from Forest Hills to be Transit Oriented Development & Limited On-Street Parking – More On Site Spaces Needed

Response: The Forest Hills Station is a little over a mile from the Proposed Project and as a result might be excessive to certain residents. However parking opportunities for commuters heading downtown remain limited and expensive so much so that the MBTA remains a viable alternative. To improve access to mass transit the Proponent has proposed introducing a shuttle service available to the tenants. Also, at 1.2 spaces per unit on-site parking availability does fall into BTM's recommended guidelines of not exceeding 1.5 spaces per unit.

Comment: Traffic Analysis Under-Estimates Vehicle Generation Impacts

Response: BTM requested the project not use ITE traffic criteria to determine existing trip credits and that the modal split values be adjusted based on more current criteria. The traffic analysis was modified accordingly and the results concurred with the community's assessment. However, new analysis found no difference in the intersection LOS and only a minor increase delays.

Comment: Complete Streets – Keep Bike Lane & Address Pedestrian Safety

Response: The proponent had suggested introducing a dedicated left turn lane to the Walk Hill as a way to improve LOS. The community indicated the loss of the dedicated bike lane was not an acceptable trade-off so this mitigation measure has been withdrawn.

All street and sidewalk improvements will adhere to the City's Complete Street Standards.

Comment: Public Benefits Insufficient Including Number of Affordable Units

Response: The Project has proposed a public benefits as noted in the PNF that includes compliance to the City's Inclusionary Housing Policy and improvements to the Canterbury Brook, including long term maintenance/management. This benefits package has not been reduced despite the dramatic reduction in the project size.

Comment: Ownership - Apartments will not create the same level of investment/commitment to the Community as home ownership and therefore is not an acceptable alternative (the Proponent is unable to secure financing for a condominium development due to market conditions and absorption and as a result has changed the ownership structure to apartments as a condition of the reduced program)

Response: The Concept had originated a condominiums. As the review process advanced and conditions evolved it became apparent the Project was not viable as ownership but only as rentals. The City continues to have a need for all types of housing, especially moderately priced rentals and responsible renters are no less committed neighbors. These are the sentiments of many Roslindale residents who attended the public meetings. The Proponent is committed to developing only the highest quality residential apartments with residents that will be an asset to the Roslindale neighborhood.

APPENDIX 1 – COMMUNITY COMMENTS

The following is a list of Comments submitted during the Extended Public Comment Period for the Walk Hill Residence's Expanded Project Notification Form.

COMMENT

10/24/2016 9:00:33 PM Jessica Minic 92 Neponset Roslindale

- 1 I have been to two presentations about this building and consider it totally out of proportion to the neighborhood, in both physical size and addition to traffic. The Westbourne neighborhood of Jamaica Plain and the Neponset Ave neighborhood of Roslindale are composed of single- and two-family houses which are almost all within the zoning requirements. Along American Legion Parkway, commercial buildings are all one- or two-story, and this building will dominate the streets and the neighborhoods around it much more than the illustrations indicate. Located at the end of my street (Neponset turns into Canterbury two blocks from my house), 289 Walk Hill St. (with vehicle access only from Canterbury) will add too much traffic to a street limited in width by the cemetery across Canterbury St. from the proposed entrance to the underground parking garage.

This apartment building is located a bit too far from Forest Hills station for most people to walk, especially in bad weather. There is no bus along the direct route, Walk Hill St., and the only bus on American Legion is hourly. People living in multi-bedroom apartments/condo units are likely to desire more than one car, and 136 families will sometimes want visitors whose optimum mode of transportation is likely to be a car. Those cars will be parked on Neponset and Bourne streets because they will not fit on Canterbury. This is unacceptable to the neighborhood and will crowd our streets, reducing our safety.

I urge that the BRA and Zoning Board of Appeals not approve this project without a major reduction in size, down to 40 units or less. The variances sought are unacceptable.

10/24/2016 9:55:20 PM Anne Greenbaum Jamaica Plain

- 2 This development is out of scale with the surrounding buildings. Both residential and commercial buildings are 1 or 2 stories. The proposed development would loom over the neighborhood rather than integrating into the area.

The building are far enough from the Forest Hills T station that walking in rain, snow, very hot or cold weather would be unpleasant & unlikely. The bus service on American Legion Highway does not support commuters. Therefore there would be a large increase in the number of cars in the area. There backups during school opening & dismissal at the Haley School are already significant & would only get worse.

I believe a residential development at that site would be beneficial to Boston and to the neighborhood but the size of the building and the #of units is much to large for the site.

Anne Greenbaum
neighbor

10/25/2016 10:33:13 AM Anthony Jamaica Plain

- 3 Hello,
This proposed development is much much to large and overly dense for the existing neighborhood of small single family homes. There is no immediately near public transportation and all I can foresee is heavier traffic and parking woes being brought in by overbuilding on this site and adding too many cars and no pedestrian or public transportation solutions.

As a city property and income taxpayer and registered voter, I'd rather not see the quality of life in my neighborhood deteriorate by this plan being rushed to build. I believe a smaller plan would work better after careful consideration of residential impact.

10/26/2016 11:36:28 AM Sandy Bailey Roslindale

4 This project should be scaled way back. Too many big boxes are going up all over the city in the past 5 years. Lets not turn JP/Roslindale or anyplace else into the ugly highrise canyon that Boylston St in the Fenway has become. Already, Forest Hills has sprouted exactly that type of development with no concern for the complete disconnect with the historically, human-scale Boston neighborhood. This type of development benefits the developers and the relatively affluent. The existing residents are pushed out by the rising prices or hang on in diminishing diversity, watching the streets get more clogged with SUVs and the services more geared to young white families with infants, who usually don't stay once their kids are in school and aren't invested in their surrounding community.

Boston needs rent stabilization policies like for cause eviction to help keep residents in our homes. Not more big boxers of condos that completely remake the neighborhoods into bedrooms for the the commuting class.

Build 15 - 20 units on this site. Something that will integrate with the existing community, not overwhelm it.

11/1/2016 4:10:41 PM Jason Boston

5 136 new units being built means at least 136 families that now must transit the Walk Hill/American Legion corridor. These streets are already busy.

Developers MUST be held accountable to supporting local infrastructure to improve traffic flow and public transportation options. Simply bringing more and more people into the area without improving quality of life for current and future residents is irresponsible and an issue that must be discussed by developers.

11/1/2016 4:51:12 PM Joanna Ware Jamaica Plain

6 As a resident of the Bourne/Woodbourne neighborhood abutting this development, I am very concerned about the impact a development of this scale will have on the existing neighborhood traffic patterns. I am not, on the whole, opposed to new development - I believe that our neighborhood needs new development, especially new affordable housing units, and I welcome those to the neighborhood.

This project, however, will bring a significant increase to the traffic and congestion of the neighborhood. The Forest Hills station is over a mile from the proposed development site, along a route not served by the MBTA bus system. This distance is too far to assume most people will walk, particularly in inclement weather. As a result, residents will be forced to drive through (and park in) residential neighborhoods composed primarily of 1-3 family homes. Many of the homes in this neighborhood don't have full garages or driveways, so existing residents already utilize on-street parking. Our neighborhood doesn't have space to accommodate 120+ new vehicles without overcrowding.

Furthermore, the neighborhood has a high density of families, and children are regularly walking/playing in the neighborhood after school. Already, alarming numbers of cars pass through the neighborhood at high speeds, posing a real safety risk to our families and children. This development will exacerbate those safety concerns, because of the inevitable increase in vehicle traffic.

I urge that the BRA and Zoning Board do not approve this project without a substantive reduction in size, to 40

11/2/2016 8:17:21 AM Jeanne Roslindale

7 Too big! How many affordable units? Should be >20%!

11/20/2016 2:21:07 PM Elizabeth Jamaica Plain

8 As a long-time resident of the Bourne neighborhood, I strongly oppose the development plans for the 289 Walk Hill Development. This project is grossly out of line with zoning restrictions, the character of the surrounding neighborhoods and the current infrastructure for parking and traffic regulations. I am most concerned about the latter. The minimum zoning laws call for there to be 1.5 parking spaces/unit - this development is only allowing 1.2. This of course does nothing to accommodate for visitors to the development. I quote from page 2-7 in the proposal document: " On-Street parking is limited near the Project site. Although there is a substandard pavement width on Canterbury Street near the Project site southwest of its intersection with Walk Hill Street, there are no signs prohibiting parking and on-street parking does occur. Parking is prohibited along both sides of Walk Hill Street north of its intersection with American Legion Highway, except for a stretch of approximately 150 feet on the west side between Canterbury Street and American Legion Highway." Both Walk Hill Streets and Canterbury Streets are single lane streets (and barely that). The neighborhood cannot accommodate the traffic or parking issues that this construction would cause. Traffic on Walk Hill Street is already backed up from Hyde Park Ave to near Canterbury during morning rush hour. It is often difficult to make a left turn onto Walk Hill from Bourne St. To attempt to pass off a mile walk as being accessible to the Forest Hills T station is not realistic. Additionally, the maximum height of buildings in the current zoning restrictions is 3 stories - this building is planned for 5 stories. It would be a giant among the other buildings in our neighborhood. Additionally, the only redeeming factor for a project of this size could be to create affordable housing in this growing area - a high priority to Mayor Walsh. The allowing for less than 13% of the units to be affordable is not addressing this issue.

I strongly urge the Board to reject the current plans until these issues are resolved sufficiently.

11/22/2016 8:48:06 AM susan

JAMAICA PLAIN

9 I want to try and summarize some of the issues/concerns and objections that I heard from the residents that live in the impacted areas by the proposed development.

As most of the evening was focused on the Traffic issues, this is clearly the issue of greatest concern and the Traffic report by the proponents clearly was lacking in any understanding or research in regards to these serious issues. These immediately impacted neighborhoods are 1) the Woodbourne region that is a triangle area of mostly of residential housing extending from Wachussetts Street off of Walk Hill Street and to Canterbury which then intersects with Bourne and Neponset Street at St. Michaels cemetery; 2) the Mt. Hope neighborhood; and 3) the Neponset neighborhood.

As most of the evening of November 21st was focused on Traffic issues, this continues to be clearly the issue of greatest concern and the Traffic report by the Proponents clearly was lacking in any real understanding in regards to these serious issues and we hope that you, the Impact Advisory Group will give a very careful review and visit the proposed site for a better understanding.

The very first TIA Guideline is: Design Guide standards on Complete Streets. Complete Streets is the comprehensive multi-modal design approach in MassDOT's Project Development and Design Guide that requires safe and appropriate accommodation for all roadway users. The document offers guiding principles that include the need "to ensure that the safety and mobility of all users of the transportation system (pedestrians, bicyclists, motorists, and transit users) are considered equally through all phases of a project so that even the most vulnerable (e.g., children and the elderly) can feel and be safe within the public right of way.

Schools:

Within this area are at least 3 Boston elementary Public Schools, the Haley School on American Legion, the Boston Teachers Union School on Walk Hill, and the Philbrick off of Neponset. Children attending these schools from the neighborhoods are "walk to school children" and many parents bike their children. Also there is the Mass Audubon Society and the Mass Biologic Labs on the other side of American Legion and again some of these employees also use bikes in good weather. The bike lanes are very important for safety especially as Walk Hill has a significant speeding problem in addition of congestion during AM rush hours and after 2 PM outbound.

The "Proponents" are proposing a left turning light onto Canterbury from Walk Hill by eliminating the bike lanes and telling the impacted neighborhoods that this would be an improvement. This is incredibly rude and the residents are shocked by such audacity. Again the Proponents ignore the TIA guidelines regarding schools. Safe Routes to School. MassDOT's Safe Routes to School program provides education and encouragement services at 625 elementary and middle schools, which are attended by nearly 300,000 students in 171 municipalities statewide. The program promotes walking and bicycling to school and provides students, parents, and community members with information on the many benefits of walking and bicycling and how to do it safely.

The Proponents Traffic impact study

The purported Traffic Impact study appears to be purely hypothetical and in fact uses national studies on the volume of traffic increase per each 2 units. The traffic consultant himself admitted after the meeting that during rush hour the traffic along Walk Hill is backed up from Canterbury Street trying to reach Hyde Park Avenue - Forest Hills. Additionally, this project is not within walking distance to Forest Hills, and not all residents will be seeking transport to Forest Hills. In fact it is likely that most residents will drive to work throughout the greater Boston area whether as a reverse commute, to the new city offices in Dudley Square or to South Boston/Seaport. However, It is unclear how the residents of 289 Walk Hill will be able to safely exit the complex and enter the flow of traffic towards Forest Hills or across American Legion.

The traffic consultant is not familiar with the area and in fact did not know that Canterbury Street has an intersection at Walk Hill but also takes a 90 degree turn to the left to return to American Legion and also becomes Neponset heading to Hyde Park Street as well as Bourne Street.

The Proponents are making many assumptions that are not supported. There is a total lack of understanding of the neighborhood demographics and the neighborhood streets. The Traffic Consultant and Developer have a very narrow focus on the property's abutting streets and how they can comply with setbacks and access only as it related to their property. Again with the traffic consultant had no idea that Canterbury Street (which is a very narrow street, with no sidewalks in the impacted area) arches back to American Legion intersecting with Bourne and Neponset. All focus has been on how to move cars into the proposed complex from Walk Hill Street.

Variances and zoning My understanding from the Consultant at the meeting on November 21st, is that the site is currently zoned commercial, which would permit either one story commercial development or a mixed use of commercial and residential with a maximum height of 35 feet.

We have only been presented with this one massive residential proposal which requires many variances. The Proponent has made the judgment that residential is in the best interests of the area, where in fact there has only been his proposal for high density residential in an area that will require residents to drive to work or a transportation link, stores and restaurants, etc. Again the Proponent has made a judgment based on what is in his interests and financially of interest to him. The sellers and this Proponent Developer seem most likely gain the most return on investment by seeking high density residential housing.

10 In fact, it is very likely that a commercial development would have a limited traffic impact on the neighborhoods compared to the proposed residential project but the developers consultants purport that commercial use has a higher transient traffic flow without any knowledge as to what commercial enterprises might be willing to occupy this location. That assertion being made by the Proponents is without substantiation as many commercial enterprise(s) have minimal traffic and it might be more likely to flow on and off of American Legion and not through the impacted neighborhoods, especially at times of peak traffic.

The Developer is pushing this massive residential project with maximum density through the process in spite of strong neighborhood resistance.

It is astonishing is that the Developer is telling us what is good for us, what we need and what he is going to make better. Perhaps we should require this Development Team to all live in their 289 Walk Hill project for the first five years.

The Developer has smugly threatened that if he cannot build his 136+ units (studios, one, two and a few 3 bedroom units) he does not want to proceed. The people who live in the neighborhoods impacted are opposed and have repeatedly requested a smaller number of units more in compliance with zoning guidelines.

Hopefully this project should be denied movement onto the next step in the process by the Impact Advisory Group to allow for a new proposal that does not stretch the limits on variances and meets with a compromise been a Developer and the neighborhoods impacted.

11/22/2016 9:30:44 AM Russell Cox Jamaica Plain

11 Dear Mr. Cohen-

Thank you for facilitating the somewhat contentious meeting concerning the development at 289 Walk Hill Street at the BNC last night. I went into the meeting with an open mind about the project and am now completely opposed to the current proposal for this high density, ugly, hulk of a building shoehorned into the corner of Canterbury and Walk Hill Streets.

This development is perched at the edge of the Woodbourne neighborhood and The Forest Hills Cemetery, two areas of Boston with great history and aesthetics. The Forest Hills Cemetery is equivalent to an open-air museum with graceful sculptures, winding green paths and a meandering landscape. The Woodbourne neighborhood was born out of an initiative over 100 years ago to plan and build a cohesive neighborhood with a range of housing, including garden city landscape design. It is unique in Boston. By allowing this condo/apartment complex building to be built we will be turning our back on the idea of Boston as a city of planned neighborhoods with essential green space and moving toward a city with cookie cutter blocks of buildings, little green space, and no aesthetic value.

I urge you to block this development until the developers can present a design with more green space, greater setback, less density, reasonable height, and intelligent traffic solutions for cars, pedestrians, and bicycling.

11/22/2016 10:03:01 AM Noah Jamaica Plain

12 Hello Phil,

I live in the neighborhood and attended the meeting on 11/22/16 to review the plan for 289 Walk Hill. As a neighbor and Haley school parent I ask that you do not allow the development to put more units than allowed under current regulations. Please do not allow a variance. Traffic is already terrible in this area and will only get worse with the addition of other planned large apartment/condo buildings in the Forrest Hills area. It was clear at the meeting that they hadn't considered the traffic impact to Bourne Street. There is also a major safety concern for the kids who walk and bike to school. Our neighborhood will be negatively impacted if this proposal goes through. I appreciate your consideration.

11/22/2016 10:16:03 AM Maureen

Festa

Jamaica Plain

13 Hello,

As a long time resident of the Jamaica Plain and especially the Bourne Neighborhood, I am dismayed by the size and scope of the proposed project on the former Louie the Florist site. Ours is a small, cohesive neighborhood of human scale buildings and structures, bounded by the cemeteries on two sides. Walk Hill St is already a speed zone and only recently have efforts been made to slow traffic, especially in the direction of the schools at the Hyde Park Ave. end of the street. Traffic on weekday mornings already backs up well past Bourne St on Walk Hill St; adding significantly more auto traffic will only worsen this, especially if cars are entering Walk Hill St from Canterbury St. Additionally, the design is uncharacteristic of the neighborhood, and adds nothing to the charm of the neighborhood as it stands. There is little to no landscaping, just a hulking 5 story building casting shadows over the sidewalk. The current proposal allows for just over one car per residence, yet there is little on street parking on Walk Hill St and Canterbury, which will only exacerbate existing issues in the neighborhood for residential on-street parking, especially during work hours, when T commuters park closer to the station, making residents jockey to park when returning home. I urgently request the BPDA to reconsider this proposal, and look to scale this project down by at least half if not more.

Sincerely,

11/22/2016 10:20:56 AM annika

Jamaica Plain

14 Please reconsider the plans for this new building. The size and design is completely at odds with the setting which honors open green spaces and unique architecture. Without a new approach to the planning and design, I add my name to a growing list who actively oppose the project.

11/22/2016 10:23:55 AM Amy

Boston

15 I have concerns about increased density of residents and cars, increased traffic congestion, and insufficient measures to calm speeds, improve traffic flow, and ensure the safety of drivers, bicyclists and pedestrians - especially school children. A comprehensive traffic study for the immediate area, as well as the length of Walk Hill Street from American Legion Highway to Hyde Park Avenue would be helpful in identifying issues and mitigation strategies. Neighbors would like to see: pedestrian crosswalks with flashing lights, pedestrian refuges/islands, reduced traffic speeds (20-25 mph), speed decks, signage alerting drivers to the presence of school children, pedestrians and bicyclists, as well as parking restrictions to limit parking to residents and preclude it for commuters. Given that the developer suggests building residents could walk to and from the Forest Hills T station, some plan to ensure that both cemeteries would both commit to improving sidewalks and clearing snow in the winter would make this a more realistic scenario.

11/22/2016 10:46:28 AM Maureen

Jamaica Plain

16 Everyone in my Bourne area is in vehement opposition to this project which, if to be continued, will have seriously denigrate our whole aesthetically pleasing area. This project is a slap in the face to us. How purely ugly and disgusting this appears! Developers don't rule my world, nor should they rule yours.

Any further intent to proceed with this plan and I can guarantee you that you'll have a full scale revolt on your hands including our input into other potential neighborhoods that you insult with such a pieces of garbage.

11/22/2016 11:17:08 AM Katya

Jamaica Plain

17 This development is out of scale with its surroundings. The negative impacts stated in the pnf are greatly understated - especially the 5 storey side facing Walk Hill Street. The building should step down to +- 3 stories at this streetscape to meet the character of this narrow corridor. I do not see any landscape architectural plans included in the pnf online. Where is this available? How does the limited open space on site support the 136 units of Residential life? How does it also incorporate LID stormwater management in this small space? This active corner opposite a Wendy's and school should host a mixed-use building - not merely residential.

BPDA should require BTM to make improvements to the length of Walk Hill Street - including traffic calming measures, dedicated bike paths, and pedestrian sidewalks on both sides of the street for its full-length - as part of Boston's Complete Streets Initiative. All modes of travel and connectivity to the Forest Hills area should be supported.

As a nearby resident and often bicycle-commuter, with elementary school-age children who also bike to school, and a daily bicycling-commuting husband, I am very worried about the traffic impacts this and other nearby developments will have on my family.

As it currently stands, I do not support the proposed development.

11/22/2016 1:02:11 PM Anders Jamaica Plain

18 I attended the 11/21 community meeting on this project. There are three major comments I want to make:

1. The Forest Hills neighborhood is very unsettled with development at the moment. Projects at ~100 Hyde Park Ave., ~400 Arborway, and 3694 Washington Street, when paired with the Casey Overpass project, have snarled traffic. That is a fact. Traffic routinely in the mornings queues along Walk Hill Street headed for Forest Hills, past the American Legion/Walk Hill intersection. This development will only further this trouble. In addition, I have seen traffic swell on Bourne and even my own street (Eastland) as commuters look for cut-throughs. Given the increase in traffic, as well as speed in my neighborhood, I worry for the safety of my children and the many other children in the neighborhood, many of them who also use Walk Hill for walking to local public schools. I have yet to hear a cogent, comprehensive plan articulated from the city on mitigating this increased congestion. What is the city's master plan for traffic/density impacts from all of these very big developments?

2. The scope of this project is much too big for the neighborhood. In addition to traffic concerns, the massing of the building is out of character with the neighborhood. I could potentially support a smaller development (two stories) that actually fits in with the character of the neighborhood, pending a comprehensive plan articulated around traffic and safety.

3. As condos, will there be a low income component to the ownership? I would support making units affordable for residents and would be residents of need.

11/22/2016 1:44:44 PM Allison

McDonough

53 Wenham St #3

Jamaica F

19 I strongly urge you to reconsider this building, which, in its current design, will be a detriment to both the aesthetic and traffic of the neighborhood.

The dense, boxy building is an affront to the historic, spacious cemetery it borders and doesn't fit at all with the design of the neighborhood. The building is far too close to the street and will loom over the intersection in a way that fights with the open area of the cemetery, used by many for walking, running, and exploration. The cemetery is more than just a cemetery, it is a sculpture garden, nature walk, and historical museum of Boston. The building should honor the art and nature of the cemetery and be set back from the street. It should include more green space and landscaping, not only for the sake of the neighborhood, but for those who live in it. The intersection where it will sit is busy, and the residents will definitely want some sort of natural barrier from the noise, light, and prying eyes of the street.

This many new units will also contribute to the gridlock on Hyde Park Ave and Washington Street, creating an even larger traffic jam than currently exists during rush hours. The area is dangerous, especially for cyclists like myself, who take the gorgeous, safe Southwest Corridor to work every day, but fear for their safety for the few blocks between the Corridor and their home. Additionally, Walk Hill street is already dangerous, with many cars flying above the speed limit towards the Forest Hills T-Station and this will create more danger along that road, where cars are routinely sideswiped in hit-and-runs during the night.

Thank you for considering this message. Please reconsider the design of this development.
11/22/2016 1:48:15 PM Lauren Jamaica Plain

20 This development is perched at the edge of the Woodbourne neighborhood and The Forest Hills Cemetery, two areas of Boston with great history and aesthetics. The Forest Hills Cemetery is equivalent to an open-air museum with graceful sculptures, winding green paths and a meandering landscape. The Woodbourne neighborhood was born out of an initiative over 100 years ago to plan and build a cohesive neighborhood with a range of housing, including garden city landscape design. It is unique in Boston. By allowing this condo/apartment complex building to be built we will be turning our back on the idea of Boston as a city of planned neighborhoods with essential green space and moving toward a city with cookie cutter blocks of buildings, little green space, and no aesthetic value.

I do not want this development. I want to see developers present a design with more green space, greater setback, less density, reasonable height, and intelligent traffic solutions for cars, pedestrians, and bicycling.

11/22/2016 2:36:55 PM Craig

Jamaica Plain

- 21 The Forest Hills neighborhood is undergoing so much construction and change at the moment: Projects at ~100 Hyde Park Ave., ~400 Arborway, and 3694 Washington Street, paired with the Casey Overpass project. All of this has unknown consequence for the future of the neighborhood. What we have are models built on models, built upon models, of what we can expect. I was unimpressed with the research that has been executed for the project at 269 Wall Hill. What are your thoughts on development / approving such a large project as this one, with so many concurrent large-scale development projects in the immediate vicinity?

I have seen traffic build on Bourne and Eastland as commuters look for cut-throughs. Given the increase in traffic, as well as speed in my neighborhood, I am concerned for my children and family safety in the neighborhood. What is the city's plan for traffic/density impacts from all of these large developments?

Current modeling for 269 Walk Hill assumes that 50% of residents will walk to Forest Hills train station. I can tell you, from my neighborhood, which is closer by .2 miles to Forest Hills, that only about 10% walk to the train station. Others plan to do so, but realize that the commute, especially in the winter, is too far -- and turn to driving, instead. The traffic model put forth by the developer of 269 Walk Hill just doesn't make sense.

As a cyclist who commutes my children along Walk Hill daily using the bike lane (yes, I am part of 10% who do not commute by car), I was horrified to hear that developers see, as a solution to traffic, taking away the bike lane and making the sidewalk a mixed use (bike and pedestrian) lane. Taking away the bike lane for the many families who walk or bike their children to school.

Bottom line: The scope of this project is much too big for the neighborhood. I'd like to hear from you how you may see the matter otherwise.

11/22/2016 2:37:39 PM Elizabeth

Russo

Jamaica Plain

- 22 Greetings,

Thank you for the opportunity to provide feedback on this development. I walk, run, bike, and drive by this location several times a week and am concerned that the proposed design does not improve the neighborhood or surroundings in any way. I am supportive of increasing affordable housing for residents in the city of Boston, but it is not clear to me that these units will encourage long-term solutions. Are these units large enough to accommodate families who might want to remain here for 10-20 years? Are these intended to be short-term residences?

The following "benefits" were listed in the accompanying documentation:

Additional public benefits include:

- The Project will be certifiable under the U.S. Green Council's Leadership in Energy and Environmental Design (LEED) system.
- The Project will generate approximately \$500,000 in annual property taxes.
- The Project will provide approximately 17 affordable units in accordance with the City's Inclusionary Housing Policies.
- The Project replaces a series of under-utilized, retail buildings with residential activity that will further support the adjacent shopping area.

- The Project will create approximately 300 construction jobs and will comply with the City of Boston standards for Boston resident and minority hiring.
- An improved public realm along Walk Hill and Canterbury Streets replacing the numerous curb cuts and deteriorated sidewalks that will be designed in conformance with the City's Complete Street guidelines. 2016/PNF/Residences at Walk Hill Page 1-7 Summary
- Restoration of Canterbury Brook creating an open space amenity to be enjoyed by both existing and new residents,
- Indoor parking scheme will minimize physical impacts on on-street resources and visual impacts to abutters.

My reaction to this bulleted list is that aside from restoring the Canterbury Brook, the neighborhood itself gets no benefit from these buildings. Their proposed appearance is not distinctly attractive or appealing. The appearance does not add character or charm to the neighborhood.

Can you find a way to tie in some tangible benefits to the neighborhood by building these units? Can you help solve the escalating traffic speeds of Walk Hill St? Can you help bring retail to the vicinity that will appeal to residents? Can you add improved access to green space or safe walk/bike-ways? This current proposal does little to offset the inconvenience of having more people and cars where there weren't before.

11/22/2016 3:04:42 PM Mary Helen Boston

- 23 As a resident and homeowner on Walk Hill Street, I have serious concerns about the traffic congestion this will cause on our street and for the neighborhood as a whole. I strongly object to the high density of this development on the edge of a historic residential neighborhood and so far from public transportation. We are already experiencing significant increases in traffic due to the Casey Overpass project. This development will bring more traffic to the neighborhood and is not in line with the City's plan for transportation oriented housing development. Additionally, relying on on-street parking to cover any overage from the development is a serious strain on the neighborhood. If you're building a development this large, you should be able to provide adequate coverage.

Building such a large development away from reliable public transportation (A single bus arriving at 35-40 intervals is not an option for people actually trying to get somewhere) is going to bring more traffic through our neighborhood whether through owned vehicles or services like Uber or Lyft to get where they need to go.

11/22/2016 4:50:22 PM Ana Jamaica Plain

- 24 How is it possible that such an ugly building would be allowed to exist so close to such a beautiful place as the Forest Hills cemetery?

11/23/2016 9:39:53 AM Katherine Jamaica Plain

- 25 This design does not coincide with the dynamics of Forest Hills/Woodbourne. Please redesign this building's structure to reflect that of its historical, green neighborhood. And bringing the 167 parking space will bring chaos and more frustration along Walk Hill Street. Can my developers and I bulldoze into your neighborhood and build some condos right next door to your home?! For once, please think about PEOPLE AND NOT MONEY!! Boston is riddled with history...let's keep it that way. Thanks.

11/23/2016 3:42:12 PM Amy Helburn 67 Walk Hill St

26 I attended the meeting at the BNC last night and wanted to submit the following comments;

I have concerns about increased density of residents and cars, increased traffic congestion, and insufficient measures to calm speeds, improve traffic flow, and ensure the safety of drivers, bicyclists and pedestrians - especially school children. A comprehensive traffic study for the immediate area, as well as the length of Walk Hill Street from American Legion Highway to Hyde Park Avenue would be helpful in identifying issues and mitigation strategies. Neighbors would like to see: pedestrian crosswalks with flashing lights, pedestrian refuges/islands, reduced traffic speeds (20-25 mph), speed decks, signage alerting drivers to the presence of school children, pedestrians and bicyclists, as well as parking restrictions to limit parking to residents and preclude it for commuters. Given that the developer suggests that the building residents could walk to and from the Forest Hills T station, some plan to ensure that both cemeteries (St. Michael's and Forest Hills) would both commit to improving sidewalks, and clearing snow in the winter, would make this a more realistic scenario.

11/27/2016

Sharon Sabin

95 Bourne JP

27 Comments: While I understand the need for housing in the City of Boston, I am concerned about the amount and rate of development in the Forest Hills, Walk Hill and American Legion Highway area. For this proposal, the traffic data collected for this site is limited. Since the reconstruction of the Forest Hill/Casey Overpass, there has been an uptick in traffic in this area. There have been multiple accidents along Walk Hill. Since the summary of the state crash analysis shown in Table 2-16 was data collected from years 2012 through 2014 it does not include the impacts of the construction a mile away. Therefore it may misrepresent the current traffic flow (which is also affecting neighboring streets, such as Bourne Street. On November 24, 201, there was a car accident which caused major damage to a house. As this is a walk zone area for three local Boston Public Schools, this should be carefully reviewed). The data does not seem to include the length of Walk Hill or American Legion, only the intersection. Also, since this report was generated during April, it does not account for the problems that occur when street widths are limited due to snow banks. Also, there is no data provided for Friday and Saturday nights. During this time period, there are multiple issues along American Legion Highway, specifically, drag racing. As this was brought up at a number of community meetings, and the developer is only providing a study data at a time period when this activity is not present, I question whether the developer is a). listening to what current community members are saying; and b). presenting data that supports their desires (included pictures of the surrounding streets show no traffic, a very unrealistic scenario at most times of the day.) My other concern for the development in this area is the lack of proposed "mixed income" housing. I have attended a number of community meeting for proposed housing development in this area including this project, the project at American Legion and Cummings Highway, as well as Hyde Park and Walk Hill. All the developers proudly announce they are providing the required number of units to meet Boston's Inclusionary Housing Policies. The remaining units, over 75%, will be "market rate". In order to have the income to be able to purchase a "market rate" home, a household will need to have an annual income of \$80,000 or above. As the median household income of Boston residents is \$65,000, "market rate" housing leaves many without access to affordable housing. I am interested developers proposing to this neighborhood a way to include those that make more money than would allow them to be eligible for the Inclusionary Housing Policies, but not enough to pay for market-rate housing. From my perspective, at least 50% of the units need to fall into this rate. For a full picture of development in this area, we need to have a holistic presentation of all the projects proposed. It is easy to accept one project at a time. This strategy does not take into account all

of the building in this small area nor all of the impacts on the residents and community members. My daily travels take me outside the one-mile radius considered in one-off projects. In order for me to get to work, I will be navigating multiple project sites. This includes construction and traffic on Hyde Park and Walk Hill, not to mention the still unfinished Forest Hill/Casey Overpass construction (we have already been living with increased traffic and time delays for over two years). Since the City of Boston is short on housing, and this area has multiple opportunities to develop housing, it is of vital importance the City of Boston take a larger view proposed development throughout this area. We all need to understand the impacts of all the building proposed including increased traffic patterns and parking. In addition, we need to have honest discussions about the increased demands on public transit, city services, and public schools. I would like developers to come into our neighborhood with an understanding of the overall area, not just an understanding of their project. I would also appreciate developers to transparently share the proposed profit they will receive from the projects. Since many do not live in this area, and will only be contributing to this area financially during the time they of building the project, I am interested in knowing how much money is being made. It would also be of interest to know how much of it leaves the City to the benefit of surrounding communities.

1/17/2017

Anthony Viola

65 Eldrdge Road JP

28 This building and number of proposed units are too big and too dense for the proposed site and the surrounding neighborhood. The building and number should be in keeping with the population density of the neighborhood. I oppose this project based on the too large size!

12/2/2016 3:37:34 PM Michelle

29 This project will cause huge traffic back ups worse that they have been. It will further impact the Haley School which is right there also. I really feel the mayor is approving far too many projects in the neighborhood without looking at the big picture and seeing how they all impact the Bourne/Neponset neighborhood at once. I have been on Bourne St since 1978. The past 10 years there have been many housing projects, but they all fit into the scope of the neighborhood. There is no reason that they can't build homes on this lot that will do the same. 136 units going up 4-5 stories is just overkill and it's once again a wealthy developer and the city looking to make a buck without thinking of the citizens and the impact on their daily lives. They try to make us believe that it will be affordable housing, but we all know that is an untruth. There are many people that are not happy with Mayor Walsh regarding this and I am definitely one of them.

12.2.16 Rick Yoder 02131

30 Comments Regarding Proposed Housing at 289 Walk Hill Street, Roslindale 12.2.16 1st half by Rick Yoder, 2nd half submitted by Lisa Beatman

It is clear from the well-attended, four public neighborhood meetings held since last summer, there is a total lack of neighborhood support for the 289 Walk Hill Street, Roslindale, project as proposed. There is uniform neighborhood support for owner-occupied housing at this site including an affordable aspect, and for enhancing the natural brookside area, but there is a consistent objection to the physical size and height of the proposed building and the number of the proposed housing units. Below are the two major reasons for these objections and a list of suggested improvements.

1. The number of the proposed housing units would add significant vehicular traffic to the surrounding already-overtaxed roadways that neighbors rely on to get to where they need to go. This is a concern for those who live along or adjacent to Neponset Ave., which is an extension of Canterbury St. These streets are narrow, with 24 hr. street parking on Neponset, and overflow Sunday parking on Canterbury St. due to a nearby large church. These two streets are used by commuters as a shortcut between Hyde Park Ave. and Walk Hill St. with traffic going both ways. Neponset Ave. is effectively a one lane road that is already overused. Much of Walk Hill street parking is already burdened by non-resident parking. In addition, at rush hour Walk Hill St. traffic already backs up halfway to Hyde Park Ave. from the American Legion Hwy. (ALH) intersection in front of this proposed building site. American Legion itself is a river of cars at rush hour. The Walk Hill/ALH intersection is already the most dangerous intersection along American Legion, with the highest number of crashes. Plus, that intersection is essentially the Haley School cross-walk, and as such requires even more traffic-calming, not more risk for children and their parents and teachers.

Adding many more cars to this mix at rush hour make things even less safe for pedestrians and cyclists and will cause significantly more congestion and pollution. Longer back-ups will lengthen drivers' commute time and frustration levels, which can lead to risky driving behaviors: rolling stops, speeding up at yellow lights, running red lights, etc.

The estimated net traffic burden from this proposal, calculated by the developer's traffic consultant is a prediction, not a fact. It is hard to take seriously. Eleven cars leaving this 136 unit building per hour at morning rush hour is the projection. 136 units with a least 136 adult residents with a mortgage and a job. The number of those that would be living there with jobs would probably be higher. Additionally, the existing businesses on this site have had zero to very few customers in the last couple of years and should not be counted as a negative number in figuring the net hourly rate of rush hour traffic leaving this proposed project.

The developer has argued that many of the new residents will not want to own or use cars - that the Forest Hills rapid transit is nearby and many will walk to it. It is a full one mile away, more than double the distance most Jamaica Plain (JP) residents, for example, live from rapid transit stops. That is a long way to walk, particularly in the dark, snow or rain. Some elderly, disabled, families with babies and small children, and anyone carrying heavy loads will have an even harder time walking to the T. The developer also argues that the new residents will take the #14 bus that travels down ALH. There is painfully insufficient bus service here - that bus runs every 45 minutes, no Sundays, with a partial schedule on Saturday. It goes through Dudley Sq. ending at South Huntington Ave. Not convenient, not transit-oriented development. The developer suggests that we ask the MBTA to improve bus service. We have tried for years, with no results. The MBTA consistently has not invested in improving service in our neighborhood; instead focusing on improving the reliability of its existing rapid transit lines.

A shuttle bus linking 289 Walk Hill St. to Forest Hills Station was suggested as an idea to relieve some of the proposed project's automobile need. An interesting idea, but one needing assured, long term financing independent of a future condo association. Unless most condo owners use the shuttle, it will be very hard for a condo board to underwrite the expense for very long.

There also seems to be the assumption that everyone will be working downtown, but someone's job may be in Dedham, Brookline, Quincy - requiring a car to commute. The nearby shopping area offers few options for healthy foods or quality goods. Most residents shop elsewhere, and find one or two cars per family essential for work or shopping or play.

It has been suggested that with a large number of new residents at this location, much will rapidly change for the better. There are already 5000 - 6000 people living in the neighborhoods along ALH., and while the presence of a modest number of dwellings and residents is welcome at this site, we have no reason to expect that the proposed 200 - 250 new neighbors will magically create the civic improvements that the rest of us have been working on for years.

Lisa Bateman

02131

31 2. Reason 2 for opposition to this project is that its massive size, height and insufficient setbacks, is seen as yet another intrusion on the neighborhoods and the natural assets along ALH. ALH is in fact a parkway with hundreds of acres of surrounding green open space, and a 4500 foot open brook, with the potential to become an extension of the Emerald Necklace. ALH has the same Greenbelt Overlay Protection as the Jamaicaaway, but without the enforcement. There is a feeling of ruralness on many of the side streets and along most of American Legion that residents treasure and that is about the only asset we have. . Unfortunately, due to being located on the edges of Roslindale, Mattapan, Jamaica Plain and Hyde Park, we have been a collection of invisible neighborhoods and in the past have been underrepresented politically. That means we have been the dumping ground of a disproportion of businesses and public facilities that no one else wants. That means that our land has been seen as a "wild west" of parcels that can be opportunistically used with no oversight or care of how it impacts the existing family communities, flora, fauna and waterways. We see the Walk Hill developer's intentions and refusal to collaborate as yet another iteration of this.

For instance, our area of 6000 residents has three times the acreage of unwanted city, state, or federal facilities as Jamaica Plain. All these facilities are necessary for operation of a city, but we have more than our fair share. We would be happy to have a rapid transit station, but instead, last year the City moved the PWD's Street Light Pole Yard from the Arborway in JP to American Legion Hwy. Eversource last year bought 18.5 acres of land on top of an old filled-in quarry that might have made a nice park. Taco Bell has made a bid to be the eighth fast food restaurant along our half-mile business district. Fifteen years ago, 41 acres of wooded land near Morton St. along American Legion was an existing State-protected urban wild. Now it is used by two state correctional facilities, The City Pole Yard, and a garden supply business (who has clearcut road frontage in violation of the Greenbelt protection regulations). Imagine trying to doing any of this along the Jamaicaaway or to the Arboretum or try putting Taco Bell with a drive through on the Arborway. If you can imagine that happening, you can feel a little of what our neighbors feel living along American Legion and why we are protective of what we have.

Patrick 02219

32 like the look of building, like that it fills whole comer, would like to see canturbury become one way

Tom 02131

33 I am concerned about overbuilding in this area. I think an appropriate comparison could be the Olmstead Green development on the far side of the Nature Center. Please do not allow any set back or height variances for 289 Walk Hill Street.

A very detailed Environmental Impact Statement should be required as to drainage of surface run-off to Canterbury Brook and from there to the Stony Brook Conduit. Any surcharge could have a negative impact on the Stony Brook in the area of Archdale Road, Roslindale.

Before approval for underground parking, the developer should have water table assessments done that would reflect normal to heavy rainfall periods. Any testing done in the current time period will reflect the current drought conditions.

Consideration should be given to the visual effect within the Nature Center of a high building across the road.

Canterbury Street should be widened from Walk Hill Street to the intersection with Bourne St. and Neponset Ave. Adequate sidewalks should be installed to provide a safe passage from Walk Hill Street to the Haley School.

I would like to see the project approval process delayed until residents of the surrounding neighborhoods have had an opportunity to learn about the issues related to 289 Walk Hill St.

11/22/1017

Richard Noce

- 34 1. It is well known that the mayor has made one of his most important initiatives the construction of new housing in the city. I agree more housing including affordable and market rate housing is needed and that a mix of rental and condominium style housing is beneficial.

As you are aware only in the past few years have a significant number of new multi family housing projects of any significant size started to be planned and constructed in the city beyond downtown Boston, the Back Bay and South Boston including the Seaport area. I believe that while residents in those areas have gone through the process of the city allowing projects to proceed that are larger and taller than zoning would allow, that residents in areas like Jamaica Plain, Roslindale and other areas in the city have in general not had to face this issue for this type of project. They (Including me) have hard time understanding why the city bothers to having zoning regulations to only then in almost every case allow developers to build a project that would not be allowed were present zoning regulations followed.

I understand that the city is in the process of revising the zoning regulations in many areas of the city, but until that is completed the city just allows present zoning to be ignored, allowing variances to be granted. It may be a difficult task to have developers step forward who are willing to building new housing within the present zoning guidelines, but it is not at all clear how hard the city has tried. Yes your department advising this developer to lower a part of the project from five top four stories was good, but it is not enough. Was any consideration given to having the four story part be three stories to be more in line with the 35' high zoning in the area and the scale of properties in the area? Less units equals less garage required equals lees expensive below grade construction. I do not know how many units would be eliminated by lowering the two four level components of the project to three levels, but it would reduce the overall cost. I do not know what this might mean in terms of the developer achieving a reasonable rate of return on their investment, but my bet is neither does the developer.

I worked in the design of building mechanical systems for new and renovations to existing buildings for over 40 years and was a part owner in a design firm. I sat in on many meetings with developers of large mid and high rise housing and office building projects in the city, and the

developers nearly always asked for more from the city than they were really willing to accept. I sat in on a few meeting where developers and the former BRA explained a project and in general the developer got far more of what they want than the residents in the area of the project did. Too many residents were too rude last evening, but that just indicates how frustrated they are that the city all too often favors the developers needs and concerns over

By the way, the idea of breaking up the group was per what I heard several who were there say, felt like a " divide and conquer " approach, so such is the lack of trust in the process. All wanted to hear what each person said. I understood what you were trying to do, but with that group it was not going to happen.

So my take is lower the height of the project and the number of units should be decreased.

2. Traffic was a major topic of the discussion at the meeting. What was presented as solutions was far too little. As was noted by Councillor Campbell the city has no master plan for the development of projects in the area and no master plan for how to address the ever increasing traffic that clogs streets and the danger this presents to residents who drive, walk and bike. The mayor should step back and have your agency or whoever is qualified perform these master plans as development and traffic are tied together.

Walk Hill Street and much of the area around Forest Hills Station has experienced a marked increase in the amount of traffic and speed of traffic in recent years. Some say the increase in traffic is due to drivers trying to find other ways into the area of Forest Hills due to the traffic nightmare that is the Casey Overpass project and when that is completed all will be OK Time will tell how successful the new design is. But for whatever benefit the new project provides the number of new projects being built and associated from construction related vehicles and then after construction the traffic due to new residents has as far as I am aware not even started to be addressed by the city. As the city grows the surrounding communities will grow and drive on Walk Hill Street and surrounding Streets. If anything is being done to

look beyond just the immediate area of this project at traffic issues and to explore solutions to issues it was not noted at the meeting. For a presenter at the meeting to say that adding adding buses, or possibly vans, or possibly --- are being considered means that there is no assurance anything will happen to address traffic. But the project will still be built.

My input here is that the city should IMMEDIATELY advance a traffic study of the Walk Hill, Bourne, Hyde Park Ave area inbound of American Legion Highway and work to address the traffic and parking issues that will only increase as more projects are built. How does the mayor expect the city to grow to the 800,000 residents that some are predicting if the residents and business in the area cannot effectively travel through the city using enhanced rapid transit, buses, vehicles, bikes and on foot? Who will want to live and what business will want to be located in a city where they cannot get from A to B in a reasonable amount of time? Yes the solution needs to involve federal and state government, but the city has to take some be responsible for some of the required measures and then move on them sooner that later.

3. So in short for this project, reduce it's proposed size and height and initiate a traffic study now and then quickly follow up to implement solutions the study identifies. All to often these meetings take on the tone this is what the city and a developer have agreed to, and you should like it. I challenge the city to not make that the case here.

By the way, I was not happy with how the audience treated the presenters. While in may cases I did not have agreed with what presenters said I think they did their best to maintain a professional posture under not the best conditions, so I complement all of you for that.

12/1/2016

George Milley

2130

35 I am writing in regard to the Walk Hill Residences project. As president of Forest Hills Cemetary for the past ten years, I have seen a number of changes take place in our neighborhood. Most have been for the better, especially those which have included new buildings, new businesses and general neighborhood improvement. After reviewing the plans for the Walk Hill Residences, I find this project a welcome addition to teh community. You have my full support of teh development of this heretofore abandoned and neglected property.

12/1/2016

Courtney Flynn

2131

36 100% in support of the 289 Walk Hill project in Roslindale. To enhance this location would be beneficial to all.

- 12/2/2016 Janice Stetz 2130
- 37 I live here on Jamaica Plain, very close to Walk Hill Street. I wanted to let you know I am in favor of the building of the Walk Hill Residences. The corner where the development will take place has been a combination of rotating establishments and businesses which find it challenging to take care of their property. A new residential building will be a great addition to the neighborhood. Please make sure the development once built will be tidy and well-kept. That will certainly assist in improving the standard around here.
- 12/1/2016 Michelle Gleeson 2131
- 38 I think this is a wonderful project to fortify the Walk Hill section of Roslindale.
- 12/1/2016 Paul Flynn 2131
- 39 I am in favor of the 289 Walk Hill St project in Roslindale. I feel as though we cannot have it all. We want more affordable housing, yet as soon as a developer comes to the table with a proposal, so do the proverbial bad reviews. Having lived in this neighborhood for many years, I feel this would be a wonderful improvement to this section of Roslindale. This would be nothing but a positive in my eyes.
- 12/1/2016 Eugenie Williams 2131
- 40 I welcome new residential construction when it takes into consideration the effect of the building not only on factors such as traffic flow, parking demand and natural waterways, but also on the quality and character of the neighborhood. The latter two affect directly all residents of the area and by extension our quality of life and ethos of the community. A 4 to 5 storey building is a massive imposing structure for this Walk Hill area. A building less imposing and less massive would blend in with our environment. I do not support the proposed project in its present form. Thanks
- 12/2/2016 Amelia Onorato 2130
- 41 When I attended last month's meeting about this development, we were told that we had until December 2 to register comments on the BPDA website. Unfortunately, this project seems to have been taken down from the website early as the link is no longer active. As a resident of the Woodbourne neighborhood, I am writing to register my opposition to this project because I think that it is too big for the area. We already have 4 100+ apartment projects under construction within three blocks of the Forest Hills T and several more high-rise residences going up along Washington Street. Traffic is horrendous, the T is already at capacity and the two parking lots for local commuters using the T have been removed. I have been to meetings for most of these projects. Quite frankly, it appears that the City's agenda is to shove as much housing as it can down the throats of the residents. These meetings seem like a formality, like you're only holding them as a step in the process of approval. Although at the 289 Walk Hill meeting there was some talk of mitigation, there was no mention of compromise. We were told, in effect, take the project that the developers want or take nothing. In fact, a lot of people I spoke to at the meeting would have been willing to have a smaller development that is more in keeping with the scale of the neighborhood. However, since the developers don't appear to be willing to reduce the scale of the project, I have to join my neighbors in saying no to this project.
- 12/1/2016 Paul Leo 2131
- 42 Thanks to the developers for trying to build up and beautify this area in Roslindale.

12/1/2016

Joel Nunez

43 Hi - My Name is Pedro Nunez and I'm writing this email to let you know that I agree with the proposal and think it's a great idea. I own the property next door 569 American Legion.

11/30/2016

Vinny Marino

44 I am in favor of Charlie Gill's project as it will enhance the neighborhood and bring more sorely needed housing to the area.

12/2/2016

Aspasio Bakolas

45 After personally attending more than 6 meetings in the past 12 months regarding the proposed residential project at 289 Walk Hill St, brought forward by Charles Gill and Associates, the overwhelming neighborhood opposition to this project, as well as my own, has not faltered but grown and with just cause.

Mr. Gill and his associates (as well as you, Mr. Cohen) have attended some of these meetings and heard the very valid concerns of the residents in this neighborhood and how this proposed project will negatively affect every aspect of our daily living and commuting.

This project needs a number of variances due to:

1. Excessive height- 35 ft limit
2. Excessive size- 136 units
3. Commercially Zoned property- not for residential use

With all that has been said, it is clear Mr. Gill is not listening to what the neighborhood wants, which includes lowering the building height, thereby reducing its area and the number of units so that it is conforming by law and also conforms to this neighborhood of single and 2-family homes.

Traffic and parking are other major concerns, and it appears the traffic study conducted by Tom Bertulis's team is not fully accurate and has not been addressed satisfactorily. It's difficult now getting to Forest Hills, either by car or bus, and once all the other building projects in the area are completed, this will only add to the congestion as more vehicles are introduced!

Walk Hill, Canterbury, Neponset, Bourne and surrounding streets are used as cut-throughs as drivers try to avoid the congestion in the Forest Hills area. Canterbury St. is narrow, doesn't have sidewalks and cars frequently park on both sides of the street, making it virtually impassable. See attached photos.

Also, keep in mind that the entry/exit to this proposed building on Walk Hill St. is improperly located as it will add to the traffic congestion (perhaps should be located on American Legion Highway).

.
After all this discussion, Mr. Gill is still unwilling to make any significant changes to this project in order to reach a compromise that will be mutually beneficial and acceptable to the residents as well as to himself and his investors. Therefore, I believe this developer and this project are not a good match for this location and this neighborhood.

A smaller mixed use building or thirteen 3-family homes would be acceptable to me.

I appreciate your time and I hope these concerns will be addressed and suggestions will be considered

2/2/2017

Sue Aquino

46 Hi Phil

i think the developers new proposal was impressive and I don't feel the switch to rentals will be an obstacle, as in fact, I thought the selling price was going to be too high for that location. I do have a few "requests" that would further make this project even better in light of the limited parking within the complex and outside the complex, and to appeal to whom they think would be tenants, or in fact to attract the tenants they hope for:

- Zip car designated parking spots
- Electric car charging stations
- Bike storage located within the underground parking
- Ride Share bikes.

Again great meeting, my husband and I were impressed with the modifications. This will be a nice to a corner location that has been a difficulty commercial property.

2/10/2017 Richard Heath 42 JP

Hi Phil - I write a weekly JP Story for the Boston Bulletin so I will be joining your colleague Gary Uter at the 1785 Columbus Ave Meeting on the 15th.

However I want to go on record as supporting the revised plans for 106 rental units in a complex of 3+4 story buildings. I am impressed also that the developers have done research on property managers and will provide a shuttle bus to the Forest Hills terminal. This is the second Article 80 meeting which in itself is unusual but the development team has made unusual concessions to neighborhood opinion. I don't see this type of compromise very often. I respect that. I live closer than most on the IAG; I can walk to the site in 10 minutes from my house. While that's not important in itself it means that I will live with the new development when it's completed. I respect the development team for trying their best for where I live. Thank you.

2/14/2017 Florence Princiotta 45 Paine Street Roslindale, MA 02131

I am a home owner on Paine Street for 30 years and my neighbors along with my family are concerned about this proposed building in our neighborhood. Below in the email I sent to Lisa are some of the reasons for our concern. One thing I would like to add is what this will do to our green space but also to the wild life that has existed as long as I have lived here. Not just birds but the rabbits, turkeys, geese, deer along with other species.

We do not need the over build that is happening in Jamaica Plain now! Boston is slowly losing its green spaces to contractors who do not even live here but buy up the land, build big box buildings and call them apartments and make a profit, then just on and leave us to deal with the problems that come with these over sized buildings. We do not want Jamaica Plain in our backyards. We bought into our neighborhoods for a reason and we have stayed and worked along with the city and over come many obstacles put before us in the past so we know this building is not a good fit and never will be.

The issue of noise is one we are dealing with from the Haley School on American Legion Highway. We were not consulted as the abutters to the school when they added two modular classrooms. Now we suffer with the extreme noise from the highway along with the air conditioning and heating units on top of the class rooms. We feel we have been unjustly treated by this school for them not acknowledging how this has affected our quality of life. So, adding this building to the mix will also be adding more extreme noise to the entire neighborhood that abuts both sides of it.

Also, please consider the fact that there are 7 town houses being built as we speak that will be right next door and will be over shadowed by the height of the building. That project was in play first I do believe and they should be given consideration as well. These town houses will not sell if they are in the shadow of such a large building. This town house project will add to the neighborhood as it will be owner occupied and also on a much smaller scale that fits into our neighborhood.

Please consider my families reasons for being against this project.

2/17/2017

Florence Princiotta 45 Paine Street Roslindale, MA 02131

Sorry I couldn't make the meeting as I have been under the weather with a cold I know I got from shoveling snow for a week!

I received notification that MT Hope neighborhood which has it's meetings at the Home for Little Wanderers on American Legion Highway had to reschedule the monthly meeting usually on the 2nd Thursday of the month to the 23rd of this month. I will try to be in attendance as I am looking forward to some positive updates on this project.

Thank you for sharing the concerns of our neighborhood on Paine Street. Just to add something to how I feel about these contractors coming into our city and buying up any lots they can get their hands on. We own two single family houses on Paine Street which are side by side and is about 22,000 square feet of land. We have been contacted countless times by companies to sell our properties. Some times no is not good enough for them. This is happening all over the city and the promise of cash might motivate some people but not us. The use of straw buyers is another problem. I am sure you know what that means and what they are.

As I said before the fact that 7 town houses are being erected as we speak really concerns me that if this over sized project goes through, they will lay dormant and not be sold.

A point I would like to make is I know the mayor wants more housing in the city and I can understand that BUT! Boston is a very old city with underground plumbing that is not so great. Many times I have said "do the math" meaning for every apartment built times that by the toilets, washing machines, dish washers, sinks etc. and then think about how all of the use of water is flowing down into the old sewer systems of the city. Those old pipes down there tend to give eventually. Consider the water pressure through out the city as well.

That said, I thank you for reaching out to my neighborhood and hope that the Boston Planning Board will put a stop to this project.

2/16/2017

Nancy

Balzano

750 American Legion

Roslindale

I cannot support rental housing on this project.

2/16/2017

Mary

Brown

27 Mt. Hope Street

Roslindale

Comments: Hello Everyone, I attended the meeting last night regarding the changes the developer has made from his original proposal. The number of units have been reduced by only 30 and all prospects of home ownership has been eliminated. This seems very extreme and the explanation offered was murky at best. We are all familiar with the concept of "mixed use". I am confused about why none of these 106 units can be set aside for home ownership. I understand the intent of 100% owner occupied was not realistic but certainly some of these units could be designated as such. As a realtor with Coldwell Banker, I am painfully aware of the inventory deficit in and around the Boston area for home buyers. Surely, their needs as well as renters could be acknowledged in this project. Thank you.

2/16/2017

Sue

Aquino

I did want to share a few of my thoughts from the meeting.

A few individuals, I am not sure how close they actually live to the proposed project, felt that renters would not be involved in the community in comparison to owners. How active they become might hinge on the problems they encounter in that space, their ability to communicate with management, and our outreach to partner with management to effect even more changes along the American Legion corridor.

My Woodbourne neighborhood has a mixture of multifamily homes and single houses creating a community of both many renters and many owners. We don't find that there is a greater lack of community involvement by renters if concerns facing the neighborhood, equally impact renters and owners.

We also have neighborhood events and just being out on the streets walking our dogs or pushing strollers, or just strolling. We don't ask are you a renter, we just enjoy all residents that respect their neighbors (including picking up their dog's poop) and enjoy living here. For larger JP community involvement, I would guess that there is a lack of community involvement by both owners and renters, myself included, if we looked at percentages, as so many issues within the community are focused on a particular neighborhood and everyone has limited time. There was much angst over the Casey overpass but in the end it clearly seems to have been the wise decision to remove it. Forest Hills is enduring a major construction of multiple apartment and multi use building not seen since the Orange line above ground tracks were torn down in the early 1980s.

I am impressed with your group's vision of creating a renewed and more beautiful American Legion Highway and trying to engage community involvement, but as I have lived here for over 34 years, the involvement of residents at 289 Walk Hill may will be through the official management to express any concerns they are encountering. As a person that lives on Walk Hill I can foresee that the most obvious will be the traffic on Walk Hill and the traffic light/intersection at American Legion. A good Management Company will want to resolve these issues quickly with the Transportation Department. So I would think there are advantages for the immediate neighborhood associations to maintain good contact with Wynn management to help them resolve issues to minimize turnover of tenants.

Finally, both JP and Roslindale are neighborhoods that cover a broad area with many diverse pocket neighborhoods, shops and cultures. I think some of us attending might have been confused by the questioning of the developers on the impact on the 289 WH project with other Roslindale project proposals, in particular, the Brooke school expansion. The Brooke school is in Roslindale Square, a far distance away, and I personally don't know where the expansion is planned. The same for mentioned Stop and Shop proposal. Again I don't think that would also be in the immediate vicinity.

A final comment, you and your IA group have done an outstanding job in the shaping and defining of this project that have achieved major concessions from the developers and that is an amazing accomplishment and we in the Woodbourne neighborhood should be very grateful for all that this group has accomplished. We look forward to an impressive complex and one that might well bring kick start a change for the retailers along American Legion.

Thanks for all your dedication.

2/15/2017

Harold

Austin

590-596 American Legion

Roslindale

Comments: I am highly upset. I attended the meeting for 289 Walk Hill St at the Boston Nature Center today 2/15/17. Although I was a proponent of the project when it was supposedly a condominium project for homeownership - Mr. Charles Gill, his business Partner and development team dropped a bomb on us today. The project, contradicting what the description says above has changed to Rental housing. This is in stark contrast to what Mr. Gill and the development team has been saying for the past year. They have been invited and presented at neighborhood meetings in Roslindale and they understood the fact we liked the homeownership of his proposal. We wanted new people and families to be part of this neighborhood and add to the fabric of the diversity while setting down roots. Now the development team is trying to sell us that the transient apartment renters are a better choice and the risk is less for them. My attitude is...if you want to be a developer, risk is part of the game. I'm not faulting them for trying to minimize the risk, but a 360 degree turn from homeownership to rental housing is contrary to everything they came to represent to us. They have not tried to pre-sell their condominium idea to the public to see what the response could have been nor is rental housing acceptable to the majority of homeowners in this community. We have rental housing at Olmstead Green on American Legion and a proposed 86 units of rental at 980 American Legion Hwy. Although they have compromised with the height and density, the self containment of renters would not contribute significantly to our community. In my opinion it feels like a bait and switch and one I can not support.

Angela

Roslindale

02131

While I appreciate the changes that have been made over the past year to align the exterior design of the building to be more in line with the neighborhood aesthetic, to increase greenspace by moving further away from the property line on Walk Hill, and to lower the height of the building, I have continued concerns regarding such a steep increase in the number of rental units in the area and the traffic that will be added to this area, on Canterbury Street in particular.

This area along the American Legion Corridor already suffers from a lack of community unity due to the ill-defined boundaries, the businesses that separate neighbors, and the fact that the corridor overlaps with several communities. As a resident, I value the involvement of our community residents surrounding issues that impact all along this area; those who are involved includes single-family homeowners, condo owners, and a small number of renters. There is a balance that is currently in place among each of these different types of residents that I would like to see maintained. The addition of 100+ rental units, especially at the nexus of each of the different neighborhoods impacted (JP, Roslindale, and Mattapan) will upset that balance. This could be remedied by further reducing the number of units or making the building condo units rather than rental units.

I understand that this development can not be held responsible for an already poorly-rated street such as Canterbury, between Walk Hill & Bourne Streets. This street has serious issues including illegal parking (which goes unenforced), speeding, and traffic - including many school buses - which this small street was not meant to handle. It's difficult to make commuting on this street any worse than it already is but, by having the entrance/exit to the proposed 289 Walk Hill development on Canterbury, there will be an increase in cars turning onto a street that is not wide enough for two cars to comfortably go down - even when going well below the speed limit. Snow buildup just ameliorates the issue, often making the street impassable as it is.

I do hope that this project, with additional changes, is approved in the future as I would like to see more people living in this corridor and engaged with my community. However, I hope that there is some remedy to the unit scale and condo/rental issue as well as further studies on the impassability of Canterbury Street at this area prior to that happening. Thank you for carefully considering neighbor feedback in this process!

James

Roslindale

02131

There have been multiple changes to this project. Some of which, have been considered by our community; the preservation of Canterbury Brook and its embankment, the scale in height and the number of units. However, the change from condos to apartments to our neighborhood is one that cannot be permissible as a homeowner in this great neighborhood. The investment for owner occupied housing is paramount to me and the other property owners around us. The "promises" made concerning the "high end" management of the 4 story, 106 unit apartment building doesn't hold my confidence for this to be a benefit to our neighborhood.

Once again, this high-density project does not fit with our vision of what the neighborhood should be. The traffic on Walk-Hill and Canterbury streets and the currently dangerous American Legion Highway, would cause more congestion throughout this area. It simply does not work. Canterbury street is a narrow alley-like street that would abut the property and serve as an entrance and exit. This is ludicrous. On any given day, two cars cannot comfortably pass one another on that street; on days there are funerals at St. Michael's Cemetary, or if there has been a snowstorm, you would see how difficult it is to maneuver around these areas.

As a homeowner in this neighborhood where I commute daily on Walk Hill St., I cannot condone the project as it is. It would make my morning and evening commute for me as well as my family a nightmare. Not to mention the negative impact it would have on other surrounding streets. There needs to be a better solution.

Jackie

Mt. Hope Neighbor Roslindal 02131

I NO LONGER SUPPORT Mr. Charles Gill, his business partner & development team in their building proposal of 289 Walk Hill Street.

For the past year, Mr. Gill and his associates have been working collaboratively with our Mt. Hope Neighborhood Assoc. regarding the height and density of their desired condominium project. But at the public meeting on 2/15/17 at the Boston Nature Center, they totally shocked everyone attending the meeting with their announcement that they are changing their proposal from condominiums to rental apartments!!

Our neighborhood already has the Olmstead Green apartments on American Legion, as well as another proposal of 86 rental units at 980 American Legion Highway. We are looking for people to be more invested and to care about our area.

Roslindale is definately an up & coming area of Boston and condominium sales should be presented in our neighborhood.

I DO NOT support Mr. Gill's & his associates' new plan!!

2/15/2017

Lisa Bateman

Roslindale

I am writing to let you know that one of the most appealing features of the proposed housing development at 289 Walk Hill was that they would be homeowner condos, and market rate ones as well. The developer, Mr. Gill, proposed homeowner units from the beginning, so it was never part of the community conversations.

Now, it seems that they are suddenly changing their tune. I appreciate that, in response to community and legislative feedback, their latest proposal is for a reduced number of units and reduced height. However, now they are insisting on a change to rentals. Our community should not have to make a "Sophie's Choice" between the negative impact of over-scaling and the negative impact of yet another large rental development. I voiced this at last week's IAG meeting. Six residents were at that meeting. Two spoke in favor of homeownership, one spoke in favor of rentals, and the others did not speak to it. The developers state that this issue was not one of the concerns expressed by the community, but that was because rentals were never part of the conversation.

Here are some of the proposed changes:

Units: Was: 136, now: 106

Stories: Was: 4 stories on Canterbury, 5 stories on ALH

Now: 3 stories on Canterbury, 4 stories on ALH

Ownership: Was: Homeowner, Now: Rentals

Setback from Walk Hill St.: Was 5 ft., Now: 19 ft.

I personally would like even more reductions in numbers and height, but my concern here is homeownership. The American Legion corridor has had a disproportion of rentals built over too many years, and virtually no homeowner housing. Olmstead Phase 3 was supposed to be mixed housing, but ended up all rentals. The remaining Boston State Hospital acreage was supposed to be homeowner or mixed, but is now proposed as all rentals. The proposed development at 920 American Legion is for all rentals. A healthy neighborhood needs balance - there needs to be a healthy proportion of people invested in the neighborhood for the long term.

There are many areas that need more rentals, but the American Legion Hwy/Parkway is not one of them. In very nearby areas single family, duplex, and multi-family homeowner housing is being built everyday. The American Legion corridor deserves the same mix. Please support this request for homeowner units AND reductions in numbers of units and height. They are both elements that will benefit the community.