

With the landscaping completed the Casey Arborway is accomplished



Groundcover beds and new trees were planted at the Forest Hills Station Plaza.

PHOTO BY RICHARD HATCH

Richard Heath
Staff Reporter

The Casey Arborway is more than a crosstown thoroughfare. Jamaica Plain, and especially Forest Hills, are now recognizing that the Casey Arborway-completed after four years of work- is a neighborhood benefit, one it shares with thousands of daily commuters.

Where a bridge stood for 60 years is now nearly a mile of shade trees, bike and walking paths, pedestrian lights and wide crosswalks, none of which existed before 2015 and all of which recreates as closely as possible the parkway designed by Frederick Law Olmsted in 1892.

For the first time, the Arnold Arboretum, the South-

west Corridor Park and Franklin Park are now safely and logically connected for walkers and bikers.

The \$40 million landscaping of the Casey Arborway was designed by Crosby, Schlesinger, Smallwood; a woman-owned firm that also redesigned the nearly completed Parkman Playground in Forest Hills. Six landscape designers were assigned to work in coordination with MassDoT.

In a statement to The Bulletin, Dineen Crosby said her firm recognized it was, in many ways, standing on the shoulders of Frederick Law Olmsted.

"We recognized the historic significance of the Casey

Casey Arborway
Continued on page 5

Council looks to seal eviction court records, fund senior programs

Jeff Sullivan
Staff Reporter

The Boston City Council called for a hearing on Jun 19 to discuss the possibility of sealing eviction court records for residents.

Hearing sponsor, District 1 City Councilor Lydia Edwards, who ran the Mayor's Office of Housing Stability before being elected as a councilor, has a lot of experience in this and said

the main reason for filing this is that now these records are readily accessible online for any landlord to find, and said that tenant screening services routinely recommend rejections of tenants who have appeared in courts, regardless of the outcome.

"There are a million people in Massachusetts with an eviction record," she said. "Many

Court Records
Continued on page 10

Allston Civic Association talks Braintree condos, Allston Yards



About 50 residents came out to the ACA to hear about the Allston Yards Project for almost 1,000 units at the current site of Stop and Shop.

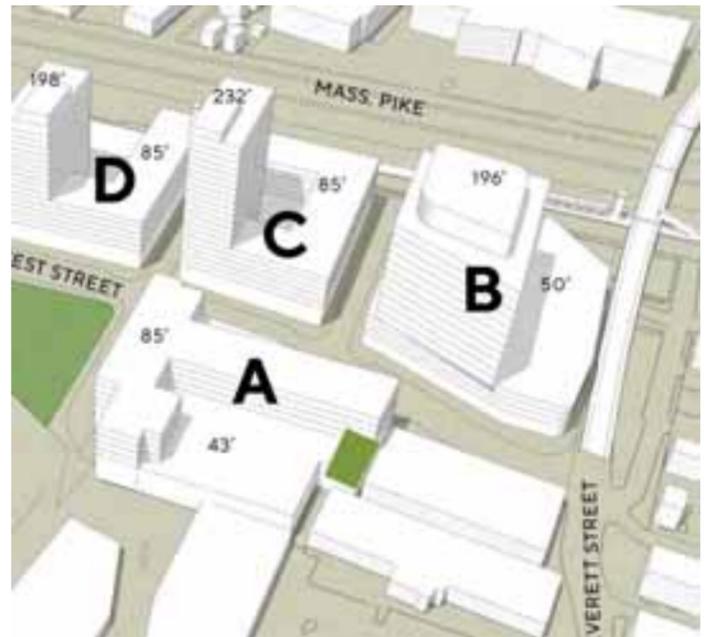
PHOTO BY JEFF SULLIVAN

Jeff Sullivan
Staff Reporter

The Allston Civic Improvement Association (ACA) met on Wednesday, June 19 and discussed two projects proposed for the neighborhood.

The biggest project is the 10.6 acre complex proposed for the Stop and Shop on Everett Street. The project would renovate the existing Stop and Shop, add housing to that building while also adding four other new buildings of housing and commercial space.

The new buildings would add 895 residences to the
ACA Meeting
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The project includes four buildings that will be built in stages, with Building A slated to be constructed first..

COURTESY PHOTO

First Brighton Farmers Market of Summer Season a Success

Ariane Komyati
Staff Reporter

The first Brighton Farmers Market (formerly known as the Oak Square Farmers Market) of the summer season was a big success, drawing in over 300 people to the Brighton Common. This farmers market has increased healthy food access and fosters community engagement opportunities for residents, organizations, and businesses alike. The Brighton Farmers Market will take place every Wednesday on the Brighton Common (30 Chest-

Farmers Market
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Hundreds came out for this year's start of the Brighton Farmers Market at Oak Square.

PHOTO BY ARIANE KOMYATI

Junior's Automotive saying goodbye to Hyde Park

Jeff Sullivan
Staff Reporter

Junior Damato has been working on cars in Hyde Park for more than half a century, but now he said he has decided to close the business.

“And so now we’re on to our next venture, which is Middleboro, and the reason for that is, the only reason for that is, I can’t make the drive anymore,” he said.

Damato has been commuting from Lakeville to Hyde Park for about 35 out of the 55 years he has had the location in Hyde Park, and, at almost 70 years old, he said he can’t take the drive anymore. The new facility will have 60 used car spaces, as opposed to the four or five he has in Hyde Park, and 35 bays and 24 lifts to work on. He said he

doesn’t want to take it too easy there. The time he saves from the 30-plus mile drive will be put to good use.

He said the business in Hyde Park is great, but he’s going to miss the community here most of all.

“It’s the people who come into the place and the neighborhood we’re associated with,” he said. “We’ve seen parents who had kids and then those kids became adults and now they have kids. So we’ve gone through three decades of folks here and we know everybody on a first name basis. It’s just not about the business; it’s about trying to do the right thing for the public and the community. It has been a great run, it really has.”

Damato said he started working on cars when he was very young, learning at a vocational

school and with his father, who originally owned the shop.

“It was an easy way to get out of school,” he said. “I used to go to work for a week and go to school for a week. It was a vocational school in Newton that the Town of Dedham picked up the tab for because they didn’t have a vocational school.”

He said the work is always interesting in that it’s always something different. No car ever has exactly the same problem, and he said he likes having a brand new challenge every day.

“It’s been a very interesting career,” he said. “It’s not the same job over and over again.”

Damato said that in the 55 years, the job has become much more electronically and digitally oriented than it was before, as one might imagine.

“There’s a tremendous



Junior Damato

amount of electronics in the business today versus the business of yesteryear,” he said. “Everything has to do with computers. Years ago we had to deal with points and plugs and stuff like that. Now, we don’t have that anymore. Everything is electronic and everything is fuel injected.”

Damato pointed out that when fuel injection became popular, for instance, it was only four or five pounds of fuel pressure. Now, it’s over 2,000 pounds of fuel pressure. He said new developments in gasoline production and motor oil production have allowed vehicles to live longer too.

“A car with 50,000 miles was pretty much junk when I was starting out. The engine had to be changed out,” he said. “Now, 150,000 miles is not unusual. That tow truck right there, I just bought that, and it’s a 2016 with 108,000 miles on it in just three years. That means the truck never sat around.”

Damato said he loves Hyde Park.

“It’s a really nice, diverse community. The people here are all just really great, the neighbors are good and the City of Boston

has been great with the permitting and all that kind of stuff,” he said. “The new mayor has been very, very good. All the politicians have been very, very good, and it’s been a real long career here and a very bitter-sweet end.”

Damato has been running a weekly advice column about new vehicles and common repair issues in this newspaper and several others for decades.

“I still never got a website,” he said with a laugh. “I’m probably the only Italian guy who doesn’t have a website. They tell me websites are very, very important.”

Damato said he felt having a local guy writing a new column every week could be an asset to the community. He obtains a new car every week and goes through its pros and cons. He said at one time, he had a circulation of 4 million before the Internet started eating into news publishing.

“I was number three behind Click and Clack,” he said.

Damato said any customer who wants to make the drive for his services can go to 359 West Grove St. in Middleboro.

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CITY OF BOSTON



Damato said he's sad to leave the community and the people he's worked with for over more than half a century.

PHOTO BY JEFF SULLIVAN

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Editorial

CONTROVERSIAL SHOPPING

Everything these days is political, even online furniture shopping. The commercial jingle may declare “Wayfair, you’ve got just what I need,” but when it comes to government procurement for the southern border, the Boston-headquartered online retailer’s employees are not sold.

The company, based in Copley Square, is under fire from within for its decision to sell beds to a government contractor overseeing border detention camps.

On Wednesday afternoon, many of those employees planned to temporarily walk off their jobs in protest. The stated objective: ending the contract and donating already-collected revenue to RAICES, a charitable endeavor advocating for immigrants.

We always support the rights of workers who feel compelled to speak out about disagreeable business practices. That sort of involvement, done properly, can benefit both the firm and its employee base.

We do confess, however, that the Wayfair situation isn’t entirely cut-and-dry along either political or moral grounds. Profiting off a horrible development is pretty easy to argue against. Is it equally prudent to block the delivery of much needed beds to provide at least some modicum of comfort for the young detainees?

Asking a for-profit company to forego revenue in support of a political cause can be a slippery slope. We are well aware that many do (especially since the Supreme Court’s Citizens United decision a few years back) but that doesn’t make any political stand by a mainstream brand any more sensible or productive.

From a purely business perspective, currying favor with one political viewpoint can easily backfire when confronted with an opposing ideology. Just look at how things have gone for the conservative viewpoints expressed by the religious owners of Chick-fil-a. It earned the chain, until recently, a Mayoral ban from Boston’s city limits by the Menino administration. Politics and poultry don’t play well together.

So too, we might argue, regarding Wayfair, but with one major exception. The retailer probably didn’t set out to take a pro-Trump or anti-immigrant stand. It was more likely just looking to make an easy sale. No more, no less. We don’t begrudge them their business.

One thing, however, does bother us. Should government contractors really just be ordering what they want online? Isn’t there a procurement process that should be legally followed?

We wonder if that question may outlive the current employee protest.

Revelations during an Allandale Woods clean-up

Thanks to the Boston Parks Department’s Paul Sutton, a number of volunteers found themselves involved one Saturday morning in a clean-up of a section of the Allandale Woods. There was also the eradication of an invasive species without the use of DDT or Round-Up, done the old-fashioned way: extrication.

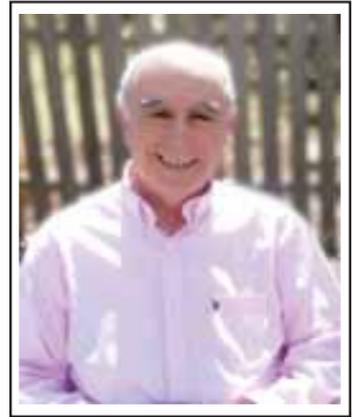
Among the benefits to the wooded area were revelations by some of the volunteers to those of us willing to listen.

The Faulkner Hospital, currently called the Brigham and Women’s Faulkner Hospital, is envisioning a huge expansion on its Centre Street side. Hopefully the high-rise edifice, if such is the case, will not spoil the view from the Arnold Arboretum as the state laboratory near Forest Hills Station so tragically does. Boston already has at least two other high rises erected as variations to building codes that spoil views: the high-rise building at the corner of Perkins and the Jamaica way and the equally huge building near G and Columbia Road, the latter of which impedes the views of the ocean for many South Boston residents.

Another volunteer spoke passionately about the closing of the Lemuel Shattuck Hos-

pital. Built on prime parkland usurped from the city, the state hospital has morphed from one of its original purposes—as a repository for patients with incurable diseases as well as a cancer treatment facility experimenting with mustard gas and laser treatment (my own mother was treated thus)—to a facility serving mental health and Department of Correction patients. It’s scheduled to close in 2021, but where to send its clientele is another issue. The South End, as evidenced from driving through Mass and Cass these days, has already got more than it can handle. She voiced a possible solution (if agreeable to abutters) for keeping the clientele in a nearby part of Jamaica Plain; to repurpose the abandoned, spacious MBTA building in the old trolley yard, as the neighborhood and the T figure out what to do with the rest of the large parcel.

Another volunteer, a recent graduate of an environmental program at Northeastern, insisted that his home country of China had stopped accepting plastic for recycling because it was not clean (I myself should utter a mea culpa here). He stated that China wants plastics categorized only as #1 and #2, yet the city on its website con-



My Kind of Town/
Joe Galeota

tends that plastics #1 through #7 are recyclable in our 96-gallon blue bins. Hmmmm.

Most disheartening to many volunteers were the many deposits of dog feces in plastic bags. Evidently some dog owners think that feces will dissolve plastic: it doesn’t. Why go to all the trouble of repackaging dog excrement and then toss it into woodlands, where it will remain bagged and undissolved for years?

Anyways, thanks to all the volunteers for their time and efforts to beautify one parcel of woodland, as well as their thought-provoking conversations.

Letters to the Editor

REROUTING CARS INTO NEIGHBORHOODS IS RIDICULOUS

To the Editor:

Last week I attended a meeting at Holy Name Hall hosted by the City to discuss pedestrian safety on Centre Street. Instead I heard a platform seemingly espoused by the City and Main Streets to create bike paths for the benefit of a few bicycles to the detriment of vast majority in the Community.

The only study that the City did was the creation of these bike lanes. Why wouldn’t they study other options? The bicycle bloc, who seemed to come from Watertown, Jamaica Plain and Roslindale, naturally isn’t focused on the quality of life for families on the side streets in West Roxbury. Is the City setting public policy based on these individuals?

More to the issue: The two dangerous crossings are at Hastings and Centre, and at Holy Name crossing from Esther Road to the 7-11 Convenience Store. Let’s change those. The crossings at Corey, Park, Mt. Vernon and LaGrange Streets have pedestrian signals so they seem very safe.

The only solution that was offered was the reduction of Centre Street to only two lanes (one lane going in either direction) so that bike lanes could be created. There are other solutions; much

simpler and less expensive solutions.

Why do a multi-million dollar project to solve a problem that could be much more easily rectified? Why do a huge project that will be lengthy and incredibly disruptive to residents and businesses for many years? Why do a project that could send 16,200 cars through our neighborhoods?

How do we correct this?

Well... we could do the previously mentioned lane reduction along with a litany of remedies like: raised crosswalks, brightly colored crosswalks, flashing warning lights, bright signage, yellow vertical car lane dividers, speed reductions down to 5mph, an intricate video monitoring system- and every other intricate and expensive idea.

Or we can put the safety of pedestrians in the hands of those very pedestrians.

At Hastings Street, install a pedestrian-controlled crossing signal. Period.

At Holy Name, remove the crosswalk at Esther because it is a blind spot close to the rotary. Then, we could install another pedestrian-controlled traffic light to cross at the Roche Centre.

Two very effective steps, instead of a huge community upheaval! The bicycle lobby has jumped on the pedestrian safety issue and is trying to leverage it to get to their real goals. It’s a

shame that they want to re-route all these vehicles through our streets instead of suggesting that the bicyclists use our beautiful side streets.

Steve Morris
West Roxbury resident,
business owner
and volunteer

A SINGLE LANE CENTRE ST. NOT THE ANSWER

To the Editor:

I do not believe that changing Centre Street from two lanes to a single lane in each direction will solve the problem of cars not stopping for pedestrians. A car coming from a single traffic lane can be just as thoughtless as a car coming from a double lane. Moreover, as a resident of a street that intersects the heart of the Centre Street business district, as one who observes Centre Street traffic on a daily basis at many different times of day, I predict that changing the pattern to one lane per direction will cause major traffic jams along the roadway. Even now, with the present two-lane configuration, traffic can back up significantly, particularly during peak hours. I can only imagine what will happen if the traffic throughput is halved. Such traffic tie-ups will affect businesses in the area as well as residents simply trying to get home. Drivers will likely go

Letters

Continued on page 13



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Casey Arborway

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Arborway within the Emerald Necklace...connectivity is of particular significance within the thoroughfare that supports pedestrians cyclists,transit users and drivers. The plantings take inspiration from the existing flora of Franklin Park and The Arnold Arboretum.”

Yet, for a neighborhood surrounded by parks, few in Jamaica Plain paid much attention to the landscaping of the Casey Arborway, in large part because MassDoT never convened any public meetings on the landscaping of the new parkway, treating it just as a highway project.

But Clay Harper of Hampstead Road was one who did. He admitted to The Bulletin his initial apprehension.

“As a close neighbor, I tried to follow the line of larger public good,” he said. “This required some level of trust that the professional engineers and planners were [working] in good faith.”

“Over 160 mature trees were lost out of necessity, but they’ve been replaced nearly four-fold with a wide variety of stately median trees and large landscape areas in the station plaza and upper busway.”

Steve McLaughlin was the project manager at MassDoT for the whole Casey Arborway, including the budgeting and planning schedule; the latter hampered by blizzards in 2015.

“There are three owners of the landscaping,” he told The Bulletin. “The Department of Conservation and Recreation (DCR), the MBTA and the Boston Parks Dept. The transfer areas are pretty complicated.”

“For traffic signals alone we had one room of a hundred people from the three agencies,” McLaughlin said. “MassDoT owns the signals but DRC and the city operate them. We had a series of meetings just to break into who’s responsible for what.”

George Batchelder is the Supervising Landscape Architect and Robbin Bergfors is Senior Landscape Architect at MassDoT.

“We reviewed the plans and coordinated construction,” Batchelder said. “There are 560 new trees, 58 varieties. We expect all landscaping to be completed in July. All trees have a two year warranty.”

“We worked on the plant selection with the Arnold Arboretum. We wanted to match the Arboretum collection with a large number of species,”

Bergfors said. “Scarlet oak, pagoda tree, Princeton American elms, American beech. At the Stony brook plazas we have black gums and river birch.”

“Most of the plants selected are a wide variety that can be pollinated by birds and are also draught resistant.”

The Forest Hills Station and North plazas are dominated by blankets of ground covers and grasses, thousands of plugs; a puzzling choice given the high volume of foot traffic and the inevitable blowing trash the plazas get. These beds have been fenced off, presumably for two seasons, allowing them to get established.

Planting began as early as Sept 2016 when a row of Princeton elms was planted in the Casey Arborway median between Shea Square at Franklin Park and the courthouse. MassDoT explained at the time that it wanted to show even during construction what the new parkway would look like.

Bergfors said that normal maintenance for the next two years will be the responsibility of the contractor Barletta, who will subcontract the work.

“This is very unique,” she said. “But DCR insisted on this. A two-year maintenance of watering, weeding and replacement of trees and shrubs and groundcovers that did not survive was required.”

DCR Commissioner Leo Roy, speaking at the June 3 Jamaica Pond Association meeting, said that DCR has a 90 percent survival rate for all the trees it plants.

“Why? We get people to adapt trees for two years,” he said. “Removing the Casey Overpass, isn’t that a transformation? Stay tuned. The trees haven’t leafed out yet.”

Bergfors said the Parks Dept has limited jurisdiction largely at the entrance to Franklin Park along the old boundary wall.

“We had difficulties with the groundcovers,” Bergfors said, “It gets full sun so we’ve switched species, a sedum with pink and yellow flowers. The north and south plazas have purple flower angelina.”

Large areas of ground cover at New Washington Street and at the stairs leading down to Hyde Park Avenue were replaced by Gleason Johndraw landscaping in late May.

Since the day the Southwest Corridor Park opened on May 2, 1987, the Parkland Management Advisory Committee(PMAC) has been



Walk and bikeway coming from Franklin Park at Forest Hills Street.

PHOTO BY RICHARD HEATH

steward and advocate of that \$19 million linear park.

Jennifer Leonard of PMAC said that the group welcomes the new greenspace and expects to be actively involved now that the North plaza –with its introductory sign announcing “Southwest Corridor Park”- and the walk/bike-ways to Franklin Park are in active use.

“We anticipate that DCR will be more in the forefront for managing daily use,” she told the Bulletin, “and therefore PMAC will get more involved.”

“PMAC had representation on the[Casey Arborway] Citizens Advisory Group at the beginning and we stayed involved and interested since then,” Leonard said.

According to Patrick Marvin of MassDOT, anyone with concerns and ques-

tions about maintenance during the two years of interim management before DCR turnover should go to mass.gov/forms/contact-massdot.

Harper said he is “highly optimistic” about the completed Casey Arborway.

“Without the overpass you can see why Forest Hills is called” Forest Hills”, he said referring to the tree line of Franklin Park from the veterans post.

“It’s been a long, challenging and inconvenient process, but I’m very pleased with the result.”

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Public Meeting

Brighton Landing 6th Amendment

Tuesday, July 9
6:30 PM - 8:00 PM

20 Guest Street
First Floor Conference Room
Brighton, MA 02135

Project Proponent:
NB Guest Street Associates

Project Description:
Brighton Landing consists of approximately 5.96 acres of land located between Life Street and Market Street and both north and south of Guest Street. The Sixth Amendment will add to the already approved Uses, the following Use: Warehousing Use within that portion of the basement level and first level. The basement and first level have been utilized as a Warehousing Use, allowed per the certification of occupancy issued eighteen (18) years ago. This 6th Amendment seeks to formally entitle the existing Warehousing Use.

mail to: **Michael Sinatra**
Boston Planning & Development Agency
One City Hall Square, 9th Floor
Boston, MA 02201
phone: 617.918.4280
email: michael.a.sinatra@boston.gov

Close of Comment Period:
7/22/2019

Miracle Prayer

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Thank you, J.R.G.

Novena to St. Claire

Ask St. Claire for three favors, 1 business, 2 impossible. Say nine Hail Marys for nine days, with lighted candle. Pray whether you believe or not. Publish on the ninth day. Powerful novena. Say "May the Sacred Heart of Jesus be praised, adored, glorified, now and forever, throughout the whole world. Amen." Your request will be granted, no matter how impossible it may seem.

Grateful thanks. —J.D.

Novena to St. Claire

Ask St. Claire for three favors, 1 business, 2 impossible. Say nine Hail Marys for nine days, with lighted candle. Pray whether you believe or not. Publish on the ninth day. Powerful novena. Say "May the Sacred Heart of Jesus be praised, adored, glorified, now and forever, throughout the whole world. Amen." Your request will be granted, no matter how impossible it may seem.

Grateful thanks. —P.L.D.

Farmers Market

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The Farmers Market was a collaboration between the Brighton Main Streets and the Allston Brighton Health Collaborative.

COURTESY PHOTO

nut Hill Ave.) from June 19 until Sept. 25, 3 -7 pm, except on July 3.

A few years ago, the Allston/Brighton Health Collaborative (ABHC) was spurred by results from the Food Access Committee's assessment, so they partnered with member organizations ABCD Neighborhood Opportunity Center, Brighton Main Streets, and PSF Community Center to develop and launched the farmers market.

"This is our first year on the Brighton Common. The market took place in Oak Square for three years," explained ABHC Director Anna Leslie. "We are newly rebranded. We are very excited to be in this location." Over the past three years, the market has generated 85 food vendors, 8,400 shoppers, and \$24,000 committed from sponsors.

"Today, there are ten food vendors and half a dozen community partners," stated Leslie. "We have seen a broad range of people, from young kids to seniors." Leslie explained that the Brighton Farmers Market accepts a variety of payments, including SNAP, HIP, WIC, senior coupons, and food prescriptions. St. Elizabeth's Medical Center, a sponsor of the Brighton Farmers Market, was also present to share their resources with attendees.

For some vendors, this was their very first farmers market. Olivier Flagollet, of Hettie Belle Farm explained this was his "first time, first day, and first year" attending a farmers market. "We were very surprised to see how well attended this market was for the first month," Flagollet stated. "It is a very nice neighborhood market. A lot of people are here to shop for their fridge, they are not just here to check out the scene." Hettie Belle Farm is based in Warwick, MA and distributes meat shares, thanksgiving turkeys, and holiday geese.

Not all vendors were selling meat, fruits and vegetables - some were selling homemade and handmade products. Tatiana Olaru had a table for her new company, Earth in Bloom, which was founded in January. "This is our very first time at a farmers market. We are very excited to meet everyone," she remarked. Earth in Bloom sells skin care items, such as face masks, toners, facial scrubs, and hand cream. "Earth in Bloom is for everyone," explained Olaru. "The skincare industry loves to divide genders with specific marketing tactics such as packaging colors, buzz words and fragrances. We target men and women, our products are gender neutral." Olaru also discussed their natural ingredients, including coffee, peppermint, grapefruit, and matcha.

Ron Manseau of Sherman and Cherie's Beezy Bees (based in Longmeadow, MA) has attended many farmers markets in and around the Boston area - including in Cambridge, Copley and Westfield. Sherman & Cherie's Beezy Bees sells wildflower honey and products using honey and beeswax. These products include hand creams, lip balms, heel cream, and soaps. "We've had a very busy day today," Manseau stated. "I started selling a new flavor of honey sticks today - chocolate. Some people thought it was odd, but they tasted it and loved it."

For more information about the Brighton Farmers Market, visit <http://abhealthcollaborative.org/what-we-do/farmers-market/> or "Brighton Farmers Market" on Facebook.



Public Meeting

Urban Renewal Community Meeting

Monday, July 15
6:00 PM - 7:00 PM

200 Stuart Street
Revere Hotel Community Room
Boston, MA 02116

Project Proponent:
Boston Planning and Development Agency

Project Description:
The Boston Planning and Development Agency invites the surrounding community to a meeting to discuss updates to the Central Business District: Boylston-Essex Urban Renewal Plan Area.

mail to: Christopher Breen
Boston Planning & Development Agency
One City Hall Square, 9th Floor
Boston, MA 02201
phone: 617.918.4202
email: chris.breen@boston.gov

Close of Comment Period:
8/15/2019

BostonPlans.org | @BostonPlans
Teresa Polhemus, Executive Director/Secretary



Community Meeting

The Roxbury Strategic Master Plan Oversight Committee

Monday, July 1
6:00 PM - 7:45 PM

Bolling Building
2nd Floor School Committee Room
2300 Washington St
Roxbury, MA 02119

Event Description
Location change to Bolling Building.

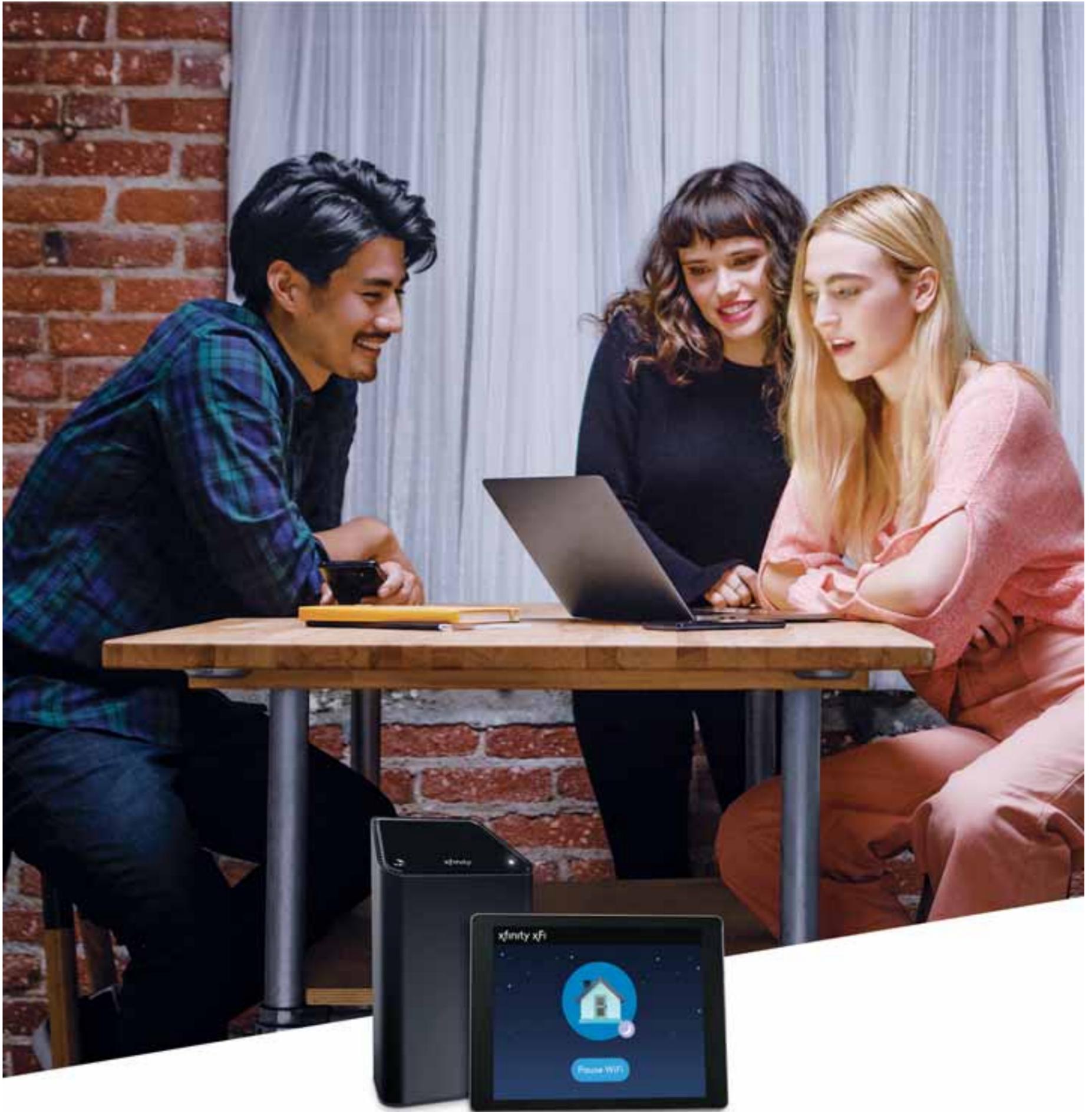
The Roxbury Strategic Master Plan Oversight Committee (RSMPOC) was developed to oversee projects that fall under the Roxbury Strategic Master Plan. Since the 2016 launch of PLAN: Dudley Square, RSMPOC meetings also include progress reports on that initiative. At the July 1st meeting, the City will provide an update on the Request for Proposals for the Nawn Factory, Parcel 8, and Blair Lot. To review the draft RFPs, please visit: bit.ly/plandudley.

All meetings are open to the public and community input is desired. RSMPOC meetings are held in the evening the first Monday of the month at the Bolling Building in the 2nd floor School Committee Room. For more information about the RSMPOC and the public meeting, please visit our webpage at: bit.ly/theRSMPOC.

Contact:
Muge Undemir
Boston Planning & Development Agency
One City Hall Square, 9th Floor Boston, MA 02201
617.918.4488 | mugzy.undemir@boston.gov

bostonplans.org | @bostonplans
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Around the Neighborhood

CITY

USED BASEBALL GLOVES WANTED

The Jason Roberts Challenger League is in need of used baseball gloves. Especially left handed baseball gloves. Donations of gloves would be much appreciated and can be dropped off at Super Flash 1731 Centre St. in West Roxbury.

JIMMY FUND 5K & FUN RUN

Join friends and family for the inaugural Jimmy Fund 5K & Fun Run presented by Bayer, Sunday, July 21, 10:00 a.m. Choose between a 3.1-mile run or a half-mile fun run, around Boston's scenic Millennium Park, 300 Gardner Street, West Roxbury. Registration is \$35 for adults and children age 13 and older, and \$15 for children ages 3-12. All participants receive an online fundraising page to help them raise money to support their run. Individuals who raise over \$100 will receive an official race tech shirt. Race entry includes admission to the post-race party, including complimentary food and two Harpoon adult beverage tickets for 21+ entrants. For more information and to register visit: www.jimmyfund5k.org.

YOUTH ARTS FUND PILOT GRANT PROGRAM ANNOUNCED

Today The Shout Syndicate announced a pilot round of grants (totaling \$200k) to fund after-school arts programs at proven creative youth organiza-

tions in Greater Boston. Eight grants ranging from \$20-25,000 will be awarded in mid-August for programs to take place through the school year: September 2019 through June 2020. Grant applications are open now through July 8, 2019 (in all artistic disciplines including dance, theatre, music, comedy, film, media/visual arts) and are available at <https://www.theshoutsyndicate.com/>. Priority will be given to community-based creative youth organizations with annual budgets of \$2 million or less that employ local teaching artists and work with under-served communities. Applications for youth arts projects are due July 8, 2019. Application and more information here: <https://www.tbf.org/nonprofits/grant-making-initiatives/shout-syndicate-fund>

REGISTRATION OPEN FOR PARKS DEPARTMENT SUMMER SPORTS CENTERS

The Boston Parks and Recreation Department is pleased to announce that the White Stadium, East Boston, and South Boston Sports Centers are now open online for registration.

The Sports Centers offer free summer camp alternatives to Boston youth who might otherwise have no opportunity to attend such programming. Each location offers instruction in a number of popular sports from July 8 through August 16. All Sports Centers are offered free of charge to Boston residents and open to boys and girls ages 7 to 14.

Parents may register their

children for just one week or the entire summer. For more information about the White Stadium and South Boston Sports Centers, please call (617) 961-3084 or email

woodley.auguste@boston.gov. For more information about the East Boston Sports Center, please call (617) 961-3085 or email cheryl.brown@boston.gov.

Please note that lunch will be provided but participants must provide their own transportation and pre-registration is required for both groups and individuals. For more information or to register online please go to apm.activecommunities.com/cobparksandrecdepart/home.

REGISTRATION NOW OPEN FOR BOSTON NEIGHBORHOOD BASKETBALL LEAGUE

The Boston Parks and Recreation Department has announced that registration is now open for the 50th annual season of Boston's favorite summer basketball league, the Boston Neighborhood Basketball League (BNBL), kicking off on Monday, July 8.

BNBL is the oldest municipal basketball league in the country serving young men and women in three divisions each for boys and girls: 13 and under; 15 and under; and 18 and under.

Encompassing recreation, sports, and community engagement, BNBL's real value is in helping make Boston happier and safer in the summer months by providing a physical outlet for youngsters throughout the

city. Over 1,500 players on 150 teams will participate in this year's league at 20 sites throughout the city. BNBL is played at Boston Centers for Youth & Families (BCYF) community centers and selected city parks. The 2019 BNBL season ends with the championship games played in mid-August.

To register online for BNBL go to https://apm.activecommunities.com/cobparksandrecdepart/Activity_Search. BNBL also offers a free Pee Wee Developmental Program for boys and girls ages 6 to 11 offered at various locations across the city in Dorchester, Mattapan, Roslindale, South Boston, West Roxbury, and Roxbury. This program teaches young players the basics of basketball in a fun and non-competitive setting. Registration for Pee Wee BNBL is done on-site at the Pee Wee locations.

For more information, please email [Charlie Conners](mailto:Charlie.Conners@boston.gov) at Charlie.Conners@boston.gov or call (617) 961-3093.

ALLSTON / BRIGHTON

FALL 2019 ALLSTON-BRIGHTON COMMUNITY SCHOLARSHIPS

Ed Portal members and Allston-Brighton residents—who are at least 18 years old—are eligible to apply for scholarships for any one, 4-credit course at the Harvard Extension School for noncredit, undergraduate, or graduate credit. In addition to an application, each applicant is required to submit a one-page personal statement describing his or her involvement in the Allston-Brighton community.

Recipients are selected by the Allston Civic Association scholarship committee through an anonymous application process. Scholarships cover the cost of tuition for one course; recipients will be responsible for the \$50 registration fee as well as any materials or transportation costs. Scholarship Details.

Eligible: Allston-Brighton residents—ages 18 and older.

Where: Harvard Extension School, Cambridge, MA

Cost: The scholarship covers the cost of full tuition for one course. Scholarship recipients are responsible for payment of the \$50 registration fee, books, and transportation.

Application Deadline: Wednesday, July 3 at 12:00pm to the Harvard Ed Portal. Partners: A fully accredited Harvard school, the Extension School graduates walk at University commencement and become members of the Harvard Alumni Association. Apply Online: <https://edportal.harvard.edu/allston-brighton-community-scholarship>

BEGINNING INTERNET CLASS

Mystified by the net? Don't know how to surf? Help is available on a one on one basis to get you started. Call for an appointment and ask for Alan. Brighton Branch Library/40 Academy Hill Road, (617) 782-6032

ESL CONVERSATION GROUPS

Two ESL conversation groups meet at the Brighton Library;: One on Monday evening at 6:15 pm; The other on Tuesday afternoon at 1 pm. Come and practice your language skills in an informal and friendly setting with other new English speakers. Brighton Branch Library/40 Academy Hill Road/(617) 782-6032.

JAMAICA PLAIN

WHITE PARTY

Thursday, June 27th | 6:00 pm - Come party with Goddard House and wrap up LGBT Pride Month in style. Dress to impress in your best white outfit!

FALLS PREVENTION CLASSES FOR SENIORS

Many older adults experience a fear of falling. People who develop this fear often limit their activities, which can result in physical weakness, making the risk of falling even greater. A Matter of Balance: Managing Concerns About Falls is a program designed to reduce the fear of falling and increase activity levels among older adults. Classes run for 8 weeks and include fun videos, group discussion, a safe surroundings survey, and mild exercise to increase strength and flexibility. It is offered at no charge. Those

Calendar

Continued on page 12



Ask The Doctor

Junior Damato began servicing vehicles in 1969. He owns a 10-bay auto repair service center in Hyde Park and an 8-bay center in Middleboro. Junior is an ASE-certified Master Technician, ASE-certified L-1 and ASE-certified Natural Gas.

2019 Jeep Cherokee 4x4 Trailhawk

I recently spent a week in a 2019 Jeep Cherokee Trailhawk. The Trailhawk, like all Cherokees, has three engine choices. The base is a 2.4 liter, 4 cylinder with 180 horsepower, next is a 2.0 liter, turbo 270 horsepower, and the 3.2 liter, V/6 with 271 horsepower. Our test Trailhawk had the 2.0 liter turbo that felt more like a high powered V/6. All are mated with the flawless shifting of the 9-speed automatic transmission. No matter what speed you are going, there is more than enough power at your command. Another nice touch is the quietness from additional insulation.

On cold mornings, you will enjoy the remote start and the heated seats and steering wheel that come on automatically when the temperature drops. Entry level has been lowered for us shorter people and seating has also been redesigned with lower bolster heights. Seats provide excellent support and comfort, there is room for two adults in the back. Fold down the rear seats and there is plenty of room for whatever you can throw in. As for the large touchscreen multi-function center display, it is simple to use. Heat and A/C controls can be operated manually with knobs, as well as the radio from knobs or the steering wheel.

In the old days, Jeeps had a hard ride and they were a guy thing. That was then – now I see many women buying Jeeps. In my own neighborhood, three women under the age of 25 bought Jeeps recently. Shift on the fly, 17-inch wheels and tires, anti-slip rear differential, and more are standard. The option list is long. The Technology Group brings in forward collision warning, rain sense wipers, brake assist, active cruise control, exterior mirrors with directionals, automatic high beams and more for \$995. All Cherokees are available in either 2WD or 4WD. The base Cherokee 2WD starts out at \$23,995; 4WD is \$25,495 (destination fee: \$1,195). The top-of-the-line 4WD Overland is \$37,775.

The overall appearance is very modern looking and the signature front grille and bumper look great. The Cherokee rides smooth, can go off-road, and pull a small boat, etc.

Boston's own Junior Damato, "The Auto Doctor" has agreed to field auto repair questions from *Bulletin* and *Record* readers. Please forward your questions to news@bulletinnewspapers.com and we will do our best to get your questions answered.

Deadline

The deadline for all press releases for The Bulletin is Friday.

Send to:
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Fax us at (617) 361-1933
or e-mail us at news@bulletinnewspapers.com

Road Diet proposed for Centre Street

Jeff Sullivan
Staff Reporter

The Boston Transportation Department (BTD) held a public hearing on June 20 with more than 300 residents and stakeholders of West Roxbury to discuss plans to make Centre Street safer.

The proposal, according to Boston Chief of Streets Chris Osgood and BTD Transportation Planner Charlotte Fleetwood, was a version of the plan first put forth by Northeastern Professor Peter Furth years ago. It would reduce the number of lanes on Centre Street from four full travel lanes to two travel lanes with a third turning lane.

Fleetwood said their traffic engineers found that this reduction would only affect traffic during peak rush hour times, and during those times it would only increase travel time by two minutes. She said the idea was to allow traffic to make left turns more easily, and as such would reduce the number of slowdowns in the left lane from vehicles stopping traffic to make a left turn. The plan would also include dedicated and protected bike lanes, as the lane reduction would give more space for them to work with.

Fleetwood said the lane reduction would also more than likely result in speed reduction. She said reducing travel lanes to one lane would not allow vehicles to pass each other, requiring traffic to slow down. She said currently, the average speed on the 25 mph street is about 30 mph, with 85 percent of those going above that speed, at an average rate of 36 mph. She said at that speed, a cyclist or pedestrian has about a 60 percent chance of walking out of a collision without serious injury or death.

The road diet proposal comes after resident Marilyn Wentworth was struck and killed while trying to cross Centre Street in February. Fleetwood said reducing the number of lanes pedestrians have to cross from four to three would definitely decrease incidents like that of Ms. Wentworth's, and they would also look to install islands where appropriate to give pedestrians a place to stop in between lanes.

Fleetwood said this would also reduce the chances for pedestrian fatalities in another way, as many times what is called a multi-threat crash has resulted in pedestrian fatalities or injuries. That's when one vehicle in the right lane stops for a pedestrian but the vehicle behind doesn't see the pedestrian, assuming the vehicle in front was turning. The second vehicle then turns into the left hand lane to continue travel, striking the pedestrian.

Fleetwood said they are also looking to reduce the number



More than 300 people came to the Boston Transportation Department meeting on narrowing Centre Street.

PHOTO BY JEFF SULLIVAN

of traffic signals on the street, as nine signals in a one-mile stretch of road is a very high number. She added that with daylighting – removing parking spaces from the curbs at intersections to give more visibility to pedestrians – would also result in the reduction in the number of public parking spaces by 16. She said looking at the amount of parking on Centre Street as a whole – there are currently 221 public spaces and more than 1,000 spaces for private businesses on Centre, in lots and on side streets – it's not too much of a reduction.

While the public feedback for the plan was generally positive, with 33 speakers in favor, three on the fence and five in opposition, the opposition spoke very strongly and to applause from about half the crowd.

"We all agree Centre Street is dangerous and something has to be done," said At-Large City Council Candidate and West Roxbury Improvement Association President Marty Keogh. "But reducing the lanes from four to three, that's not a good idea... This is too drastic and too extreme and the reconstruction of Centre Street is going to send all the traffic to the side streets. People like me and my neighbors avoid Centre Street right now. If people do that with the application Waze, they will avoid Centre Street and come down my street."

Keogh said previously the Waze application already is causing heavier traffic on the side streets, and many residents echoed his concern. Other residents said the city needs to look at creating more four-way stop sign intersections and one-way streets to calm traffic on the side streets, and Fleetwood said they would look into it. Resident Jen Hennigan said she's in favor of the proposal if they could reduce cut through traffic on the side streets.

"Right now these roads are designed for cars to zip through this neighborhood," she said. "We have so many cut through people, so I ask you to make it less appealing for people to cut through."

Hennigan also pointed out that Beacon Street had already experienced a road diet and that area has not seen a heavy increase in traffic.

"There was a lot of discussion on how that would never work too," she said.

Resident Nancy Pistero wondered if more parking could be made available to residents by allowing the "row of almost always empty banks" to lease parking to residents.

Resident Gerry Green said he's never had a problem crossing Centre, and said he is concerned that the basis of the BTD's recommendation to reduce the number of lanes was based on federal studies and guidelines.

"Frankly, I'm surprised you rely so much on studies by the federal bureaucracy," he said. "I am heartened that you will be seeking more public input. I just want to say that we need to focus on the root cause of the problem, and your solution should be devoted to fixing the cause of the problem."

Marilyn Wentworth's husband Al and her son Matthew both spoke during the meeting.

"First off, I am strongly in favor of the road diet," Al Wentworth said. "I also know someone made mention of the Beacon Street road diet, and I was driving on Beacon Street and I noticed it was one lane and it seemed to handle traffic very well. Why can't it be done on Centre? They have at least as much traffic there."

Al Wentworth also pointed out the city has been rolling out its Slow Streets program, which works on side streets to reduce speeds with stop signs, road narrowing and speed humps and sug-

gested the city look into that for Centre's side streets.

Resident Bill House said he was opposed to the idea.

"You have 16,000 cars a day and there's only going to be more cars backed up, even though this is a conversation to lessen the traffic?" he said.

Both Osgood and Fleetwood said these are preliminary designs that would be worked on and they would most likely have a completed plan to show the community in the fall.

Deadline

The deadline for all press releases for The Bulletin is Friday.

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Thank You Novenas For Favors or Prayers Answered

Prayer to the Blessed Virgin

(Never known to fail!)
Oh, most beautiful flower of Mt. Carmel, fruitful vine, splendor of Heaven, Blessed Mother of the Son of God, Immaculate Virgin, assist me in this necessity. Oh Star of the Sea, help me and show me herein you are my mother. Oh Holy Mary, Mother of God, Queen of Heaven and Earth, I humbly beseech thee from the bottom of my heart to succor me in my necessity (make request). There are none that can withstand your power. Oh Mary, conceived without sin, pray for us who have recourse to thee (three times). Holy Mary, I place this cause in your hands (three times). Say this prayer for three consecutive days and then you must publish and it will be granted to you.
Grateful thanks. —K.B.

St. Jude's Novena

May the Sacred Heart of Jesus be adored, glorified, loved and preserved throughout the world, now and forever. Sacred Heart of Jesus pray for us. St. Jude, worker of miracles, pray for us. St. Jude, helper of the hopeless, pray for us. Say this prayer 9 times a day. By the 9th day your prayer will be answered. It has never been known to fail. Publication must be promised. Thank you St. Jude. My Prayers were answered.
In gratitude for helping me. —I.H.

Miracle Prayer

Dear Heart of Jesus, in the past I have asked You for many favours. This time, I ask you this very special one (mention favour). Take it, dear Heart of Jesus, and place it within Your own broken heart where Your Father sees it. Then, in His merciful eyes, it will become Your favour, not mine. Amen. Say for three days, promise publication and favour will be granted.

—D.J.

All Prayers: \$22 (1 column x 3 inches)

Call 617-361-8400 to place your prayer in the Bulletin or order online at www.bulletinnewspapers.com

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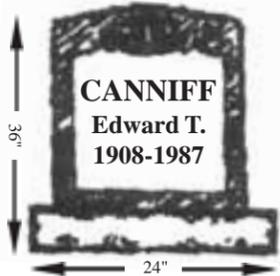
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Court Records *continued from page 1*

of them are women, many of them are people of color, but 80 percent of them were in eviction court because they didn't have the rent. That's really what has caused most evictions, and with our rising rents we're finding more and more people not being able to make them. So these records oftentimes are inaccurate and are used by third-party servicing companies to render automatic judgments to prevent landlords from even considering that person as a tenant."

Edwards said she is a landlord and she supports landlords being able to do background checks on tenants and finding out if they have eviction records, but she said it doesn't make sense to know that a person was evicted 20 years ago, nor is it helpful.

"These records from 20 years ago are permanently available and publicly searchable right now, and that's what we're trying to stop," she said. "It creates a Scarlet Letter E on a person and it creates a stigma, and what it really means is they just didn't have the money at one point in their lives. We're talking about seniors, many of them women, on Social Security now, and many of them have an eviction record. Some of them are facing displacement, already having low income or social security, and they now have also this Scarlet Letter from the 80s or 90s. The chances of them find-

ing a new place are extremely low."

Edwards said the prevalence of these records is also concerning. She said even if the outcome of the court proceedings is favorable for both parties, it still goes on a permanent record.

"We just don't think tenants should be denied access or have a stigma for fighting for their rights, because what we've also found is that eviction records are created the minute a landlord files a case in court," she said. "At that moment you are a defendant and that's what's available to the public. Now, you may have actually worked it out with the landlord. A lot of tenants think they actually have by signing an agreement for judgment that they will not have a record, that is not true."

Edwards will be hosting a hearing in the coming weeks to try to seal the records or come to another solution.

The council also voted to accept and expend two grants awarded by the U.S. Department of Health and Human Services, passed through the Massachusetts Executive Office of Elder Affairs through the city's Elderly Commission. The first was \$214,000 for the Title III-Ombudsman 2019 for volunteer training.

District 6 City Councilor Matt O'Malley said the grant will help fund services and advocacy

around seniors and nursing homes.

"This grant is received by the commission every year, which then is put out to bid and the winning vendor runs the program, which recruits and trains volunteers who provide support for senior citizens living in nursing homes," he said. "The City's longstanding vendor for this program has been Ethos, an incredible multi-service agency in my district, which is one of the few certified to run the program."

The council also voted to accept and expend \$124,263.36 for the 2019 State Elder Lunch Program, also from the Massachusetts Executive Office of Elder Affairs.

"The grant will fund meals for seniors in Boston, both through home delivery as well as 47 congregate meal sites, which I would encourage you all to visit these sites if you haven't already," O'Malley said. "They're really wonderful gathering spots, meeting places, they've really gone on to focus on cultural competency and have different foods. It's a great event."

O'Malley said residents over 60 can get a meal for free with the suggested donation of \$2. For more information on these sites, call 617-635-4366 for a full list or go to boston.gov/departments/age-strong-commission/food-resources-older-people

Hyde Park Lions Club is celebrating 51 years

The Hyde Park Lions Club is celebrating 51 years this year. During those 51 years, we have developed relations with many of the area businesses, but more notably, we have worked closely with the Boys and Girls Club, Joslin Center for Diabetes, the Mass Eye Research and other local clubs and organization and provided eye glasses to the Lions Club of Barbados, West Indies earlier this year.

On June 15th 2019, we held one of our Health and Wellness Event by providing free eye screening and blood pressure check to the public, at the Stop and Shop Plaza in Roslindale and this year we are proposing to participate in the Roslindale Parade. We continue to reach out to the less fortunate in our community and to those who may have experienced disasters.

On June 3rd 2019, a new board was sworn in. Following are the names of our newly elected offices: Fabian DePieza, President {40 years HP resident}, John DiPiero, 1st Vice President, Christopher Kenney, 2nd Vice President, Allison Traverso, Secretary and Charles



Menard, Treasurer.

Our membership drive is continuous and if you are interested in becoming a member, please contact the Membership Chair, First Vice President, John DiPiero at 617-328-8075 or Secretary Allison Traverso at allitrav60@yahoo.com. You can

also visit us on Facebook at Hyde Park Lions Club Boston. You can also attend one of our meetings from September through June at Waterford's Restaurant at 2 Bridge St, Dedham. We meet on the first Tuesday of each month at 6:30 PM.

ACA Meeting *continued from page 1*

area, 110 of them home ownership units, 375,000 square feet of office space, 117,000 square feet of retail (including the new Stop and Shop) one acre of community greenspace, and 1.5 acres of public realm improvements.

The project would redesign the Guest Street and Everett Street intersection, adding traffic signals and improving the safety of the area. The project would also include millions in linkage fees to the City of Boston, but since those funds could not be outright dedicated to Allston, the developers, represented by John Twohigand and Mike Barelli from New England Development, proposed a \$4.2 million neighborhood trust fund dedicated to local organizations.

Barelli said during the presentation that 17 percent of the housing in the complex, 152 units, will be designated as affordable as per the city's Inclusionary Development Policy (IDP) standards, above the 13 percent the IDP requires. Resident Chris Arena and others advocated for a full 20 percent, which he said he felt the city would soon require anyway.

"We need affordable housing in that area, that is the biggest interest," he said. "In that facility you added more parking and less housing which

completely blows my mind, especially when you're right next to a Commuter Rail station."

Barelli pointed out that they are also including the largest single homeownership increase in units in the neighborhood in recent memory.

"We have committed to it and to a commitment of deed restriction to two thirds of those units to require they be owner occupied," he said. "I think one year will be the minimum lease term for these condo units."

Twohig said they have not yet filed an expanded Project Notification Form, the next step in the formal Boston Planning and Development Agency Process, so they can garner community support for the project. He said nothing is set in stone and changes can be made in the future.

In other news, development representative Ed Champy, architect Linda Neshamkin and owner Felix Shneur presented their plan to turn the Metro Cab building at 120 Braintree St. into 32 condo units with a small commercial space.

"Felix has been in the neighborhood for 17 years and has owned Metro Cab for eight years," Champy said. Uber and Lyft have recently taken over, and the cab business started to decline so he's looking for other opportunities. We did talk to a

few people in the neighborhood and we decided that a condo play would be the better play than a rental play."

Champy said the complex will have 13 percent IDP units, which residents asked to up as much as they could. Residents also asked for fewer parking spaces than the one-to-one ratio of spaces proposed in the plan through a car lift system.

"There are many young people in the neighborhood who are not car owners and who are looking for more affordable housing," one resident said. "More parking incurs more demand for cars and divests from public transit. Could you go from one-to-one to one-to-half?"

Champy was a little shocked. "So less parking?" he asked. "We're perfectly comfortable for changing the parking... I feel like it was only yesterday people were asking me to reduce to one-to-one parking."

Neshamkin said the building will have two duplexes, 15 two-bedrooms, seven one-bedrooms with a den and eight conventional one-bedrooms.

"Our intent is to do owner-occupied and we will try to do deed-restricted units," she said.

Champy said they will be seeking variances from the Zoning Code on height restrictions, usable open space, minimum lot size and excessive floor-to-area ratio.

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INTRODUCING...

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Rich Carlo, Manager

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call 617.438.1855 or email
rcarlo@jackconway.com

Calendar *continued from page 8*

using a cane or walker will also benefit from this program – it is a great class to help improve your balance and self-confidence. Location: Woodbourne Apartments, 6 Southbourne Road in Jamaica Plain Day and Time: Thursdays, 10:00 a.m. – 12:00 p.m. Class Dates: July 18th – September 5th, 2019 For more information or to register for this workshop contact Ann Glora at 617-477-6616 or aglora@ethocare.org

HYDE PARK

BCYF HYDE PARK COMMUNITY CENTER

INTRODUCING S.T.E.A.M.

(Science Technology Engineering Arts and Math) Innovation Lab at BCYF Hyde Park Community Center

The Community Center is pleased to announce the incorporation of S.T.E.A.M. programming into its already existing computer lab technology programs. This will allow

students in K-12 to gain first hand practical knowledge and experience new, exciting and innovative technologies. Examples of tools and techniques to be introduced such as Ozobots, Paper Circuits, Perler Beads, Plank Boards, Lego/Play Doh Code.org, Freckle.com Button Making, Scratchbord, Bristle Bots and Makey Makey to name a few. We expect to add additional activities to the programming curriculum through the academic year in addition to homework help. Program days are Monday, Thursday, & Friday from 3:00pm – 6:00 pm. Contact Keith Simon at 617-635-5178 for additional information.

SUMMER CAMP 2019

The BCYF Hyde Park Community Center is currently accepting applications for our summer camp. Our summer camp is for 7 – 12 year olds and runs from July 8th through August 16th. Hours are 8:30 am - 4:30 pm with extended hours available. Stop by the community center to pick up your application!

SENIOR FITNESS CLASS

Our Senior Fitness Club is a low impact exercise class will use light weights, exercise bands

and your own body weight while standing behind and sitting in chairs. All levels are welcome. Classes are Wednesdays & Fridays from 11:30-12:30 through the summer. Stop by for a demonstration!!

SENIOR COFFEE HOUR:

Join us each Friday morning from 10:00am- 11:30am. Drop by the community center for an opportunity to socialize with others, enjoy refreshments and participate in activities.

WEST ROXBURY / ROSLINDALE

MARK YOUR CALENDARS

Anna's Pals 2nd Annual Charity Golf Tournament is right around the corner. Monday June 24th at George Wright Golf Course. 8am Shotgun Start. Raffles ~ Closest to the Pin ~ Fun. Register now at www.annaspals.org/events

MAYOR OF ROSLINDALE CONTEST FOR ROSLINDALE DAY PARADE

The 44th Annual Roslindale Day Parade will take place

on Sunday, October 6th, 2019, stepping off at 1:00 p.m. from Washington Street in Roslindale Village. The parade will proceed up South Street, to Belgrade Avenue, taking a right at West Roxbury Parkway, through Gottwald Rotary, to Centre Street, to South Street, and ending at Fallon Field. This year the Parade will honor as Grand Marshals Stephen Judge and the Delfino Restaurant Family.

In addition to parade participants, the Committee is seeking candidates to join in our 21st annual "Mayor of Roslindale" Contest which will run through the end of September. The winner of the contest will be honored in the Parade on Sunday, October 6th. The deadline for registration for the Mayor of Roslindale contest is August 31st.

For information about the contest, as well as Parade participation opportunities for your organization or business, please visit www.roslindaleparade.com, email to info@roslindaleparade.com, or call 617-327-4886.

PSA EXHIBIT AT SQUARE ROOT CAFE ROSLINDALE

The Square Root Cafe and the Roslindale Arts Alliance announce a new art exhibit. The exhibit, Big, Bold & Colorful will be at the Cafe from June 15 through July 31. There will

be a reception with the artists on Tuesday June 25 from 6-7:30pm. The Cafe is located at 2 Corinth Street, Roslindale.

Participating artists: Blake Brasher, Alan DeMola, Jamie Kendrioski, Stephen Levin, Richard Pepp and Lyasya Sinkovski.

More info at <http://www.roslindalearts.org>. <https://www.facebook.com/events/423671921696756/>

HEALTHCENTER SEEKING NOMINATIONS

The Greater Roslindale Health Organization is seeking nominations for the "Hermena F. Clark Community Service Award". This will be the 21st annual award to be bestowed in October to an individual who has unselfishly helped residents living in Roslindale, West Roxbury or Hyde Park. Examples could include individuals who helped at a local food pantry, school/church volunteers and youth/ elder advocacy. Nominations will be accepted through July 24, 2019.

Persons nominating an individual must write their name and telephone number on a letter describing why this person is deserving of this recognition so that the Award Committee can contact them. Submit nominations to: GRHO Service Award Committee, 4199 Washington St., Roslindale, MA. 02131 or fax to 617-323-7870.

Deadline

The deadline for all press releases for The Bulletin is Friday.

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FOLLOW US ON  

Letters *continued from page 4*

through side streets (such as Montview, Richwood, and Mt. Vernon Streets), drastically changing the peaceful nature of the neighborhood.

I believe that the best solution to the pedestrian safety problem is to install “on-demand” traffic lights at all crosswalks that do not have cyclical traffic lights. On-demand lights go red immediately upon a pedestrian pressing the button. Requiring cars to stop for on-demand lights is simply tantamount to enforcing the existing law that cars stop for pedestrians in the crosswalk, and will avoid the need to change Centre Street from its current traffic configuration.

As to the need for a better bicycle route on Centre Street, I feel that such a change – however well-intentioned and desirable under ideal circumstances – is not practical. Centre Street is simply not wide enough to accommodate a bicycle pathway given the current traffic throughput and need for the parking upon which businesses rely. As a bicycle commuter myself, I can attest that the side roads offer ample, relatively safe passage to those bicycles.

*Mark Horenstein
West Roxbury*

BENEFITS OF T EXTEND BEYOND RIDERSHIP

To the Editor:

Were all things equal, I would agree with your June 20th’s, “No Free Ride,” editorial.

I think MBTA riders, the vast majority wage workers or employees in some fashion, would be more than happy to, “shoulder the burden through fare increases,” if they weren’t so tightly bridled economically. Employers have the better end of the stick. Employers and society benefit much more from their labor force trudging to work by T than what what is reciprocated in wages and wage growth. And, I think it’s not morally sound to say that just because one doesn’t ride the T doesn’t mean they aren’t benefitting from the T. You can’t profit or create wealth in a vacuum. Value is added to society by the T. I don’t know what the solution is but, there is a connection between morality and taxes.

*Fred Halpern-Smith
Belmont resident/ JP
worker*

STOP THE NOISE IN HYDE PARK

To the Editor:

The city ordinance (16.26.1) on “Unreasonable Noise” begins: “No person shall make or cause to be made any unreasonable or excessive noise in the city, by whatever means or from whatever means or from whatever source.” The Boston Police can fine people who put loudspeakers in their yards and force people to leave their homes in order to keep their sanity. But, they don’t. It’s not a PRIORITY. The Ordinance goes on to state: “Unreasonable or excessive noise shall mean....any noise plainly audible at a distance of three hundred (300) feet or, in the case of loud amplification

devices or similar equipment, noise plainly audible at a distance of one hundred (100) feet from its source by a person of normal hearing.” Clearly, without this rule, the city would be uninhabitable.

The main culprits are the ones turning Ross Field, a public facility, into a private party central. Then there are the cars that have been transformed into mobile sound systems, such as the one I saw near the Reddy Avenue entrance to Ross Field on 10-3-18 at approx. 1:17PM. It was parked where the old clubhouse used to be. Remember that? Players could change and take a shower there. I can still hear the sound of their cleats on the long cement stairs and asphalt track as they made their way to the main diamond to play Pop Warner baseball. The gold colored sedan had all four doors open and was blasting music that could be heard at Safford Street, blocks away. 911 was called. A police box truck responded at approx. 2:08PM and drove to the people who were outside the sedan. The cops never got out of their vehicle and then left the area. Maybe one or more of the partiers had active warrants, no insurance, expired license, guns. The cops just did not care. Maybe they had been told not to bother by someone up the chain of command, by someone who does not live in Hyde Park. No interrogation. No fine. Nothing!

On 9-22-18 at approx. 7:10PM I arrived home with music blasting next door. I observed a Police SUV parked across the street from the party. I thought that someone had called 911 about the noise. A little later I looked outside and saw that the cruiser had been moved in front of my house. I went outside to talk to the cop. Just prior to this I called 911. There was no one in the cruiser! The cop had joined the party! Hello! He must have heard the call on his radio, because shortly thereafter he took off. 911 had to be called again at approx. 8:05PM. No fine. Nothing.

I could fill a book with dates, times and sometimes incredible descriptions of events in the Ross Field area. Sgt. Macdonald can make suggestions and talk about fines, but nothing will be done. Nothing will be done until we get police who are willing to put in the work and show concern about more than getting off the clock and out to the next detail. NOTHING WILL BE DONE UNTIL THE PERSON IN CHARGE OF E-18 ORDERS THAT FINES BE ISSUED. Not warnings, FINES!

Nothing will be done until the Mayor’s Office gets involved. The problem is that this issue is not a priority for Walsh because he is too busy fattening up developers and the members of the Building Trades Unions like the group he ran: The Laborers Union of North America. This is one of those unions like the Teamsters, the Carpenters and AFSCME among others that have faced a host of legal problems over the years. In the process he is creating a noisy (more

people, more noise), super dense, unbearable, bottle-necked environment that is being built supposedly in the interest of that fraud of frauds: Affordable Housing. Like the skyscrapers for billionaires downtown. The issue is not housing Martin, it’s RENT! And you will never build enough housing to reduce rents. NEVER! The town is just not big enough.

So I urge people to call 911 for noise. Fight for your quality of life! 911 will ask the nature of your emergency. Just say: “a loud party”. They will prioritize your call especially on Friday and Saturday nights when the lowlifes want to play all night all over. Wait a half hour and then call again and again and AGAIN! Remember, you are not alone.

*Peter Miller
Hyde Park*

A PICTURE TELLS A THOUSAND WORDS

To the Editor:

What to me is wrong with contemporary society was perfectly reflected in the picture of Boston’s valedictorians on Page 11 of the June 19 Bulletin: All the corporations and politicians brag of their importance, but the valedictorians themselves aren’t worthy enough to be named.

*David A. Mittell, Jr
Jamaica Plain*

FULLY SUPPORTS PROPOSED WEST ROXBURY CHANGES

To the Editor:

I love West Roxbury. It has great parks, great restaurants, a fantastic sense of community, and is an excellent place to raise a family. West Roxbury deserves a business district that fully matches the character of the neighborhood: a place where our neighbors, young and old, can gather, shop, dine, and go for a walk with their children and grandchildren, without fearing for their lives while moving from one side of the street to the other. We deserve a business district that prioritizes people, not cars. I fully support the changes to Centre Street proposed by the Boston Transportation Department at the June 20th meeting. It was great to see that the changes would mean massive improvements to walkability and safety in the business district, while having almost no negative impact on commute times and parking. We have the chance to help the business district reach its full potential: let’s not pass it up!

*Evan Judd
West Roxbury*

SUPPORT MAKING CENTRE STREET SAFER

To the Editor:

On June 20 I attended a meeting hosted by Boston Transportation Department regarding improvements to Centre Street in West Roxbury. I was impressed with the presentation’s quality and professionalism. I fully support BTD’s approach to making Centre Street a safer and welcoming place for pedestrians, cyclists and all users of a very

important center of our community.

The proposed plan creates protected bicycle lanes and enhanced sidewalks. Based on traffic engineering studies, reducing the number of travel lanes from two in each direction to one in each direction with dedicated turning lanes, has a minimum impact on the volume of through traffic during rush hour. Rush hour only occurs during a short period of time in the morning and in the early evening. Also, since most stores, banks, and other businesses and services are not open during the morning commute, the so called “minimum impact” occurs for a relatively short period of time on just five of seven days a week. This seems like a very small price to pay for the many benefits these improvements will provide.

Since it is anticipated that the vehicular control measures may have an impact, albeit minimum, it is important to study potential impacts on residential side streets in the area. I have been to cities and towns in the area where rush hour traffic is controlled with oneway streets and street closures during key time periods. It is very important to study the potential impacts and propose mitigating solutions.

Lane reduction on Centre St is critical to a safer and more equitable Main St. that increases economic opportunities for businesses and improves the quality of life for residents and shoppers. I fully support the BTD plan for Centre Street.

*Doris Corbo
45 Year West Roxbury
resident*

TIME TO MOVE ROXBURY PREP FORWARD

To the Editor:

As a West Roxbury resident, Roxbury Prep alumnus, and current staff member, I am eager for Roxbury Prep’s high school facility project to move forward. Roxbury Prep has been patiently committed to accommodating and address community concerns through a longer than usual approval process. Across my experiences with Roxbury Prep, one consistent quality that I have found is the school’s willingness to work with local communities and neighbors in addressing challenges. You can find examples of this across all four of our schools. Roxbury Prep has been flexible and it is time to move this process forward.

At this point, we know that 85.5% of public comments submitted to the BPDA during the public comment period were in favor of the project. Many of the public comments by those opposed discuss traffic and congestion, which the school has addressed time and time

again through the project process and 90% of our high school student body takes public transportation to school. Others are convinced we can move into the West Roxbury Complex, which Roxbury Prep has been told is not a viable option. The site at 361 Belgrade is already zoned for a school and is the best available option for us. This project deserves its due process having met all the requirements laid out by the BPDA. Elected officials should know that our community will not give up until our high school has one, permanent home.

Considering Roxbury Prep’s history in catering to the needs of its communities, I believe the school can be trusted to craft the kinds of operational policies that will best serve the greater Roslindale and West Roxbury communities. Over the last twenty years, I’ve seen Roxbury Prep partner with the people of Boston, always doing their due diligence to accommodate as necessary, and this project will not be an exception.

*Janice Brea
West Roxbury*

EDITOR IS OUT OF TOUCH... WITH EVERYTHING

To the Editor:

The 20th century mindset of the Bulletin editorial “No Free Ride” keeps showing how far out of touch the Editor is. The Boston area economy is built on the skeleton of a public transportation system; unfortunately, the skeleton has severe arthritis and the growth of population and a strong economy are breaking it down. It is nearly impossible to imagine the level of congestion and economic loss that would occur without this system but we can envision how much more robust the economy and stressless life would be in greater Boston if we had a modern, expansive and well functioning system. There are many examples of this such as Montreal, which is equivalent to Boston, and the Netherlands, which is equivalent to Massachusetts. Both have exemplar public transport systems, little congestion, high life quality, and thriving economies. Fare revenues never account for much of the cost of a system; most of the money must come from general or targeted taxes as Councilor Wu proposes. Just as road construction and maintenance are similarly funded. The economic benefits of a well functioning public transportation system rebound to all regardless of where they live. Shared benefits require shared costs. It’s past time for you to shed your out of date thinking.

*Alan Wright
Roslindale*

Tell ‘em
what you
think with a
Letter To
The Editor



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Legals

Commonwealth of Massachusetts
The Trial Court Probate and Family CourtINFORMAL PROBATE
PUBLICATION NOTICE

DOCKET No. SU18P2589EA

Estate of: William James Peterson
Also Known As:
Date of Death: September 21, 2018

Suffolk Division

To all persons interested in the above-captioned estate, by Petition of
Petitioner: Joseph E Peterson of Boxford, MA
Joseph E Peterson of Boxford, MA

has been informally appointed as the Personal Representative of the estate to serve without surety on the bond.

The estate is being administered under informal procedure by the Personal Representative under the Massachusetts Uniform Probate Code without supervision by the Court. Inventory and accounts are not required to be filed with the Court, but interested parties are entitled to notice regarding the administration from the Personal Representative and can petition the Court in any matter relating to the estate, including distribution of assets and expenses of administration. Interested parties are entitled to petition the Court to institute formal proceedings and to obtain orders terminating or restricting the powers of Personal Representatives appointed under informal procedure. A copy of the Petition and Will, if any, can be obtained from the Petitioner.

*West Roxbury/Roslindale Bulletin, 06/27/2019*Commonwealth of Massachusetts
The Trial Court Probate and Family CourtCITATION ON PETITION FOR
FORMAL ADJUDICATION

DOCKET No. SU19P1217EA

Estate of: Steven Hachikian
Date of Death: 04/03/2019Suffolk Probate and Family Court
24 New Chardon St.
Boston, MA 02114
617-788-8300To all interested persons:
A Petition for **Formal Probate of Will with Appointment of Personal Representative** has been filed by:

Kenneth V. Hachikian of Deerfield, IL
requesting that the Court enter a formal Decree and Order and for such other relief as requested in the Petition.

The Petitioner requests that:

Kenneth V. Hachikian of Deerfield, IL
be appointed as Personal Representative(s) of said estate to serve on the bond in an **unsupervised administration**.

IMPORTANT NOTICE

You have the right to obtain a copy of the Petition from the Petitioner or at the Court. You have a right to object to this proceeding. To do so, you or your attorney must file a written appearance and objection at this Court before: 10:00a.m. on the return day of 07/26/2019. This is NOT a hearing date, but a deadline by which you must file a written appearance and objection if you object to this proceeding. If you fail to file a timely written appearance and objection followed by an affidavit of objections within thirty (30) days of the return day, action may be taken without further notice to you.

UNSUPERVISED ADMINISTRATION UNDER THE
MASSACHUSETTS UNIFORM PROBATE CODE (MUPC)

A Personal Representative appointed under the MUPC in an unsupervised administration is not required to file an inventory or annual accounts with the Court. Persons interested in the estate are entitled to notice regarding the administration directly from the Personal Representative and may petition the Court in any matter relating to the estate, including the distribution of assets and expenses of administration.

WITNESS, Hon. Brian J. Dunn, First Justice of this Court.

Date: June 14, 2019

Felix D. Arroyo, Register of Probate

*West Roxbury/Roslindale Bulletin, 06/27/2019*Commonwealth of Massachusetts
The Trial Court Probate and Family CourtCITATION ON PETITION FOR
FORMAL ADJUDICATION

DOCKET No. SU19P0827EA

Estate of: Malachi I Yisrael
Date of Death: 03/11/2019Suffolk Probate and Family Court
24 New Chardon St.
Boston, MA 02114
617-788-8300

To all interested persons:

A Petition for S/A – **Formal Adjudication of Intestacy and Appointment of Personal Representative** has been filed by:

Marilyn Thomas Yisrael of Boston, MA
requesting that the Court enter a formal Decree and Order and for such other relief as requested in the Petition.

The Petitioner requests that:

Marilyn Thomas Yisrael of Boston, MA
be appointed as Personal Representative(s) of said estate to serve **With Corporate Surety** on the bond in an **unsupervised administration**.

IMPORTANT NOTICE

You have the right to obtain a copy of the Petition from the Petitioner or at the Court. You have a right to object to this proceeding. To do so, you or your attorney must file a written appearance and objection at this Court before: 10:00a.m. on the return day of 07/22/2019. This is NOT a hearing date, but a deadline by which you must file a written appearance and objection if you object to this proceeding. If you fail to file a timely written appearance and objection followed by an affidavit of objections within thirty (30) days of the return day, action may be taken without further notice to you.

UNSUPERVISED ADMINISTRATION UNDER THE
MASSACHUSETTS UNIFORM PROBATE CODE (MUPC)

A Personal Representative appointed under the MUPC in an unsupervised administration is not required to file an inventory or annual accounts with the Court. Persons interested in the estate are entitled to notice regarding the administration directly from the Personal Representative and may petition the Court in any matter relating to the estate, including the distribution of assets and expenses of administration.

WITNESS, Hon. Brian J. Dunn, First Justice of this Court.

Date: June 10, 2019

Felix D. Arroyo, Register of Probate

Hyde Park Bulletin, 06/27/2019

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NOTICE OF SELF STORAGE SALE

Please take notice Prime Storage – Hyde Park located at 1641 Hyde Park Ave., Hyde Park, MA 02136 intends to hold an auction to sell the goods stored by the following tenant at the storage facility. The sale will occur as an online auction via www.storage-treasures.com on 7/8/2019 at 12:00 PM. Unless stated otherwise the description of the contents are household goods and furnishings. Danielle Shelton unit #1084. All property is being stored at the above self-storage facility. This sale may be withdrawn at any time without notice. Certain terms and conditions apply. See manager for details.

*Hyde Park Bulletin, 6/20/19, 6/27/2019*Commonwealth of Massachusetts
The Trial Court – Probate and Family Court Department
SUFFOLK Division

Docket No. SU19C0240CA

CITATION ON PETITION TO
CHANGE NAMESuffolk Probate and Family Court
24 New Chardon St.
Boston, MA 02114
617-788-8300

In the Matter of: Lance LeBarron Kelley

A change of name has been filed by

Lance LeBarron Kelley of Jacksonville, FL

requesting that the court enter a Decree changing their name to:

Lance El Khaliq Rushdee

IMPORTANT NOTICE

Any person may appear for purposes of objecting to the petition by filing an appearance at: **Suffolk Probate and Family Court** before 10:00 a.m on the return day of 07/05/2019. This is NOT a hearing date, but a deadline by which you must file a written appearance if you object to this proceeding.

WITNESS, Hon. Brian J. Dunn, First Justice of this Court

Date: June 13, 2019

Felix D. Arroyo, Register of Probate

*Hyde Park Bulletin, 06/27/2019*Commonwealth of Massachusetts
The Trial Court – Probate and Family Court Department
SUFFOLK Division

Docket No. SU18D0153DR

DIVORCE SUMMONS BY PUBLICATION AND MAILING
Nahomie St-Aude Monuma vs. Jenny MonumaSuffolk Probate and Family Court, 24 New Chardon St., Boston, MA 02114
To the Defendant:

The Plaintiff has filed a Complaint for Divorce requesting that the Court grant a divorce for Irretrievable Breakdown of the Marriage.

The Complaint is on file at the Court.

An Automatic Restraining Order has been entered in this matter preventing you from taking any action which would negatively impact the current financial status of either party. **SEE Supplemental Probate Court Rule 411.**

You are hereby summoned and required to serve upon: **Nahomie St-Aude Monuma, 145 Navarre St., Apt 23A, Hyde Park, MA 02136** your answer, if any, on or before **07/05/2019**. If you fail to do so, the court will proceed to the hearing and adjudication of this action. You are also required to file a copy of your answer, if any, in the office of the Register of this Court.

Witness, Hon. Brian J. Dunn, First Justice of this Court.

May 13, 2019

Felix D. Arroyo, Register of Probate Court

*Hyde Park Bulletin, 06/27/2019*Commonwealth of Massachusetts
The Trial Court – Probate and Family Court Department
SUFFOLK Division

Docket No. SU19P1390GD

CITATION GIVING NOTICE OF PETITION FOR APPOINTMENT
OF GUARDIAN FOR INCAPACITATED PERSON PURSUANT

TO G.L. c. 190B, §5-304

In the matter of: Baaju Izuchi

Of: Hyde Park, MA

RESPONDENT

Alleged Incapacitated Person

To The named Respondent and all other interested persons, a petition has been filed by

Boston Medical Center of Boston, MA

In the above captioned matter alleging that **Baaju Izuchi** is in need of a Guardian and requesting that

Ntomchukwu Izuchi of Hyde Park, MA

(or some other suitable person) be appointed as Guardian to serve on the bond.

The petition asks the Court to determine that the Respondent is incapacitated, that the appointment of Guardian is necessary, and that the proposed Guardian is appropriate. The petition is on file with this court and may contain a request for certain specific authority.

You have the right to object to this proceeding. If you wish to do so, you or your attorney must file a written appearance at this court on or before 10:00 A.M. on the return date of **07/18/2019**. This day is NOT a hearing date, but a deadline date by which you have to file the written appearance if you object to the petition. If you fail to file the written appearance by the return date, action may be taken in this matter without further notice to you. In addition to filing the written appearance, you or your attorney must file a written affidavit stating the specific facts and grounds of your objection within 30 days after the return date.

IMPORTANT NOTICE

The outcome of this proceeding may limit or completely take away the above-named person's right to make decisions about personal affairs or financial affairs or both. The above-named person has the right to ask for a lawyer. Anyone may make this request on behalf of the above-named person. If the above-named person cannot afford a lawyer, one may be appointed at State expense.

Witness, Hon. Brian J. Dunn, First Justice of this Court

June 18, 2019

Felix D. Arroyo, Register of Probate

*Hyde Park Bulletin, 06/27/2019*Mayor Walsh
Signs Home
Rule Petition
Establishing A
Fire Cadet
Program

Mayor Martin J. Walsh today announced he signed a Home Rule Petition to establish a cadet program at the Boston Fire Department (BFD) and provide a stable pipeline of diverse young people for future firefighter classes. As part of his legislative agenda, Mayor Walsh filed the proposal as a Home Rule Petition in January 2019, and it was recently approved by the Boston City Council, and now moves to the Massachusetts Legislature for final approval.

The Massachusetts Legislature must approve the City's ability to create a cadet program, which they did for the Boston Police Department (BPD) in 1979. Since Mayor Walsh reinstated the BPD cadet program in 2016, there have been two classes that have embodied the diversity of our city. In both classes, more than 60 percent of the cadets have been people of color and more than 30 percent have been women. Aspiring cadets have also represented Boston's linguistic diversity, collectively speaking Spanish, Haitian Creole, Vietnamese, Cantonese and Cape Verdean Creole, among others.

BFD's newest recruit class of 53 was sworn in last week, marking the most diverse class since 2003. Of the 53 new firefighters, 20 are people of color, including seven Asians, seven Latinos, and six African Americans. At the same time, the class consisted of 52 males and one female (BFD's first Asian American female firefighter), reinforcing the need to further diversify recruitment efforts. BFD has twice applied to the state for a Selective Certification List to include a targeted number of female firefighters in new recruit classes; both of these requests were denied, most recently as October 2018.

While the City needs State law to be changed to begin the program, Mayor Walsh's FY20 budget includes \$175,000 for a fire cadet class. Mayor Walsh has prioritized outfitting the Boston Fire Department for the 21st century and has committed more than \$92 million in his FY20-FY24 Capital Budget for infrastructure improvements. The Boston Fire Department will soon rebuild two fire stations, and has received 40 new fire trucks, replacing 50 percent of its entire fleet in the past four years alone. In addition to infrastructure investments, BFD leadership has undergone extensive workplace training every year, including 30,000 hours total in training which includes anti-harassment, discrimination and respectful workplace training in the last year alone, an over 300 percent increase in training hours compared to four years ago.

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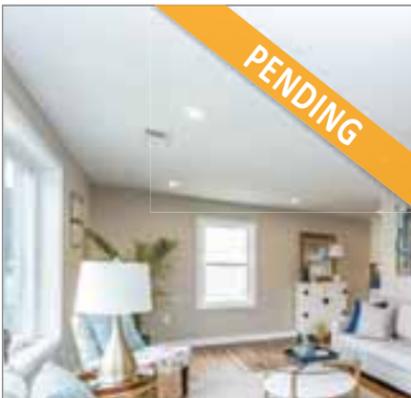
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