

The Hyde Park Bulletin

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February 14, 2019



Another cannabis shop proposed for Allston



Residents were concerned about the excess traffic a new shop like this may produce in the tightly packed neighborhood of Allston.

PHOTO BY JEFF SULLIVAN

Jeff Sullivan
Staff Reporter

Almost 100 residents packed into the Josephine Fiorentino Community Center on Wednesday, Feb. 6 to discuss a proposed recreational and

medical cannabis shop at 259 Cambridge St. in Allston.

The shop marks the fourth proposal for a cannabis shop in District 9 (Allston Brighton), but the proponents attest that be-

Cannabis Shop
Continued on page 11

MAC blows away crowd with combined showcase



Hyde Park's own MEGA Print artists, from left to right: Sasja Lucas, Antoinette Harrell, Myrna Balk, Harikleia Kuliopolis, Kim Ecevido, and Mary McCusker.

PHOTO BY ERIK GEHRING

Mary Ellen Gambon
Staff Reporter

The Menino Arts Center (MAC) held a joint reception for two unique groups of artists on Saturday, Feb. 9, combining the skills of venerated local artists and the talents of Curry College seniors with a dichotomy of seven-foot-tall black and white prints and explosive, colorful modern art.

More than 100 people crowded into the main gallery to view 18 large paper MEGA black and white ink prints created last September during a unique process – a steamroller pressing over painstakingly hand carved wood and linoleum

plates.

These works were created during September's Urban Arts Festival, held at Hyde Park's Martini Memorial Hatch Shell, attended by hundreds of art and music aficionados.

More people lined the hallway and side gallery during the two-hour show, admiring the works of Curry College seniors in their Senior Art Exhibit, entitled, "Art of this World."

This is the second anniversary of the Curry exhibit, according to professor Laurie Alpert, who has taught at the college for 36 years.

"This is a wonderful opportunity for these 11 students to exhibit their works in a professional gallery and to put something on

their resumes," Albert said. "It gives their art exposure in the community."

The students, who are studio and design majors, created their works in a variety of media, including paintings, drawings and digital prints. Two of their works were sold.

The Curry pieces included mixes of modern impressionism, nature and spins on realism.

"This exhibit is the best of both worlds," according to Curry senior Yamilet Caceres, who showed off her painting, "Rivers of Joy." "You get to show your work to the community, and you get to meet professional

Art Showcase

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WRCIA once again talks pedestrian safety after death on Centre



Residents at the WRCIA are concerned about pedestrian issues after another pedestrian fatality in West Roxbury.

PHOTO BY JEFF SULLIVAN

Jeff Sullivan
Staff Reporter

The West Roxbury Civic Improvement Association (WRCIA) met on Monday, Feb. 11 to discuss issues facing the neighborhood and, once again, pedestrian safety was the most significant topic of discussion.

The issue comes after pedestrian Marilyn Elaine was struck by a vehicle on Centre Street and later died last week. According to Boston Police Department District E-5 Community Service Officer Edward Roach, Elaine was exiting her vehicle at The Squealing Pig at about 4 p.m.

"I guess she got hit in the second lane where the double yellow line hits," he said. "The driver said she couldn't see her because of the glare of the sun."

Roach said for that time of day and in that area, the glare can make visibility almost impossible.

"I had just driven through there, the day of the Patriots Parade, and by the time I got back to West Roxbury it was about quarter to four," he said. "I drove down Centre outbound towards Dedham and the sun was directly in my eyes. If your windshield isn't perfectly clean, you see that haze in your windshield... Any-

Pedestrian Safety
Continued on page 10

JPA talks closing Jamaicaaway to vehicles on specific days

Richard Heath
Staff Reporter

The Jamaica Pond Association (JPA) met on February 4 and, for over an hour, discussed an issue first raised a dozen years ago at a Dec. 5, 2006 meeting hosted in part by then-Rep. Jeffrey Sanchez on safety, maintenance and police enforcement on the Jamaicaaway.

The first segment of the regular monthly meeting was the police report reviewed by E-13 community service officer Bill Jones, and then the JPA reviewed the proposed Hyde

Square cannabis dispensary at 401A Centre St.

Core Empowerment gave two presentations to the JPA on Dec. 10 and Jan. 7 about its retail dispensary. At the January meeting, the JPA voted not to oppose the shop with specific provisos largely involving traffic and parking and the \$100,000 annual contribution for five years to community groups.

Rosemary Jones is the JPA chair.

"We'll watch closely to see when their zoning date is," she said. "We need to make certain

the provisos are included in their presentation."

Jones asked Kevin Moloney for the zoning committee report.

Moloney said that there are plans for the development of Mike's Service Center, at 626 Centre St., of a three-to-four-story residential building with ground floor commercial.

"The owners are the George and Chris Stamatou Trust, but they have no new information," he said. "They haven't responded and the architects

Jamaicaway
Continued on page 6

Council to review PILOT agreements with schools, nonprofits

Jeff Sullivan
Staff Reporter

The Boston City Council met last week and called for a working session to review and possibly change the Payment in Lieu of Taxes (PILOT) agreement the city enacted with 49 of Boston's largest colleges, universities and nonprofit organizations with property values of \$15 million or more.

The working session was called after the council held a hearing on the issue last year. District 1 City Councilor Lydia Edwards said the hearing and the working session was to try to figure out how to help or entice those not for profit organizations to meet the goals established for them in 2011 by the PILOT. The PILOT was

initially encouraged these organizations to pay 25 percent of what they would pay in taxes on their respective properties.

In 2018, the City of Boston requested \$104,108,066 from these organizations in either community benefits credit or cash contributions. The Community benefits credit came out on top at \$50,223,414 and the cash contribution came in at \$33,640,461. In total, Boston received 81 percent of its total requests, which is about the same for 2017 and 2016. Since the program started in 2011, however, the contributions have increased in aggregate, but with some trouble along the way. Initially, fiscal year 2012 saw a "good faith" effort of 90.7 percent paid of the request, but that dropped off sharply to 65.5 percent in 2017.

"We did see a jump in contributions from 65 percent to 81 percent just last year," said Edwards. "Actually, many of these institutions are contributing more than their fair share. But the fact is that's not 100

percent."

Edwards also pointed out that the percentages of the request are based on assessments conducted in 2011.

"That's a problem, because we really are not receiving the amount of money we should be because we do not assess these properties on an annual basis," she said. "We haven't actually done a full assessment of the properties that are tax exempt since 2009, 10 years ago. We need to do that again."

The requests have increased at least in 2016 and 2017, which saw a 1 percent and 2.5 percent increase respectively, but that is minimal compared to the increase in property values the city has experienced since 2009. Edwards also pointed out that the 25 percent requests were agreed to by all the institutions in the original PILOT agreement in 2011.

Edwards said she wants the city to be more transparent about the money it is missing out on based on 2019 property values, and she said she

wants the city to start assessing these properties.

These organizations include Boston University (which paid 87 percent of its agreed PILOT request in funds or services) and Boston College (which paid 10 percent of the same). Roxbury Latin, the Joslin Diabetes Center and the Institute of Contemporary Art all came in dead last at 0 percent.

Edwards said the majority of the PILOT payments came through in community benefits, and she said she wants the city to define these values as clearly and accurately as possible.

"And that the city defines them through the community lens," she said. "That we convene a workshop of individuals coming together to say as a community that these are actual benefits that we need and want. They are not defined right now, as we saw when many of the community benefit reports came in and one nonprofit said 'our benefit to you is the fact that our kids are not going to BPS.' There's your benefit. That's embarrassing and insulting and it's what we allow right now."


Edwards also pointed out the problem with endowments

of organizations like Harvard, which she said has the largest endowment in the world, second only to the Catholic Church.

"This is one time I agree with the administration in Washington D.C., and that is their decision to tax the endowment of some of our richest institutions, like Harvard," she said. "I agree with it because it's acknowledging that these institutions are paying more for their hedge fund managers than it is in their PILOT payments to the City of Boston. They have the money, and that is not an educational purpose, managing hedge funds."

Essaibi-George pointed out that these institutions are using services provided by the city, like police, fire, sewer and road services, but are basically asking taxpayers to pick up their tabs.

"Our nonprofit partners rely on Public Works and other city resources and infrastructure," she said. "This is really a call for fairness when it comes to assessment, when it comes to fairness in partnership and the need for these partners to be at the table and fulfilling their commitment they made so many years ago."



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HPNA unanimously votes to have 11 Dana Ave project re-reviewed

Mary Ellen Gambon
Staff Reporter

The Hyde Park Neighborhood Association unanimously voted to appeal the 11 Dana Avenue mixed-use 24-unit apartment building proposal presented at their monthly meeting on Thursday, Feb. 7 at the Hyde Park Area E 18 police station.

Members, led by neighborhood activist Craig Martin, said that the project violated the zoning code, including the right neighborhood zoning district and the concept of what a floor actually was.

The building is located in what is known as the Article 69 Hyde Park Neighborhood District – Neighborhood Shopping District 2, or “NS 2.” It is part of the Neighborhood Design Overlay District (NDOD).

At a meeting held at the police station on January 23, the development team, led by John Campbell of the Boston Planning and Development Agency (BPDA) and attorney John Pulgini, noted that the building was “as of right,” meaning that they do not need any variances to proceed.

However, one of Martin’s main contentions is that there are two NS 2 districts in Hyde Park’s business district—one for the main Cleary Square area and a second demarcated by a bold line for Dana Avenue going toward Wolcott Square. Martin presented a map showing the separate NS 2 district at the January 23 meeting.

“This building is being thrown upon us,” Martin said. “We showed them the separate NS 2 district. There is a clear line.”

In the second NS 2 district, two parking spaces are allowed per unit. However, in the proposed development, there is only one allowed “as of right.”

The building, named The Residences at Hyde Park Station, is proposed to be a four-story, mixed use residential building with a 300-foot commercial space on the ground floor. It will include 24 two-bedroom apartments, with eight on each of the three residential floors. It will also have a roof deck with a space for bicycles and greenspace. The garage will have stacked mechanical parking with one space per unit.

The commercial space is designed for an office, not retail space, Pulgini said previously. The zoning does not allow housing on the ground floor.

Because of this designation, the mixed use building allows the apartments to be sold at market rate pricing, without affordable housing offerings.

The total development cost has been slated at \$9 million.

There are 24 parking spaces



HPNA members vote to send a letter to BPDA Director Brian Golden and city officials voicing their disapproval of the 11 Dana Ave. proposal.

PHOTO BY MARY ELLEN GAMBON

proposed below grade, one per residential unit. Also, there will be 39 bicycle spaces in the basement. The parking will be accessible by a ramp from Dana Avenue, according to the proposal.

This is where Martin brought up his contention about the development team’s concept of a floor.

“This is an abomination,” he said. “All of Hyde Park has to be concerned.”

Then he pointed to the floor.

“I think we can all agree that this is what you would call a floor,” he said. “We’ll pretend that this is the first floor. But over on this side, at Dana Ave., they have the ramp that goes below grade that goes to the parking.”

“We all know that at the old Eagles building there was a big water problem, and this was mentioned at the meeting. They said they were only digging four feet. But it seems like It would have to go deeper.”

“What I am trying to explain is you are supposed to have two parking spaces, not one,” he continued. “And if there is air here, there is not a floor. I even looked up the definition and it says a floor means, ‘a solid surface on which one stands.’”

“Then what are the next steps?,” asked Ralph Cotelleso, who served as the acting president, vice president and treasurer that evening.

“According to the Industrial Code Council, a floor would have to meet the definition of ‘one, a story; or two, a story above grade, but there is the caveat that 50 percent of a basement has to hit above grade level,” Martin said. “That’s what the state code says.”

Martin added that the HPNA should get letters to elected officials, as well as to the BPDA expressing these concerns and the group’s disapproval of the project.

“All we can do is command (BPDA Director Brian) Golden to present this to us again, the right way,” Martin said.

Cotelleso asked that a mo-

tion be made for a vote to present a letter to Golden and local officials, as well as the at-large City Councilors. The motion was approved unanimously. Although no official tally was taken, Cotelleso confirmed that the vote was unanimous.

Bryan Flynn, the Hyde Park liaison for the Mayor’s Office of Neighborhood Services, said that a copy should be sent to his office, as well as to the Inspectional Services Department.

“You have every right to voice your opinions about this project and make your opinions heard,” Flynn said.

“It’s better to send it to everyone,” added Stephen Maguire from Councilor Tim McCarthy’s office.

George Perry questioned Flynn about his requests that the meetings be moved to the Hyde Park Community Center.

“I did check there, and the Muni has had some issues with water damage in the ceiling,” Flynn said. “So they wouldn’t be able to hold community meetings there. I’ve had people ask to try to book other things there.”

In a previous interview with The Bulletin, Bonnie McGilpin, Director of Communications at the BPDA, discussed the concern about the second NS 2 district.

“The development team is subject to ISD’s interpretation of the zoning,” McGilpin said on Monday, January 28. “Once they (the developers) officially file, they will get their interpretation from ISD if they haven’t already.”

In other news, the E 18 police drug control unit made two significant drug busts in Hyde Park.

On January 24, the drug control unit seized 840 grams of cocaine and 814 grams of heroin at 840 Frazer St.

Later in the month, the drug control unit seized 13 grams of heroin and 14 grams of cocaine in a bust at the Rite Aid parking lot in Cleary Square on Hyde Park Avenue.

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Editorial

KING OF THE ROADS

A recent report, one of many that studies automobile congestion in large cities, has made a not-so-bold claim: in 2018, Boston had the worst traffic in the nation.

Mayor Walsh, for one isn't having any of it. He took to the website Medium to blog his outrage.

"Independent analysts have pointed out that this annual report, historically, prioritizes fast driving over steady progress and punishes older, denser cities, where distances are shorter and alternatives to driving are more plentiful," Walsh wrote. "In Boston, for example, fewer than 50 percent of commuters travel by car, so a drive-time study is telling less than half the story. Our focus is on helping people move safely and reliably, not just in cars and trucks but on foot, on bikes, and on public transit."

We will cut Walsh some slack in a moment. Let's start, however, by isolating this opening salvo of his post. Our first response would have been a challenge: go drive in NYC or Los Angeles and then come back to tell us how bad Boston is. We find it hard to believe that Boston, at any time of the day, is worse than the Big Apple.

Even if only 50 percent of commuters come into the city by car, plenty of other vehicles are on the road throughout the day for non-commute needs. Traffic just simply doesn't fit neatly into rush hours. Heavy traffic does have a negative influence on pedestrian safety. Buses suffer just as much from traffic, often to the point that people abandon that mode of transportation.

Walsh goes on to tout his "Go Boston 2020" transportation plan as a move towards reducing the excessive congestion.

Initiatives include: software to adjust timing at intersections based on real-time traffic conditions; improved and expanded bicycle infrastructure; expanding bike share programs; sidewalk repairs, creating "pedestrian plazas"; and a new "Transit Team" of specialists who will work full time with the MBTA to improve transit access and "the bus riding experience on our streets."

Walsh also noted efforts to update surcharges on rideshare companies like Uber and Lyft "to encourage shared trips, encourage walking, biking, and transit, and discourage solo trips, especially during rush hour."

"These companies, along with on-demand delivery services, are a big driver of the rise in congestion," he wrote. "The state found last year that nearly 100,000 rideshare trips originate in Boston every single day. Another study found that over 40 percent of users would have otherwise used public transit. We're working to limit curbside pickups to designated areas where they will cause fewer backups. But we also need to make sure the surcharge system discourages them from needlessly clogging city streets."

That last bit illustrates where Walsh, and others, may just not get it. Many in the population cannot hop on a bike at will during the business day, nor is walking from the Financial District to South Boston and back again viable in terms of either time or typical non-spring weather conditions.

Walsh perpetually talks a good game about encouraging business growth in the city. Well, business isn't confined to a single building with an e-mail connection. People have places to go and people to see. If the state improves the MBTA, those folks may be inclined to use it.

Blaming Uber and Lyft, or even taxis for that matter, is foolishness. Also, businesses need deliveries of both supplies and often (for personnel) food. If curbside deliveries are blocked by law or bike lanes, a hardship is created. Also, let's note that food delivery is a godsend for workers and a burgeoning business for local restaurants. Create obstacles, and this newly-growing revenue stream will shrivel.

Overall, we do admit that Walsh's traffic-mitigation plans are a huge step in the right direction. We only hope he can stay clear of a never-pleased bike lobby and ride share haters. The two true lessons to learn: our terrible, always delayed transit system won't be a solution until a true overhaul is funded and committed to; and there is no way to tout and foster "growth" in a small city like Boston without consequence or side effects. It has always been, and will always be, a difficult balancing act.

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Far from the magnificent crowds: some after-thoughts on the Patriots' parade

Judging by the language used on news reports, "rolling rally" no longer describes the Patriots activity of last week on Boylston and Tremont Streets. Whatever you want to call it, there are some lingering questions.

Before you reach into your Saturday Night Live jargon to label this humble scribe as a "Debbie Downer," there was no small amount of satisfaction in my house with the way things turned out that Sunday night in Atlanta. Quite the contrary.

And, no, I don't have any stock in liquor stores in or around Boylston Street, from which party-goers could purchase 12-ounce cans to heave at those riding on the duck boats. But perhaps the city should consider in the future closing liquor stores along this and other parade routes, as the city does in South Boston during the St. Patrick's Day parade.

While the police were (overly?) zealous about reprimanding dining establishments for allowing their patrons to eat outside on an unusually warm February day, were they equally as zealous about asking students not to climb on fragile trees and T kiosks? I shudder to think of how many flower beds were trampled in the Common and Public Gardens by euphoric crowds right after the completion of the game. It would have been nice to hear about some arrests for destroying public property.



My Kind of Town/ Joe Galeota

A friend of mine lamented the police absence in the morning in Dewey Square as the Purple Line trains at South Station disgorged thousands of riders, many of whom jaywalked at will, creating chaos.

Keolis should be commended for putting all hands on deck (or whatever you call that part of a railroad car) for transporting people—about twice what it carries on a regular workday. Regrettably, a fatality at a Norwood station by a hurtling outbound train tied up that route for hours, as medical examiners, police from several jurisdictions, and others arrived. I feel bad for all involved—especially the family of the deceased and the thousands seriously inconvenienced.

Because Purple Line trains coming from near and distant suburbs were packed beginning

at their points of origin, trains had to bypass stations closer to Boston. I wonder how many prospective boarders at intermediate stations witnessed overcrowded trains rumbling by, leaving disappointed families standing on the platforms.

As frenzied football fans last week purchased costly items at Robert Kraft's Patriot Place, Boston homeowners on fixed incomes had to worry who is paying for this vast amount of police overtime. Beginning at the third quarter of the Sunday game, hundreds of Boston's finest were deployed at Kenmore Square as well as near the Common. On the parade day itself, they lined the entire route. Who is picking the tab for all this? Undoubtedly EMS and Public Works put in a lot of overtime; hopefully no other city departments tried to fanagle overtime from the aching city coffers during the euphoria of the day(s).

Wouldn't it be nice if the colleges kicked in some funds for the Sunday night protection and the Patriots and the State helped us out with the parade day overtimes?

Now is the time for our news (as opposed to sports) anchors—understandably devoid of any gravitas during the elation of victory—to stop fawning over athletes and stand in awe of Boston's vast medical community who day in and day out operate, literally and figuratively, without any such adulation.

Letters to the Editor

SULLIVAN RUNNING FOR TRAUMA VICTIMS

To the Editor:

Hi Family and Friends!

On April 15, 2019, I am running the 2019 Boston Marathon in support of The Gillian Reny Stepping Strong Center for Trauma Innovation at Brigham and Women's Hospital (BWH). I am reaching out to ask if you would consider supporting my run. Let me explain why this cause is so timely and important to me.

Every 3 minutes, someone dies from a traumatic injury. The Gillian Reny Stepping Strong Center for Trauma Innovation, which was founded in the aftermath of the 2013 Boston Marathon bombings, bringing together multidisciplinary experts to transform research, care, and outcomes for civilian and military heroes who suffer

from devastating traumatic injuries. Stepping Strong funded initiatives are making a profound difference for trauma patients and their families worldwide. You can read about the center's groundbreaking work at BWHsteppingstrong.org.

This brings me back to why I'm so passionate about supporting this special cause. I am running in honor of the Boston Strong spirit that still defines our city, in honor of our wounded warriors, and to honor my father, who with a positive attitude is able to overcome the daily challenges he faces due to his traumatic injury that occurred when he was just 24 years old.

I have been training very hard for the race but can't do it alone. My fundraising goal is

\$8000, and I would be so grateful for your support. I will be hosting a fundraiser at the Elksin West Roxbury February 22nd, from 7-11pm. 25\$ cost at the door. Raffles, food, drinks, dancing and more! If you are unable to join us but would still like to contribute you can either donate at [https://www.crowdrise.com/briannasullivan7?lang=en-us], or you can send me a check made payable to Brigham and Women's Hospital, with my name in the memo line, at: 549 LaGrange St / West Roxbury MA, 02132.

Donations for raffle prizes would be greatly appreciated!! Thank you in advance for your generosity and support.

Brianna Sullivan
West Roxbury

ROXBURY PREP SITE A BAD CHOICE

To the Editor:

I am opposed to the 361 Belgrade Ave project proposed by Roxbury Prep. While there are a number of reasons for my opposition, there are three major points I would like to emphasize:

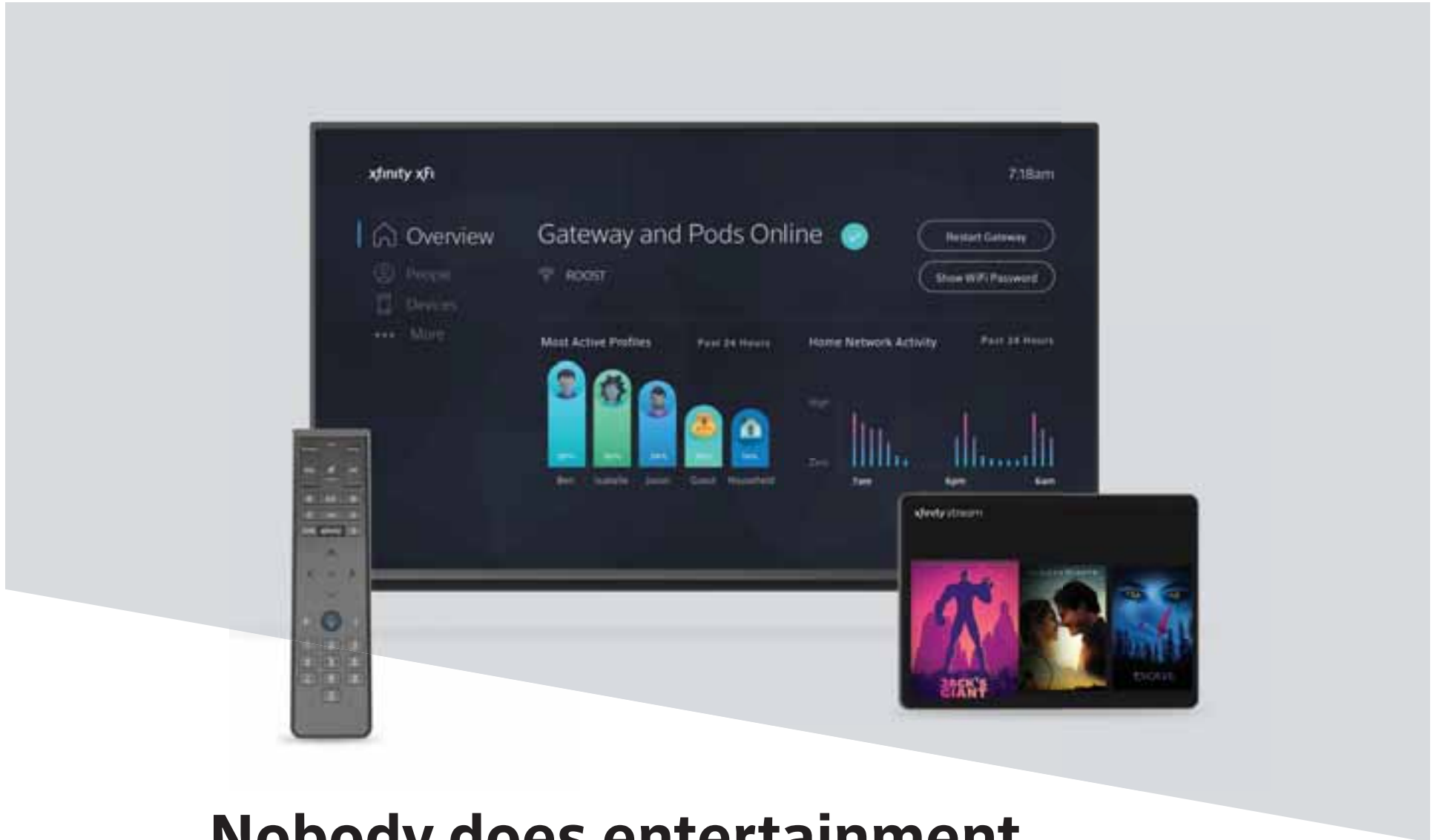
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Letters

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Jamaicaway *continued from page 1*

haven't sent any new drawings. It's the same architect as the building next door at 628 Centre St.- the blue house- that was denied by the zoning board in December."

Jones said she is an abutter. "This is very close to my heart," she said. "It's on the St. John Street corner. I will let you know when the abutter meeting is scheduled."

The Stamatatos' also own commercial blocks in Egleston Square and Dudley Square. Their apartment building joins a trio of planned residential blocks between the Jamaica Plain Health Center and St. John's Street. The eight unit building at 628 Centre by Kenneth Zhou was denied zoning relief in December; an 18-unit building Andrew Zuroff wants to build at 632 Centre next to

the health center is waiting on a zoning date.

Jones noted that there were no elected officials to report and she moved to the main agenda item, the Jamaicaway.

"One idea is a 'walk the Jamaicaway,'" she said. "Reclaiming the Parkway. Shifting off traffic one Sunday a month. If the JPA approves, we can reach out to neighbors about this, Prince Street is already organized."

Andre Jones was skeptical. "There's no parallel road," he said. "Actually, we have the river paths. The park is heavily utilized. I don't think the cost is justified."

Rosemary Jones suggested that a JPA subcommittee be formed to study this idea.

"One Sunday a month during the summer," she said. "See

if it works. Programming is the key. If there's something else going on-like the music festival at Pinebank."

Sarah Freeman was enthusiastic.

"I don't know how much of a negative this would be, she said. "It's really a worthwhile experiment. Sacrificing cars for one day, should DCR be in favor."

"It's worthwhile exploring to see where it goes," Rosemary Jones said after a three-person committee was formed. "We should contact the Emerald Necklace Conservancy and DCR."

But Peter Elmutts of Prince Street saw a much bigger picture,

"It's frustrating about how the traffic data never gets implemented and into enforcement," he said. "We need to go after DCR about the 2015 traffic study." Moloney was blunt. "[The Jamaicaway] is an unmitigated disaster and it's been going on for years."

In February 2015 DCR hired Toole Design Group to study traffic patterns on the Jamaicaway called The Improved Multi-Model Safety and Access to Emerald Necklace Parks in Jamaica Plain. The first public meeting was on February 5, 2015, the last held on October 1, 2015.

Then-Rep Jeffrey Sanchez co-sponsored the meetings with DCR and the Emerald Necklace Conservancy to discuss improving safety for pedestrians and bicyclists on the Jamaicaway and Parkman



Jamaica Pond Association chair Rosemary Jones calls the main agenda item on the Jamaicaway at its Feb 4 meeting

PHOTO BY RICHARD HEATH

drive.

"I've been advocating for this for 15 years," Sanchez said at the time.

Only the Perkins St and Parkman Drive intersection has been redesigned; this significant work was completed in December 2018.

"The plan is only 25 percent complete," Moloney said. "We need to get DCR to pick up where it left off. This is crazy. After [DCR Commissioner Leo]Roy looked at it he said it was too complicated."

Dottie Farrell had her own report in mind.

"Just go over to Murray Circle," she said. "And try and get out of it alive. That's your traffic study."

Moloney wanted DCR to look at and resolve the traffic problems between Kelly and Murray circles (Jamaica Pond to Centre Street).

Other residents raised several problems at the Bynner St-Jamaicaway intersection largely concerning left hand turns onto Willow Pond Road.

"There is absolutely no enforcement of any kind on the Arborway, Jamaicaway and Riverway," one resident said. "People speed. Go through red lights. Make left hand turns. We've complained to[Councillor]O'Malley but he's not here."

"The only time I see state police on the Jamaicaway is when they're on a detail at Forest Hills," said another resident after the meeting.

A vote was taken to write DCR Commissioner Leo Roy and request that he meet with

the JPA and Jamaica Plain Neighborhood Council on re-starting and completing the 2015 traffic study with recommendations.

"This was supposed to have been done in 2017," said one resident.

Former State Representative Sanchez made the Jamaicaway a priority; his successor Nika Elugardo seems to be following that.

In a statement to The Bulletin the next day,Rep. Elugardo said: "I'm looking forward to working with residents and Rep. Malia along with DCR... to move forward the work of making the Arborway safer for all, especially pedestrians and bikers."

DCR deflected The Bulletin's question about traffic enforcement on the Jamaicaway: "Traffic enforcement along all DCR parkways is enforced by the Massachusetts State police... please contact the state police directly," it said the next day.

DCR would not comment on The Bulletin's questions about closing the Parkway on certain Sundays and a traffic study, except to say it would have press information in the spring.


Michael Reiskind gave an update on the January 22 Jamaica Plain Neighborhood Council meeting that he said went on for three hours.

"Rep Liz Malia gave a presentation about her legislative priorities and Core Empowerment gave a presentation with a lot of discussion," said Rieskind, who is an original member of the Council and is its clerk.

Reiskind also serves on the board of the Jamaica Plain Business and Professional Association and he gave brief report on its activities.

Under new business, Moloney asked the JPA to request that the White Fund complete the restoration of the Soldiers Monument at Centre and South Street.

"The JPA was the prime mover to clean the monument some years ago," he said. "But that was just Phase I."



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Community Meeting

Additional Dwelling Units Proposed Citywide Zoning Amendment

Monday, February 25
6:00 PM

1 City Hall Square, 9th Floor
BPDA Board Room
Boston, MA 02201

Event Description

The Boston Planning & Development Agency will hold a public meeting to discuss a proposed amendment to the Neighborhood District Articles of the Boston Zoning Code regarding Additional Dwelling Units (ADUs). As part of the initial pilot in November 2017, the ADU amendment was made to Article 53 (East Boston Neighborhood District), Article 55, (Jamaica Plain Neighborhood District), and Article 60 (Greater Mattapan Neighborhood District) of the Boston Zoning Code. An ADU is a new typology to Boston that could create naturally affordable rental units without significantly changing the fabric of the existing neighborhoods, by allowing owner occupants to carve out space within the envelope of their home for a smaller, independent rental unit.

Contact:

Bryan Glascock
Boston Planning & Development Agency
One City Hall Square, 9th Floor Boston, MA 02201
617.918.4242 | bryan.glascock@boston.gov

bostonplans.org | @bostonplans

Teresa Polhemus, Executive Director/Secretary



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Around the Neighborhoods

CITY

CHILDREN'S WINTER FEST RETURNS TO BOSTON COMMON FEBRUARY 20

Mayor Martin J. Walsh and the Boston Parks and Recreation Department will be bringing the annual Children's Winter Festival to Boston Common in partnership with the Highland Street Foundation during school vacation week on Wednesday, February 20, from 10 a.m. to 2 p.m. Additional support is being provided by XFINITY, Capital One, the Floating Hospital for Children at Tufts Medical Center, L.L. Bean, and Cricket Wireless.

"The Children's Winter Festival gives kids and families the opportunity to enjoy a day of outdoor fun in downtown Boston," said Mayor Walsh. "Come join us for free games and activities on the Common during public school vacation week."

Among the attractions will be the 45-foot-long Toboggan Tunnel mountainous adventure with twin roller lanes, the 30-foot-high inflatable Everest Climb N Slide, a Ski Lift photo op, and much more. In addition, the Highland Street Foundation is sponsoring a week-long Winter Camp at the Boston Common Frog Pond with free skating and rentals for all ages from Monday, February 18, through Friday, February 22. For more information on the Winter Camp skating, please visit www.highlandstreet.org.

The festival will also feature 103.3 AMP Radio's JD, giveaways (while supplies last) from

Disney's "The Little Mermaid" Signature Collection 30th Anniversary Edition and "Ralph Breaks the Internet," and refreshments from Power Crunch protein energy bars, Cabot Cheese with Fuel Up To Play 60, KIND Snacks, and Nature's Path.

For more information, please call the Boston Parks and Recreation Department at (617) 635-4505, visit www.cityofboston.gov/parks or go to www.facebook.com/bostonparksdepartment.

YOUNG CONSERVATIONIST AWARD

Nominations are now open for the "Young Conservationist Award" presented by Zoo New England. Honoring an exceptional youth demonstrating commitment to Zoo New England and its conservation mission, the award and its \$2,500 scholarship will be presented at Zootopia on May 11, 2019. The deadline for nominations is Saturday, March 16, 2019. The age requirements for this award have been changed and now all students in grades 3 through 12 are eligible for nominations. As part of the celebration of Zootopia, Zoo New England's annual fundraising gala, the zoo staff is excited to announce that applications are now being accepted for the Young Conservationist Award. The nominated youth should be between the ages of eight and 18, have demonstrated a positive commitment to Zoo New England and its conservation mission, and have engaged in some outstanding action to sup-

port this. The award, which includes a \$2,500 scholarship, will be presented at Zootopia on May 11, 2019 to further the recipient's project, conservation work and education. The winner and two adults will receive complimentary tickets to Zootopia to participate in the awards ceremony. This year's presentation marks the seventh award presented to an exceptional youth committed to conservation.

Nominations for the Young Conservationist Award are being accepted through Saturday, March 16, 2019 at 5:00 p.m. Nomination forms are available at <http://www.zoonewengland.org/engage/zootopia>. Email questions to YoungConservationistAward@zoonewengland.org

ALLSTON / BRIGHTON

ANNUAL DINNER

Save the Date for the 2019 Allston and Brighton Boards of Trade Annual Dinner. Wednesday, April 24, 2019 with special guest Dan Shaughnessy

PROGRAMS AT THE BRIGHTON LIBRARY

NOTICE OF TEMPORARY CLOSING

Beginning Friday February 8 at 5 p.m., the Brighton Branch of the Boston Public Library will be temporarily closed for a boiler replacement project. The branch will reopen on Monday, February 25 at 12 p.m.

BOOK DISCUSSION GROUP

A book discussion group meets at the Brighton Library/40 Academy Hill Road (617) 782-6032 on the last Wednesday of each month at 11:15 am.

The featured selection for March 27th will be *Before We Were Yours* by Lisa Wingate by Bryan Stevenson. Copies of the book are available at the branch. Everyone is invited and new members are welcome.

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.

HYDE PARK

HPYBA

Tuesday, March 5, the Hyde Park Youth Basketball Association will hold the night of our annual All Star/Awards ceremony

LGBTQ - PINK WEDNESDAY

Please join us for a social gathering of the LGBTQ community on Wednesday, February 20. Meet at the Fairmount Grille at 81 Fairmount Ave in Hyde Park at 7 PM for a casual get together. Pink Wednesday is held on the third Wednesday of the month. All are welcome.

WINTER PROGRAMS AT THE BCYF HYDE PARK COMMUNITY CENTER

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. On Friday, January 25th we will have a guest presentation from Boston Water and Sewer Commission.

Freelance Players: Calling all actors ages 8 -13 years old, the Freelance Players, a non-profit musical theatre company, is offering a spring session at the community center. They Hyde Park Troupe will meet on Tuesdays from 4:00-6:00pm from February 5th - May 10th. For more information contact Freelance Players at 617-274-6065 or info@freelanceplayers.org.

MENINO ARTS CENTER HOSTS CURRY COLLEGE AND STEAMROLLER MEGA PRINT EXHIBITIONS IN FEBRUARY

The Menino Arts Center proudly announces two upcoming exhibitions: - "Art of This World," a Curry College Senior Art exhibition - "Steamroller MEGA Prints" exhibition by 41 Boston area artists. The exhibitions will run from February 1 - March 1, 2019, with an opening reception on Saturday, February 9, from 1 - 3:30 p.m. The exhibitions and reception are free and open to the public at the Menino Arts Center, 26 Central Avenue, 2nd floor, Hyde Park, MA 02136. Normal gallery hours are Thursdays from 10 a.m. - 2 p.m.; Fridays from 10 a.m. - 4 p.m.; during scheduled workshops and events; and by appointment.

"Art of this World" is the 2nd annual exhibit featuring Curry College's Senior Studio and Design Majors. The 11 students in the exhibit will be showing recent work in a variety of media, including paintings, drawings and digital prints. This exhibition is a wonderful opportunity for the Curry students to be able to present work at a professional gallery.

The "Steamroller MEGA Prints" exhibition will feature 18 super-sized prints, some as large as 40" x 72", showcasing artwork made by over 41 artists. The artists come from Hyde Park and

many other neighborhoods of Boston, and they range in age from junior high school students up to senior adults. The wood cuts and linoleum cuts were printed by steamroller at the Urban Arts Festival, held in September 2018 in celebration of Hyde Park's 150th Anniversary.

More info on the MAC and the HPAA at <http://www.hpaamac.org>.

MY LIFE, MY HEALTH PROGRAM

My Life, My Health - the Stanford University Chronic Disease Self-Management Program is for anyone living with an ongoing medical condition like high blood pressure, arthritis, COPD, heart disease, cancer, asthma, fibromyalgia, and more. Learn to eat well, control your pain, begin an exercise program, handle stress and relax, increase your energy level. The workshop is offered at no charge and the book, *Living a Healthy Life with Chronic Disease* is provided for each participant. Chronic disease, pain and discomfort may limit the activities you enjoy. Join My Life, My Health and start to live again! Workshop meets 1 day per week for 6 weeks. Location: IORA Primary Care, 912 River Street in Hyde Park Day and Time: Wednesdays, 1:30 - 4:00 p.m. Class Dates: March 13th - April 17th, 2019 For more information or to register, contact Ann Glora at 617-477-6616 or aglora@ethocare.org

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Location: Springhouse Senior Living, 44 Allendale Street in Jamaica Plain Day and Time: Thursdays from 10:00 a.m. to 12:00 p.m.

Class Dates: February 22nd - April 11th, 2019

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Calendar

Continued on page 12

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Neponset River Greenway Council discusses dumping along river

Mary Ellen Gambon
Staff Reporter

The Neponset River Greenway Council discussed the need to penalize people and businesses who dump trash along the Neponset River, particularly along Meadow Road and Fowl Meadow in Hyde Park.

Chair Jessica Mink of Roslindale said that Meadow Road south of the Neponset Valley Parkway suffers from dumping by residents, businesses and truck drivers, who dispose of waste along the river banks.

“Neighbors want the city or the DCR (Department of Conservation and Recreation) to do something,” she said. “It’s hard because the road is owned by Boston, but most of the open space on either side of the river is state-owned. It’s hard because the jurisdictions are crossed, and we need both to be involved.”

Hyde Park resident Martha McDonough talked about recent cleanup efforts in the area by individual residents and the group Keep Hyde Park Beautiful.

People in Readville around the Camp Meigs historic site also have been tak-

ing care of that area.

“Fowl Meadow is disgusting,” she said. “They have found toilets, appliances and even bottles of urine near the old Stop & Shop warehouse. Some of the stuff is toxic.”

She also said Sprague Pond is a dumping site.

Mink said that part of the problem lies in the fact that people don’t know what to do when they replace large household items.

“People get newer models, but they have no idea what to do with the old ones,” she said. “They can’t just throw them in the dumpster. So they just throw them in a park or by the river. But they have no idea of the ecological damage that they are doing.”

Mink also spoke of drag racing in the same area, which also is a multi-jurisdictional problem because of the city and state roads.

“It’s really hard to catch them,” she said.

DCR Regional Planner Stella Lensing said that developers and businesses surrounding the Neponset, in Hyde Park as well as those along the river banks from Milton, Mattapan and Dorchester, should be penal-

ized for polluting the environment and should pay restitution toward the cleanup efforts.

“We should go after the developers for the maintenance of the property,” she said of new buildings when they go for permits. “It looks good for one or two seasons, and then it gets horrible. There are safety concerns as well.”

If property owners won’t maintain their properties or mitigate the pollution caused by their employees, such as truck drivers, they should contribute to a conservation trust, “a lump sum payment, a pot of money outside of the state budget.”

“We should be going after everybody on the Neponset,” Lensing added. “People need to contact their elected officials on this. Perhaps back taxes can be collected to be put into a conservation trust.”

Mink noted that Dan Driscoll, the director of the DCR’s Office of Recreational Facilities Planning Department, has dealt with encroachment problems on the Charles River in a similar way in Watertown, Waltham and Newton.

Mink asked Lensing if she would request Driscoll to attend a future meeting, and Lensing agreed.

“Dan Driscoll is a rock star in the trail world,” Lensing said.

Mink said the goal would be to have the trail clear all along the Neponset. A future mission of the coalition she has been working on is extending the Neponset Trail southward toward Dedham and Norwood.

Mink also announced that the Neponset River Greenway Council will hold a bike ride of the entire Neponset Trail on Saturday, March 23 beginning at 10 a.m. The nearly 27-mile trek will begin at Paul’s Bridge in Milton and go to Castle Island in South Boston before returning.

The group also talked about the possibility of applying for grants for its Boston towns through the Community Preservation Act as well as Boston’s “Love Your Block” program.

The “Love Your Block”

program awards mini-grants of up to \$3,000 to either implement or revitalize a public space. Examples of projects can include community gardens or public art installations.

Graffiti was discussed in some of the neighborhoods. The DCR has a graffiti-resistant paint that could be used as a base if people would paint over the damage.

“It’s just a matter of finding someone who is willing to paint,” Lensing said.

Public art projects could either restore the damage done to previous works or become new creations in the city.

The next meeting will be held in Dorchester at the Port Norfolk Yacht Club at 7 p.m. Meetings rotate among the communities of Hyde Park, Dorchester, Mattapan and Milton.

The next Hyde Park meeting will be held on Wednesday, June 5 at 7 p.m. at the Hyde Park E 18 police station, 1249 Hyde Park Ave.

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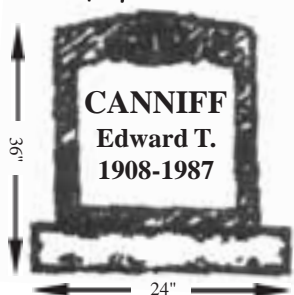
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Pierce Neighborhood Watch talks problem property at 102 Pierce St.

Jeff Sullivan
Staff Reporter

The Pierce Street Neighborhood Watch (PSNW) met last week on Feb. 5 to discuss several issues currently facing the neighborhood, including the now condemned property at 102 Pierce St.

The property has been an issue for some time, as neighbor and District 5 City Councilor Tim McCarthy's Education Adviser Maria Farrell explained.

"I've never personally had to call for something that affected my neighborhood like this, so it's been interesting," she said.

Farrell said the property has now been condemned after several fines were levied against the property for not being cleaned.

"It just smelled like human waste when we went out to move the trash barrels," she said. "(The city) didn't take it all, but they took a couple of barrels. The squatters keep coming back."

Farrell said she and her family are going to clean the lawn themselves, as the issue of waste and vermin present a health hazard. Office of Neighborhood Services Representative for Hyde Park Bryan Flynn said they've worked with the Department of Inspectional

Services (ISD) to get a look inside the house, and it wasn't pretty.

"The owner had about eight or nine people there and it was awful," he said. "I don't know where it stands right now or what the ruling is on that, but the Commissioner (William Christopher) at ISD really accelerated this issue, as the conditions were really unsanitary."

Flynn said there is currently or will be litigation against the owner of the property.

"It's really sad because he wasn't residing there himself," he said. "One of the females in there, she was about 17 I think, and she was saying she works every day and was showering at work because nothing was working."

Farrell said after consulting with neighbors they were able to get those living there to a homeless shelter so they could receive services. Flynn said the house will need "significant investment" to bring it back up to code.

"It was really bad," he said. "They had buckets they were using for the bathroom and things like that and there were rodents and at least some substance abuse going on too."

In other news, the Community Service Office of the E-18 Police Department gave the neighborhood's crime report

for the month of January in 2019. CSO Paul Broderick said there were three assaults, two domestic and one from the mother of a student at Boston Prep who punched a student after she confronted him. There were two shoplifting reports, one from Price Right that including three packages of frozen shrimp and tilapia and another case of shoplifting from the Family Dollar.

Broderick said there was also another case of four tires and rims being stolen from a vehicle on West Street on Jan. 18. On Jan. 21, there was an incident of vandalism with four tires slashed on West Street and then again on Jan. 24, reported by the same victim.

Broderick also said there were two major drug arrests undertaken by the Drug Control Unit after warrants were issued following investigations. He said on Feb. 1 on River Street, a search was conducted after a two month investigation that produced 13 bags of heroin, 14 bags of cocaine and \$1,800 in cash.

"Customers were still coming up to the door while the bust was happening," he said.

On Jan. 24, 800 grams of heroin and 800 grams of cocaine were found at a residence on Frazer Street. Four were arrested.

Pedestrian Safety *continued from page 1*

time that happens you have no visibility whatsoever."

Elaine was 66 years old. Resident Janice Hamilton said she knows the driver who she said is a registered nurse. She, as well as witness reports, said the driver tried to revive Elaine after the collision.

"It was the sun glare, she wasn't speeding, she wasn't using a phone, and she got out of the car when she hit and gave her CPR," Hamilton said. "That whole street is bad."

District 6 City Councilor Matt O'Malley's representative at the

meeting Shannon Murphy said the councilor, state representatives, city officials and members of the Boston Transportation Department have confirmed a meeting at the West Roxbury Elks on Spring Street from 7 p.m. to 8:30 p.m. on Feb. 27 to discuss the issue. The meeting comes almost two months after another transportation meeting that the WRCIA held with the Greater Belgrade Neighborhood Association and the Bellevue Hill Neighborhood Association in January after a man was struck and killed by a car at the corner of Stimson and Washington Streets.

According to O'Malley's Twitter page, he is calling for more traffic enforcement, signage and delineatpts along Centre Street for the short term. He said he may also be in favor of a total redesign of Centre Street according to a study from Northeastern University from 2015, which stated that the road could be reduced to two lanes with turning lanes instead of the current four-lane system.

Enforcement is already pretty high in West Roxbury in terms of speeding citations at least. In 2016, West Roxbury had 350 speeding

tickets issued. In 2017, that number went down to 248 but stabilized at 255 in 2018, making it the neighborhood with the most amount of traffic enforcement by the Boston Police Department for that year. Those numbers do not include tickets issued by State Police on state roads.

Another resident pointed out three was also a serious crash at the Real Deal Deli three years ago when a friend of hers was struck. She said he was not killed, but still suffers from severe head trauma.

"Did somebody have to die for some action to be taken?" she said. "Ultimately, it's a design issue where we have to advocate with the city."

Roach said the best thing to do is stay cautious.

"When we're pedestrians, just take that extra bit of caution," he said. "I know people have very busy lives, just keep in the back of your head to reinforce to each that that one thing that pedestrian safety can go a long way."

The next meeting of the WRCIA will be at the St. Stephen's Church in West Roxbury at 7 p.m. on March 11.

Thank you
Jesus for favors
received.

Thank you
Blessed Mother for
favors received.

Thank you
Saint Jude for
favors received.

—M.P.

Cannabis Shop *continued from page 1*

cause of the half-mile zoning restriction for cannabis shops – no two recreational or medical shops can be located within a half-mile of each other – it will effectively end any more proposals for the Allston neighborhood.

Two of the principles for the applicant, Union Twist Cannabis Co, Marie St. Fleur and Amy McNamee, both have ties to the Boston community. St. Fleur made Massachusetts history by becoming the first Haitian immigrant to hold public office by winning the 5th Suffolk District seat of the Massachusetts House of Representatives in 1999, an office she held until 2011. McNamee was a former assistant district attorney for Suffolk county from 1998 to 2009.

Development Attorney for the company Michael Ross said the site is currently a Foreign Auto body garage and is zoned commercial. He said they plan to tear down the northeast part of the building to create a parking lot with 15 spaces, while also installing a new interior for the building to comply with security and occupancy requirements from the state.

Ross said they have met with the local police and the Allston Civic Improvement Association (ACA) to get a feel from the community on the proposal. He said the proponent has two other applications for shops in Massachusetts, one in Newton and one in Framingham, and that the state caps any company's number of shops at three.

Ross pointed out that the placement of the Mayflower Medicinals shop on Harvard Ave. creates another barrier to future marijuana shops, and that the installation of Union Twist would effectively close off future cannabis shops to the neighborhood.

Fleur and McNamee both said they have had different opinions about marijuana in the past. McNamee said she has actually locked up people in the past for selling and possession, but both said they have changed their minds on the issue, obviously, and intend to work with the community to hire 30 percent of their staff from communities of diversity or those who have been negatively affected by the criminalization of cannabis in the past.

Former Boston Police Superintendent Dan Linksey, now a security expert for Kroll Experts and the security representative on various other cannabis proposals throughout the city, said that background checks on every employee are a must, and while possession and distribution charges will not negatively affect a potential employee's application – excepting distribution of marijuana to a minor convictions – all other criminal con-

victions will be looked upon like any other background check.

Some residents were for the proposal some against. Resident Paula Alexander asked Fleur directly why she doesn't try to put one in her own neighborhood.

"I already have one there," she said, referring to a proposal from Benjamin Virga for the former restaurant space at 33 Hancock St. in Upham's Corner. "Within the past 30 years, I have had a number of sober houses and halfway houses built up around me, and did my neighbors have a say in it? Not always. Most times we woke up with those buildings around there... Whether this happens here, every neighborhood is going to get one. My goal is how do we work together, that is what we have to do, how do we work together to make certain what comes in works best for everyone?"

Ross, as well as resident William Luzier, pointed out that because of the zoning restriction and the fact that the state has put a cap of 52 provisional licenses on the city for selling cannabis, that at one point or another a shop is coming to the Allston Brighton neighborhood.

"I'm in favor of marijuana shops, I mean I voted for Mary Anne's, but this is a neighborhood, and the traffic is bad all the time," said one resident, referring to the proposed shop at 1937 Beacon St. in Brighton. "I'm not against what you are doing, but I think it is a bad location."

Resident and ACA member Brandon Bowser said he wanted to see a package of community benefits proposed from Union Twist, to which the team stated that they would first need approval from the city's Zoning Board of Appeals – since any marijuana shop is a forbidden use and would require zoning relief – and then they would come to the community to ask what they would like to see. Ross also pointed out that the state requires 3 percent of gross sales go to the local community (as well as another 3 percent to the state) and he said he feels they would go above that for the local community.

"I think it's safe to say that it would be in the five figure range on a regular basis," he said.

Another resident pointed out that the property currently has several vehicles stored in the basement, and feels that there may be chemicals and harmful materials there that may seep into the product and present a health risk. Ross said all product is tested before and after it is shipped to the store, and if any harmful substances were detected, like mold or mites, the shop would cease sales immediately.

Another resident asked to

know who the other investors are for the company, to which Fleur and McNamee said they own a controlling interest in the company outright. They did not want to talk about their other investors, but Fleur said they are local investors.

Residents were also concerned about the traffic the shop may cause. Ross said they would do a traffic study to help reduce congestion in the area, but added that the 15 parking spaces in the lot, along with the fact that the shop is directly on MBTA Bus Line 64 and 66 should help. He added that they do not feel there will be as big a rush as there was when the Leicester and Salem shops opened, as the novelty will most likely have worn off by then, but he said they do have the ability to stop walk in customers and go to an appointment-based system at any time. He said for normal operations, he thinks there would be about 150 to 250 people coming in a day.

Vice President of Communications at Boston College Thomas Keady said he and BC are both opposed to any marijuana shop in the neighborhood.

"My family has lived in this community for more than 80 years," he said. "This is an autobody shop, and Allston Brighton has been inundated with liquor stores and students... We (BC) spend \$150,000 a year at BC on student behavior off-campus... I want to go on record, and everybody who's opposed need to send (Office of Neighborhood Services Member Edward) McGuire a letter, and get your State Representatives, State Senators, (District 9 City Councilor) Mark Ciommo and your At-Large councilors to get on board with this opposition."

Boston's Tax Rates Set for FY19

Substantial new growth in FY19 enabled Boston's property tax levy to increase by \$133.4M or 6%, far greater than the Proposition 2½ levy limit of 2.5%. New growth, primarily from new development, totaled \$78.7M, the largest new growth amount ever, based on the market activity in 2017. The City should devote more of the significant new growth levy to non-operational expenses and long-term liabilities in anticipation of the eventual slowdown in the economy when new growth will be less strong.

Robust Growth in Values Boston's total tax able value in FY19 jumped to \$164.5B, an increase of \$10.6B or 6.9%, the same percentage as last year. Residential property values grew at a faster pace of 7.8% compared with business growth of 5.3%. Value growth is due to a combination of the appreciation of the base value, added value from new construction and change in property tax status. New growth in Boston lately has been predominately residential. The valuation date for FY19 was January 1, 2018, which captured the market activity of 2017.

Levy at Legal Limit The City's property tax levy in FY19 totals \$2.3B, an increase of \$133.4M or 6%. The \$2.3B tax levy is at its maximum legal limit except by a Proposition 2½ override vote. The standard 2.5% increase in the base levy totals \$55.5M, and new growth contributed \$78.7M or 58.7% of the total, the largest new growth amount ever.

Tax Rates Move Slightly The business and residential tax rates reflect the increase in value, the shift due to classification and the need to keep the base tax levy at or below 2.5% of the total base taxable value. The FY19 residential tax rate of \$10.54 increased 0.6%, while the business rate of \$25.00 decreased by 0.8%. The residential rate increase reflects the much greater growth of residential value and legislative change that allowed approximately 750 first-time residential exemption applicants to apply for a reduction in their property taxes after January 1st and before July 1st rather than wait until the following January.

Courtesy: Boston Municipal Research Bureau



Hyde Park Pediatrics
 695 Truman Parkway, Hyde Park, MA 02136
 100 Highland Street, Milton, MA 02186
Tel: 617-361-1470 / Fax: 617-361-9060
www.hydeparkpediatrics.com
 Carolyn F. Sax, M.D. • Anthony N. Compagnone, Jr., M.D.
 Elisabeth K. DiPietro, M.D. • Kara R. Ryan, M.D.
 Olutoyin O. Fayemi, M.D. • Carolyn O. Walsh, M.D.
Fellows of the American Academy of Pediatrics



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.

To the Doctor: I had to do work on my daughter's car, a 2009 Honda Pilot, and my 2010 Dodge Nitro that I recently purchased. I cannot get manuals for these cars anywhere. Also, the need for scan tools is putting the backyard mechanic out of business. I think an easier-to-maintain auto would be a big seller for a car maker. What should I do for finding "how-to" guides for maintaining these cars?

From the Doctor: Great questions. First, you can buy a scan tool for under \$100 that can read most OBDII fault codes. If you want to get into vehicle-specific tests and body control modules, etc., you will need to spend a lot more. For complete maintenance information, you can get a subscription to Alldata for each vehicle. You will learn and you can print out everything you read. Printed service manuals can also be found at Helm Incorporated, an online bookstore that provides factory-authorized technical publications (www.helminc.com). As a backyard mechanic, you should study the vehicle and understand how the system you are going to work on actually operates. YouTube is another area to watch videos on what you are interested in working on.

To the Doctor: I have a 2010 Lincoln MKZ AWD with 119,000 miles. It has developed a vibration that can be felt in the seat and steering wheel between 40 and 65 mph. The tires are new and recently aligned. My technician, whom I trust, says it's a drive shaft. Is there a recall on this, as I've never changed a drive shaft.

From the Doctor: A vibration at these speeds generally means that something is out of balance. The drive axle has an inner CV joint and, usually if there is a problem with the inner joint, the vibration will be noticed when accelerating and go away when the accelerator is released. The technician may be able to run the car up to speed and watch the tires and axle to see if there is any axle warping as well as tire shaking. In the past, I have actually attached a wheel weight to the front axle to help cure vibration problems. You can also try re-balancing the tires and swapping front to rear. Has the technician checked to make sure there is no brake drag?

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.

Calendar *continued from page 8*

In partnership with the Boston Women's Heritage Trail, New Brook Farm will an updated edition of our engaging exploration of the extraordinary women who founded, joined, and visited Brook Farm. Come hear the words of Margaret Fuller, Elizabeth Peabody, Sophia Ripley, Amelia Russell (the Mistress of Revels) and others, drawn from their journals, letters, books, and interviews.

Through a generous grant from Mass Humanities, the performance will be followed by a com-

munity discussion on "Shaping the Social Contract: Insights from the Women of Brook Farm." Historian and writer Marilyn Richardson will guide the discussion, which will examine the interconnections of gender equality, abolitionism, and women's suffrage in the 19th century and current issues of racism and sexism. Marilyn has taught and lectured nationally and internationally on African-American cultural and intellectual history. A former Fellow of Harvard's Bunting (now Radcliffe) Institute and the DuBois

Institute, her publications include Black Women and Religion (G.K. Hall) and Maria W. Stewart: America's First Black Woman Political Writer (Indiana University Press).

The event is free. All are welcome. Please note that seating in the Rozzie Square Theater is limited, so come early to be sure you get a seat. More information: info@newbrookfarm.org or 617-694-6407.

PARKWAY YOUTH SOCCER LEAGUE IS ACCEPTING APPLICATIONS

Parkway Youth Soccer League is accepting applications for the 2019 season. Games begin in April. There will be 2 seasons, spring and fall, played at Millennium Park, West Roxbury. Applications may be downloaded and printed from the 'parkwaysoccerwestroxbury' site on Google. Applications may also be picked up at the Roche Family Center, Phil's Barber Shop in West Roxbury, Elie's Barber Shop in West Roxbury and Sebastian's Barber Shop in Roslindale.

Parkway Youth Soccer is in its 41th season. Children born between Jan 1, 2004 and Dec. 31, 2014 are eligible to play in the regular league. High school students born between 2001 and 2003 are eligible to play in the Senior Division. Applications received after Feb. 28 depend upon availability of space. For more information, contact 617-962-4271.

IRISH NIGHT

St. John Chrysostom Parish will host an Irish Night on Saturday, March 16 at 5:30 pm in the parish center. Dinner is corned beef and cabbage with entertainment from local Irish dancers. All from the community are invited. Tickets are \$15 a person and \$25

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a family. You can purchase tickets in the parish office. Please call 617-323-4410. 4750 Washington St. West Roxbury

CAREGIVER SUPPORT WORKSHOP

Savvy Caregiver is a training program for caregivers who care for someone with Alzheimer's or related Dementias. It assists family (or friends) in their new role as caregiver, a role for which they may be unprepared. The program builds information and knowledge about the illness, helps to develop skills to manage daily life, and creates an outlet to share challenges and experiences with others. The program is offered at no charge and meets 1 day per week for 6 weeks. Location: BCYF Roche Family Community Center, 1716 Centre Street in West Roxbury Day and Time: Thursdays, 2:00 – 4:00 p.m. Class Dates: March 28th – May 9th, 2019 (skipping April 18th, school vacation week) For more information or to register contact Ann Glora at 617-477-6616 or aglora@ethocare.org

YMCA SPRING SWIM REGISTRATION OPENS FEB. 11

To prepare young people to swim safely this summer, registration opens Feb. 11 for the YMCA of Greater Boston's Early Spring Aquatics session. Lessons during the seven-week program, which runs Feb. 25 through April 14, are available for swimmers of all ages and are tailored for individual experience levels so young people are ready for the summer and know how to swim.

Y lessons focus on preparing swimmers for all aspects of the water experience and life by teaching skills in these five focus areas: personal safety, personal growth, stroke development, water sports and games and rescue. Participants are placed in a level based on age and ability to help meet the developmental needs of each swimmer. Beginner swimmers are required to wear instructional flotation devices to help them swim in the correct body position and improve their arm and leg motions while remaining afloat.

Registration for non-members runs through Feb. 24. Fees vary by class. Participants who register prior to the program's start date will save \$10. To learn more about the Early Spring Aquatics program, go to your local Y or visit: www.ymcaboston.org/swim.

Since 1909, the YMCA has been "America's Swim Instructor." The YMCA of Greater Boston is an accessible community resource that encourages lifelong enjoyment of swimming and teaching the necessary skills to prevent drowning.

MOVIE NIGHT FOR KIDS AT GO WEST — FEBRUARY 28TH — GROWNUPS INVITED TOO

Please pencil Thursday, Feb. 28th into your calendars. Here at Go West, we'll show a movie starting at 5:30, for kids, in one room;

and we'll provide wine and beer and conversation in other room(s). Food, too. More details to come, about everything. For now, please save the date... thanks!

FRIENDS OF THE WEST ROXBURY LIBRARY ANNOUNCES BOOK SELECTION FOR 2019 WEST ROXBURY READS

The Friends of the West Roxbury Branch Library has selected These Truths, a History of the United States by Harvard historian Jill Lepore for its community-wide read event, "West Roxbury Reads." Dr. Lepore will discuss These Truths on April 11 at the West Roxbury Branch Library, 1961 Centre Street, West Roxbury. The event starts at 6:30 pm with a reception and book sale followed by Lepore's talk and book signing. The event is free and open to the public.

The book examines American history through the lens of the "self-evident truths" as written in the Preamble of our Declaration of Independence. It has garnered praise from critics and readers alike. NPR's Michael Schaub wrote "Jill Lepore is an extraordinarily gifted writer, and These Truths is nothing short of a masterpiece of American history." The book was published in September 2018 and is available at the West Roxbury Library.

In announcing the selection of the book, Gwynne Morgan, co-chair of West Roxbury Reads stated, "We chose 'These Truths: A History of the United States' as the centerpiece of our 2019 West Roxbury Reads series because Dr. Lepore, besides being an eloquent writer, highlights themes which still challenge the U.S today: racism, immigration, technology, press and religious freedom, and the crucial need to understand civics and history."

In addition to the author talk, "West Roxbury Reads" will present a series of events throughout the month of April related to the themes discussed in the book. A full schedule of these events will be announced in early February.

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 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: BCYF Ohrenberger Community Center, 175 W. Boundary Road in West Roxbury Day and Time: Wednesdays, 10:00 a.m. – 12:00 p.m. Class Dates: March 6th – May 1st (skipping school vacation week – April 17th) For more information or to register contact Ann Glora at 617-477-6616 or aglora@ethocare.org

Legals

CITY OF BOSTON	B D 26
To the Public Safety Commission Committee on Licenses Inspectional Services Dept.	
Boston, MA	January 28, 2019
APPLICATION	
For the lawful use of herein-described building, and other structure, application is hereby made for a permit to erect a private-public-business-garage 15 vehicle parking garage	
and also for a license to use the land on which such building or structure is/are or is/are to be situated for the Keeping-STORAGE and SALE of 300 gallons of gas in the tanks of 15 vehicles.	
Location of land 1789 Centre Street LLC	Ward 20
Owner of land Residences at 1789 Centre Street LLC Address: 13 Teresa Terr., Hyde Park, MA 02136	
Dimension of land Ft. front 103 Ft. deep 127 Area sq. ft. 11,834 S.F.	
Number of buildings or structures on land, the use of which requires land to be licensed One (1)	
Manner of keeping in the tanks of vehicles.	
City of Boston. In Public Safety Commission February 27,2019. In the foregoing petition, it is hereby ORDERED, that notice be given by petitioner to all persons interested that this Committee will on Wednesday the 27 day of February at 10:00 am. o'clock A.M., consider the expediency of granting the prayer of said petition when any person objecting thereto may appear and be heard; said notice to be given by the publication of a copy of said petition with this order of notice thereon in the <i>West Roxbury/Roslindale Bulletin</i> and by mailing by prepaid registered mail, not less than 7 days prior to such hearing, a copy to every owner of record of each parcel of land abutting on the parcel of land on which the building proposed to be erected for, or maintained as a garage is to be or is situated. Hearing to be held 1010 Massachusetts Ave, Boston, MA 02118.	
A true copy, Attest: Brigid Kenny –White ,Secretary Sean C. Lydon, Chairman Joseph Finn Gina N. Fiandaca COMMITTEE ON LICENSES	
<i>West Roxbury/Roslindale Bulletin,</i> 02/07/19, 02/14/19, 02/21/19	

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Art Showcase *continued from page 1*



About 100 residents came out for the reception to see the dual exhibits from Hyde Park artists and Curry College Art students.

PHOTO BY ERIK GEHRING

artists as well.”

She described her piece, which included nine separate squares together with a combination of bright and muted pastels and metallic golden circles in a joyous mix.

“I am very communicative with my feelings,” she said. “All of my works describe my real-life experiences.”

Caceres, 23, said she tends to use circles in her works to promote inclusiveness, while ‘a square is rigid and shows a person’s limits.’

“Rivers of Joy” was a tribute to Caceres’s homeland, the Dominican Republic.

In addition to paint and PVA glue for texture, Caceres, a design major, used a surprising medium for her work, she said.

“I created the colors with Play-Doh,” she said with a laugh. “I watered it down, and then I used the PVA glue. The cracks were a happy accident.”

Caceres knew she wanted to be a professional artist in high school. The Brockton resident, who grew up in Dorchester, was featured years ago on the public access arts cable show, “It’s All About Arts” on BNN-TV.

The steamroller prints were garnering major attention, as residents interacted with the artists.

“It’s nice to come back after seeing them composed in September,” said Diane Cylik. “It is such a different experience seeing them now, vertically. Horizontally, you could see the impressions being made. But now, being vertical, you can see the finite detail.”

She pointed to one of a little girl with flowing hair at a beach looking under a bridge and out at a river with her family.

“Just look at the way the sunlight from the window catches the detail of her hair,” Cylik said. “You couldn’t see that texture before.”

Her friend, Chris Roberts, was equally impressed by the art-

ists’ creativity “The works are really impressive,” she said. “And I heard that the man who did the steamrolling never took a paycheck for all that he did. These works have such precision.”

Artists Myrna Balk and Mary McCusker know a lot about the process of art. Between the two of them, they have nearly a century of combined experience in the field.

“I’ve done wood carving before, but this is the first piece that I have ever done that is so big,” Balk said. “At first I wasn’t happy with it because there was too much white, so I decided to weave a little color into mine. That’s what really brought it out.”

She said she worked on it for about three months, for a few hours at a time in an artist room at the MAC.

“I can’t even say what my inspiration was,” Balk noted. “It came a bit at a time.”

“At times I thought, ‘This is just crazy,’” she said with a smile. “But there were a few other artists there and Sasja Lucas, the curator, who was always giving each other support. It was nice to have other artists around. Sasja came early and stayed late.”

McCusker has been an artist for five decades, although she never went to art school. She created her MEGA print, “Three Brothers,” from an old picture of her husband and his two brothers on Easter Sunday about 30 years ago. It was taken on Centre Street in Roslindale.

“I was terrified,” McCusker said. “I didn’t begin until two days before it was due. Then I would work for ten or 15 hours until I could finish.”

Artist Kim Ecevido created a MEGA print of an African American woman and explained its symbolism.

“There are 13 stars at the top and 13 stripes along the sides to represent the 13 colonies,” she said. “If you notice, only one of

the woman’s eyes has a pupil. That represents the skewed perception that society has of African Americans in our society and the struggle African Americans face with patriotism.”

The woman is surrounded by African kente cloth to represent her heritage, Ecevido noted. She also included a poem she wrote, entitled “Foundation,” in tribute to the 54th Regiment, the African American regiment based in Readville who fought in the Civil war.

Ecevido currently is working on a multiethnic children’s book and is considering entering a future art exhibition.

Arguably the youngest artist there was fourth-grader Amy Herrera-Cabral, a Dorchester resident. A student at Sacred Heart School in Roslindale, she contributed a stunning flower to a collection of pieces from the senior arts program at Blake Estates.

“It took me a day or two to do this,” Herrera-Cabral said. “I love to do things like this when I visit my grandmother, Aurora Nunez.

She added that art is her favorite class in school, and she aspires to become a professional artist.

Lucas, who curated the exhibit, said that, from the original conception to the reception, she has invested about a year of effort into the steamroller project.

“This whole exhibit has been a major success,” she said. “We have included students from Curry as well as Another Course to College and the seniors from Blake Estates. There are not only Hyde Park artists here, but artists from West Roxbury, Roslindale Newton and all over greater Boston.”

The exhibit will continue to run through March 1. For more information, go to <http://www.hpa-mac.org/exhibits/current-exhibits/>

To advertise, call the Bulletin at (617) 361-8400

Legals

Commonwealth of Massachusetts
The Trial Court – Probate and Family Court Department
SUFFOLK Division Docket No. SU18C0544CA

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

In the Matter of: Kevin Dwayne Best
A change of name has been filed by
Kevin Dwayne Best of Roslindale, MA
requesting that the court enter a Decree changing their name to:
Kevin Dwayne Walker

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 02/28/2019. 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: February 8, 2019

Felix D. Arroyo, Register of Probate

West Roxbury/Roslindale Bulletin, 02/14/19

Commonwealth of Massachusetts
The Trial Court Probate and Family Court

CITATION ON PETITION FOR FORMAL ADJUDICATION DOCKET No.SU18P2290EA

Estate of: Cynthia L. Baxter Suffolk Probate and Family Court
24 New Chardon St.
Boston, MA 02114
617-788-8300

Date of Death: 05/12/2018

To all interested persons:
A Petition for **Formal Probate of Will with Appointment of Personal Representative** has been filed by:

Kent L. Baxter of Flower Mound, TX
requesting that the Court enter a formal Decree and Order and for such other relief as requested in the Petition.

The Petitioner requests that:

Kent L. Baxter of Flower Mound, TX
be appointed as Personal Representative(s) of said estate to serve **Without 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 03/14/2019. 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: January 31, 2019

Felix D. Arroyo, Register of Probate

Boston Bulletin, 02/14/19

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A CENTURY OF SERVICE TO THE COMMUNITY

The first is LOCATION.

I believe that this location is unsafe for an institution that would daily generate up to 1000 individual visits of students, faculty, parents, and others. With speeding trains on one side and speeding cars on the other, this is not a safe site for our children. Public officials must realize this before a tragic accident occurs.

The second is DAILY VOLUME.

The volume of daily activity with a school at this site would be “off the charts” compared to anything else we have in our residential community. For example, Holy Name School has about 200 students coming and going each day. Both Roxbury Latin and CM each have about 300 students coming and going each day. The proposed school for Belgrade Ave. calls for almost 600 students, plus faculty coming and going each day. That is three times the Holy Name School volume and two times the Roxbury Latin/CM volume of daily activity. Our neighborhood is already a complete and unsafe bottleneck of traffic each morning and afternoon. Additional volume of this magnitude would quickly make the daily situation even more unbearable than it is today for the surrounding neighbors and community.

Thirdly is THE PROCESS.

I believe this public process is a complete miss-fit for any proposed school in any location. The BPDA review process is designed to address apartment buildings, condos and other real estate developments. But this is a school, not an apartment building. This proposed project should not be treated as some real estate deal – it is a high school potentially full of our kids. I believe a school is a valued community resource, and as such it deserves a robust, very public and strategic site-selection and planning process that assesses many locations for critical factors such as access, safety, cost, sustainability, utilization, and community impact. You can be sure that no other town surrounding the Parkway area would allow a large high school to be planned and sited based on the BPDA’s tax/profit-oriented, developer-centric process that is driven solely by the availability of real estate and solely by the needs of the institution, while completely ignoring the needs of the community and its residents. Whether it is a public school or charter school, the taxpayers are paying for it and deserve a process that allows their voices to be heard. Instead, all our community can do is react to developer and BPDA proposals. The voices of the people have been excluded from the process, and we are only asked for input at the end of the process when decisions have already been made. For these reasons and many others, I encourage the school officials to seek a better site and I encourage Mayor Walsh and the BPDA to reject

the proposal that would damage our community for decades to come. Thank you.

*Dennis Orthman
Boston*

ROXBURY PREP DISCUSSION RACIALLY DRIVEN?

To the Editor:

I am a Roslindale resident and frequently travel through the Belgrade/Parkway/Anawan intersection. I attended the Roxbury Prep community meeting sponsored by the Boston Planning and Development Agency last night, January 30 and listened intently to the discussion.

It is clear that traffic and mass transit load will increase in the area immediately around the school at certain times during the day. Compared to having a vacant car dealership there, what else is to be expected? Any development of that site, including condos or apartments, would also increase traffic. After all, as one community member commented, it’s Boston.

To provide a viable school building for this excellent high school is part of our social commitment as a community—to provide for the next generation. We have done so for decades building both public and charter schools. Social commitments have to be placed in someone’s “backyard.”

Why this particular project is being scrutinized so exceedingly carefully is open to debate. As was mentioned, Holy Name School causes substantial delays in commute times through that area—and yet Holy Name is considered part of the community and people accept the disruption. Themes of race whirled below the surface of last night’s discussion and emerged at times with the least provocation. That does not mean that the opposition is racist, or that proponents are playing “the race card.” What is clear, however, is that a vocal segment of the West Roxbury and Roslindale populace political and community power have rallied to a remarkable extent to fight the placement of Roxbury Prep at 361 Belgrade—the “Stop 361 Belgrade” banners hanging in the neighborhood are ample proof of that.

And yet we have a commitment to provide for our next generation. Where racism is unarguably an issue is not in the actions or feelings of individuals present last night, but in our history and in the institutional and structural residue of centuries of racism in our society, including here in Boston. Opponents in a neighborhood of plenty (or at least adequacy) like West Roxbury and Roslindale have the wherewithal to commit their time and their intellectual and monetary resources to fighting for what they want. Disadvantaged people of color, whose children make up the vast majority of Roxbury Prep’s student body, often work multiple jobs or are unable to get to places off public transit lines (like 7 VFW Parkway where the discussion

was held). They do not have the same ease and capability as the middle and upper classes—and yet as you saw, they came in droves to last night’s discussion. It is the mandate of the BPDA to be good stewards of our resources to benefit the residents of our great city. This means working to level the playing field after centuries of explicit racism and its structural residue.

Do not take too seriously the squeaky wheels whose traffic time will likely increase—a bit—as it will for all of us. It’s in the public interest to permit Roxbury Prep to build at 361 Belgrade. Yes, in my backyard!

*Mark S. Bauer, MD
Roslindale*

DON’T ROXBURY PREP STUDENTS DESERVE A BITTER LOCATION?

To the Editor:

Regarding the proposed Roxbury Prep High School at 361 Belgrade Avenue, I understand the revised plan has reduced the size and capacity of the building. Wouldn’t it be more prudent to find another site in the city which can serve the original number of students? Don’t the students and faculty deserve a state of the art building which includes green space, athletic fields, a pool, cafeteria and gymnasium? Any new school built in Boston should include these amenities. Why build a substandard facility for students in an already congested area that is too small. It doesn’t make sense. Certainly there must be other sites in Boston where this can be accomplished.

*Kathleen Lally-Haschak
Roslindale*

ROXBURY PREP WILL BE A VALUABLE ADDITION

To the Editor:

I have been a homeowner in Roslindale for the last 15 years. I have 3 children who have all been students of BPS. My oldest son recently graduated from Boston Latin and my youngest daughter is currently attending Boston Latin Academy. My middle son is now in 11th grade and has been attending Roxbury Prep since the 5th grade. I am active with all of the schools my children have attended. I support the new Roxbury Prep High School in Roslindale at 361 Belgrade Ave. because they provide a rigorous college prep curriculum for all students and offer one on one help on a regular basis.

This project is very important to me because, not only do I have a child who is currently a student at RPHS, but I also live very close to the site of the new school. I know many local families with young children who will benefit from the school in the future. I’ve been a part of the Roxbury Prep family since 2011. Over the years I have been very impressed with the quality education my son is received from the amazing staff.

I have voiced my support to Mayor Walsh and all of our local representatives. I am confident that the staff and students will be a wonderful addition to our community as the staff work tirelessly to cultivate and support the students as they de-

velop into young adults. Members of the community should know that Roxbury Prep’s mission is that all students are entitled to and can succeed in college preparatory programs when: 1) the curriculum is rigorous, engaging, and well-planned, 2) the school emphasizes student character, community responsibility, and exposure to life’s possibilities, and 3) a community network supports student academic, social, and physical well-being. This high school is not like any other and I encourage my neighbors to look closer if they are inclined to oppose this project.

Roxbury Prep High School students have been bouncing around for a few years to different locations in the city that are not equipped the way a proper school should be. But they have still thrived and made the best of the facilities they have. Having this new school where all of our high school students can be in one place in a state-of-the-art building will add to their ability to achieve even more!

I ask my fellow neighbors to support the new Roxbury Prep High School. The building will be beautiful and the students and staff will be a great addition to our neighborhood.

*Celdra M. Allen
Roslindale*

PRINCIPAL SAYS SCHOOL IS EAGER TO PARTNER

To the Editor:

I am writing as a parent, Roslindale community member, and principal of Roxbury Prep High School in support of the Belgrade Avenue Project. Over the last several years, we have worked to both find a permanent home for our school and respond to much of the feedback from community members, families, neighbors, and from elected officials in the area who have cited building size and parking as two of their top concerns. In response to the feedback, we have worked to make sure we do all we can to move forward in the Boston Planning and Development Agency’s (BPDA) process. The response at the latest community hearing hosting by the BPDA was overwhelmingly positive and we’re excited to see so many neighbors stand up in support of our project.

The proposal to reduce the square footage of the high school responds to feedback from the community. This redesigned school building will fit 562 students and will have a gymnasium, cafeteria and state-of-the-art classrooms to match our outstanding curriculum. There will also be more parking available in this updated plan. As demonstrated in revising the plans, Roxbury Prep is an institution that is eager to engage with the community, hear feedback, and make change. It should also be noted that as principal of the school, I am not disappointed by the reduced size, but rather I am energized and excited for what is to come. Even with the smaller size, Roxbury Prep will be able to accommodate all currently enrolled students in the high school.

At the BPDA hearing, mul-

iple residents suggested Roxbury Prep move to the West Roxbury High School Complex. Our project team approached the city about this idea and was told that it is not an option. Boston Public Schools owns that site and will be redeveloping it for their use.

The high school’s motto is “we are agents of change.” This high school building process and redesign speaks to how we think of change, community, resilience, and leadership. Since the founding of Roxbury Prep High school four years ago, our scholars have been in temporary facilities, and are split across 2 campuses, almost 30 minutes apart. They deserve a permanent home. They deserve a high school experience as so many across the city have each day with scholars studying, learning, and building community in one space. Where students mentor each other, push for excellence with each other, and build memories and relationships – together. With our college-graduation mission, a permanent site will allow for legacies and history to be created at one address.

As we have done since our founding, and as we graduate our first class in just a few short months, our school’s commitment to college-bound coursework, a positive and joyful culture, and a commitment to students and their families will stand front and center. The mission to have every scholar enter, succeed in, and graduate from college will continue to drive its purpose and promise. This promise and purpose deserve a home on Belgrade Avenue with a community rallying behind it as we ensure that regardless of zip code, family background and income, every scholar should receive an excellent education.

*Shradha M. Patel
Principal of Roxbury Prep
High School
Roslindale Resident*

PROJECT TEAM PROVIDED LITTLE INFORMATION

To the Editor:

Last week the BPDA hosted the first of two meetings with the community over the proposed project to build a high school on the site of the former Clay Auto/NTB site on Belgrade Ave. There are a good number of people who support the project based on the promise of adding additional seats to a high performing high school. But as an abutter and longtime Roslindale resident, I am opposed to the project. I have several reasons which include the safety and well-being of the students of the school.

The development project team provides no answers that might not paint the project as positive for all involved.

- They claim they are talking to the MBTA about modifying the schedules to add more stops but nobody at the MBTA can confirm these discussions have taken place. Sources at the MBTA have commented that they couldn’t make these changes even if they agreed to them.

Letters *continued from page 14*

- When asked what the impact of 500-600 people taking the MBTA in a reverse commute will have on the schedules for people commuting into the city, they have no response.

- The commute of the majority of their students will increase as a result of changing location. With only a small percentage of students commuting from West Roxbury and Roslindale most students will be travelling longer to arrive to school.

- They estimate that the number of students being dropped off by car will remain at a steady percent although the location is changing and we can expect more students will be getting rides to the school.

- They don't address safety is-

sues regarding crossing the street or tracks to get to the school.

- The ratio of school square footage to student will decrease as result of this proposal. - When asked if the school will expand, they give very lengthy legal responses. We know the school will not be able to provide enough spaces for its 700 middle schoolers with the proposed number of 562. We can only expect this is the first of multi-phase plan for the school to grow over time.

- No mention is made of where students would congregate in case of an emergency or fire drill.

- No information is shared on how the area will be impacted by even a few hundred students waiting for

buses and trains on sidewalks and platforms designed for 50 - 60 people at most.

- They report that the Level of Service in the area during peak times will degrade to an F. But they don't go on to define it. It is defined as: forced or breakdown flow. Every vehicle moves in lockstep with the vehicle in front of it, with frequent slowing required. Travel time cannot be predicted, with generally more demand than capacity. A road in a constant traffic jam is at this LOS, because LOS is an average or typical service rather than a constant state. Belgrade Ave and surrounding areas will be deadlocked in traffic at peak times due to the project.

The project team is made up of a very capable group of lawyers, consultants, a public relations firm and

lobbyists. They have been planning this project for at least two years and they know the facts behind many of the concerns of the residents. When a large Article 80 project proved too challenging, they changed the scope of the project to become a small project requiring fewer reviews and by passing an Impact Advisory Group.

They won't share these facts as it would prove that the project would be very disruptive to the area. The project team all have financial incentive for the project to be approved. For this reason, those of us who don't feel comfortable accepting their answers oppose the project. We simply can't trust what they say and more importantly what they don't say.

*Bruno Giordano
Roslindale*

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