Dana Ave. – which is under construction – is essentially a duplicate of 11 Sutter application (SPRA) with the address. If approved, a four-story, 27-rental-unit building with a below-grade parking garage for 30 stacked cars would replace the two-family house now at that address.

The plan – filed as a small project review application (SPRA) with the BPDA – is essentially a duplicate of 11 Sutter Avenue building that the Stonybrook Neighborhood Association (SNA) opposes. A neighborhood association contested the vote and it went into a year-long final arbitration process.

“By the time the ZBA finally approved the project, it was already a year after the original vote,” said HHC One Arnold, LLC, based in Salem, Massachusetts. “It feels like our neighborhood is bearing the brunt of all of this,” he said. “It’s almost bullying.”

Ten Stonley Rd. – now Stonley Brookley – was first proposed on May 13, 2019, a four-story, 46-unit apartment building that would replace the Mello fuel depot. Opposed by the SNA, it received zoning approval on July 20, 2020 but the association contested the vote and it went into a year-long final arbitration process. By the time the ZBA finally approved the plan, it was already a year after the original vote.

The plan was filed as a small project review application (SPRA) for a planned residential development that would be located at 7 Dana Ave. in Hyde Park. The plan – filed as a small project review application (SPRA) with the BPDA – is essentially a duplicate of 11 Sutter Avenue building that would replace the Mello fuel depot.

The earlier project remains at the center of an ongoing, contentious struggle between the Hyde Park Neighborhood Association (HPNA) and the BPDA, the Inspectional Services Department (ISD), and the Zoning Board of Appeal (ZBA) over their opposing definitions of garage parking, and City Hall’s refusal to recognize what the HPNA had argued was a separate neighborhood shopping (NS-2) zoning district.

Although the ZBA ruled against the HPNA’s interpretation of these points, the project remains under appeal in federal court.

The plan was filed as a small project review application (SPRA) with the BPDA – it’s essentially a duplicate of 11 Sutter Avenue building that would replace the Mello fuel depot. Opposed by the SNA, it received zoning approval on July 20, 2020 but the association contested the vote and it went into a year-long final arbitration process. By the time the ZBA finally approved the plan, it was already a year after the original vote.
WEST ROXBURY WINTER MARKET

FRIDAY, DECEMBER 10TH

5pm–8pm
1891 Centre Street (Hastings Street Lot)

Come by for a great selection of holiday gifts and craft products from local merchants!

With live music by Green Line X-tension!

Food from Los Amigos Taqueria and Joe’s 320 Cafe!

PRESENTED BY:

BrooklineBank  Sazama Real Estate  Top it off

FEATURING

Allison Adams Jewlery
Ariel Designs
Best Friend Supplies Co
Boston Irish
CraftyBeebyLau
Good Karma Candles
Fire Garden Pottery
Izzy B Stylin
Top It Off
No Fake Flowers
Swegood
and more...

Please consider bringing a food donation for Rose’s Bounty Food Pantry.
HP playground to benefit from partnership with DCR/CPA

Funds to pay for renovation

Matthew MacDonald
Staff Reporter

On Friday, Nov. 19, a team from the Commonwealth of Massachusetts’ Department of Conservation and Recreation (DCR) met with a group of local residents at the John T. Moynihan Playground, located at 920 Truman Pkwy in Hyde Park.

The meeting ran for 45 minutes to discuss, in broad terms, the renovation project recently approved for the playground through the DCR’s annual Partnership Matching Funds Program. In this program, the DCR works with external partners that identify needed park improvements and donate funds for this purpose. The funds are then matched by the department, which also handles any work necessary to complete the improvements.

The project was approved by the DCR for fiscal year 2022, but the application – filed by the West Fairmount Hill Community Group (WFHCG) – had been in the works since 2018, with an application also filed for Community Preservation Act (CPA) funding through the City. The CPA will be contributing $200,000 toward the renovation, and the DCR will be matching $140,000 of that.

Moynihan Playground
Continued on page 14
CREATING OPPORTUNITY FOR OUR CITY’S YOUTH

To the Editor:

I often say I love what I do because I love who I do it for and that’s the students of Boston Arts Academy. I care deeply about our students, not just because they look like me, but because they represent the true diversity and talents that exist within our city. I want them to have easy access to all the opportunities they deserve so that they can become the artist, scholar, and global citizen they have dreamed of becoming. Boston Arts Academy is a gateway to opportunity as the only public high school in Boston for the visual and performing arts that is academic-blind and accepts students from all 23 neighborhood boards of Boston, including Hyde Park, solely based on talent. It’s a rare and needed opportunity to foster the potential that exists in our neighborhoods. Studies have shown that arts-based education improves participation and engagement; however, only 61 percent of public school students in Boston have access to art classes. BAA celebrates the arts and teaches creativity, a skill that is valued in the workplace today. 97 percent of BAA graduates are accepted to college and there are over 1,700 BAA alumni innovating in their careers. As a community, we have the power to support and communicate to provide opportunities to our students at no cost to them. With that, I’d like to ask you to consider donating this holiday season to BAA. You can donate at baahd.org. Thank you.

Dorcella J. Clark
Hyde Park Resident

TO THE EDITOR:

Dear Editor,

Fewer students means reducing busing. Advanced Work Classes come with fewer bimate pupils, more walking to destinations? Time riding buses?

Conceivably, the ads incentivizing students to enroll in the BPA might target new and quicker protocols for terminating unsatisfactory administrators and teachers, cleaners student lavatories, isolating combative pupils, more walking to nearby schools, and stand-alone Advanced Work Classes become quickly to mind. I’ll be waiting

lure students away from other schools? Probably, to save such families money currently paying private and parochial tuition frequently scraped together with meager spending habits.

What is going to be the basis of such ads to entice MIECO students away from their frequently distant school destinations? Time riding buses?

Conceivably, the ads incentivizing students to enroll in the BPA might target new and quicker protocols for terminating unsatisfactory administrators and teachers, cleaners student lavatories, isolating combative pupils, more walking to nearby schools, and stand-alone Advanced Work Classes become quickly to mind. I’ll be waiting

The Bulletin

NEW MEMBERS OF THE ZBA WITH EXPERIENCE IS CRUCIAL

To the Editor:

Regarding the article in last week’s issue, ‘4198 Washington Street project fails for lack of parking’, we as a city are desperately in need of a new Zoning Board of Appeals (ZBA) and overall zoning reform. The recent decision by the ZBA to deny a worthwhile project at 4198 Washington Street in Roslindale Square is just the latest example of why. This is a development with levels of income-restricted housing far exceeding the city minimum requirements. It includes new, enhanced spaces for a community theater and local yogurt shop; both businesses owned by Asian-Americans. The location is transit-rich, right on the rapid bus line and to Forest Hills and close to the commuter rail station. And yet, members of the ZBA pedantically only focused on a lack of on-site parking when evaluating the project merits. The board members put aside opposition from Community principals and the Mayor’s Office, and many residents, and instead gave way to a pitiful outpouring in bad faith efforts put forward by some residents opposed to the project in pursuits of cities of color against one another in an effort to defeat the project. The ZBA and opponents seem to think parking is more important than anything else including desparately needed homes for people and better spaces for our small businesses. It belies basic logic to think customer parking would be negatively affected by this new building when customer spaces are signed for 2-hours; why would any resident leave their vehicle in a spot to get ticked every day? Having new customers living a stone’s throw from our businesses would only benefit our district as is. To hear the board architect claim that the community theater could simply be moved to a different, smaller space in the building to accommodate underground parking was particularly shocking, as if she is in any position to tell a business owner to best for their business or is it what kind of space they need.

Mayor Wu takes office with the vast majority of ZBA members as holdover appointees on expired terms from prior administrations. It is imperative to have new members of the ZBA appointed that understand we are growing community and need to get serious about building new housing, particularly income-restricted housing, and supporting our small businesses, especially owned by individuals of color, that want to stay and grow here. More broadly, we need zoning reform that stops requiring every single development proposal to go through endless community meetings and bureaucratic approvals that only benefit the opponents of progress like this one.

We need to move past this parking-above-all mentality that is stifling progress and keeping us stuck in a place that does not benefit anyone else.

Robert Orenthal Roslindale

TIME FOR NEIGHBORHOODS TO BAND TOGETHER

To the Editor:

As someone who rents in East Boston, I have seen the power of community and supporting our neighbors and keeping us off the streets at a first condo in East Boston sold for over a million dollars. The house was a former firehouse that is being sold for this property as the beginning of the end of affordable housing in East Boston. The future of our neighborhood is the issue of overdevelopment and gentrification, a process that has taken on a life of its own.

The two front page news stories in the Boston Bulletin’s November 25 issue, ‘The Zoning Board of Appeals comes across as a heller skelter operation’ and ‘Hyde Park Avenue, the ZBA approved a 34-unit, four-story project with only 19 off-street parking spots by American Legion Highway and Hyde Park Avenue’. Then, the ZBA denied approval for a 13-unit, four-story project in Roslindale with no on-site parking due to its location as a commuter rail station. And yet, members of the ZBA pedantically only focused on a lack of on-site parking when evaluating the project merits. The board members put aside opposition from Community principals and the Mayor’s Office, and many residents, and instead gave way to a pitiful outpouring in bad faith efforts put forward by some residents opposed to the project in pursuits of cities of color against one another in an effort to defeat the project. The ZBA and opponents seem to think parking is more important than anything else including desparately needed homes for people and better spaces for our small businesses. It belies basic logic to think customer parking would be negatively affected by this new building when customer spaces are signed for 2-hours; why would any resident leave their vehicle in a spot to get ticked every day? Having new customers living a stone’s throw from our businesses would only benefit our district as is. To hear the board architect claim that the community theater could simply be moved to a different, smaller space in the building to accommodate underground parking was particularly shocking, as if she is in any position to tell a business owner to best for their business or is it what kind of space they need.

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Robert Orenthal Roslindale

Strange school department decision

The Boston School Department recently announced that student enrollment this year dropped below 50,000 students for the first time in decades. The current 48,654, which is a decrease of 2000 students, attend 122 schools at an average per student cost of more than $22,000.

To counter the enrollment decrease, the BPS intends to advertise, probably at no small cost, in multilingual media, on TV, probably at no small cost, in multilingual media, on TV, probably at no small
live music. We’ll be having the Green Line Extension back to perform, which is a Jamaica Plain-based group.”

Robinson said the Green Line Extension is both an a cappella and instrumental group and will be performing holiday songs for the crowd.

In past years, the event was a way for West Roxbury to show its holiday spirit as well as show the community what the local business community has to offer. It’s almost like a carnival atmosphere, with food and friends going together like open fires and roasting chestnuts.

Getting the word out about the local businesses in West Roxbury is important, as the pandemic has made keeping a business sustainable harder than ever. It’s not like opening a small business was an easy endeavor in the best of times, and so showcasing those still making it work is something Robinson said is really important.

“It’s still really tough times for a lot of small businesses,” he said. “It definitely depends on the sector and a number of different factors, but there are still pandemic-related challenges at this point, including price fluctuations on the supply chain side as well as labor shortages across the industry.”

Robinson said despite these challenges, new businesses are popping up and he said he is particularly excited to showcase their first forays into the community.

“We have so many great businesses in the community and we’re just excited to welcome other small businesses that don’t necessarily have brick and mortar locations but are based here in West Roxbury to be a part of the market,” he said. “They have some really incredible products that they’re bringing to the market.”

Residents are also encouraged to bring some dried or canned food to drop off for the Rose’s Bounty Food Pantry in the spirit of the season.

“Residents are also encouraged to bring some dried or canned food to drop off for the Rose’s Bounty Food Pantry in the spirit of the season. We wanted to find a way to involve different community groups in addition to the merchants that we’ll have there, and be able to incorporate some beneficial causes to the event and we’re excited about partnering with the Rose’s Bounty Food Pantry,” he said. “They’ll have a table at the event and will have drop containers for food donations, dry and canned foods, as well as they’ll be there to share information about what the food pantry is doing and detail volunteer opportunities as well.”

Robinson said the market won’t be as risky as an indoor event, but they’re still taking precautions for COVID-19.

“We’ll be following all the public health guidelines,” he said. “For more information, go to https://www.wrms.org/winter-market.”
The Bulletin

community meeting because Dana Ave. is nearing completion, nevertheless, the construction of a building on the site was presented to the City’s Inclusionary Development Policy (IDP) affordable housing. Three of its two-bedroom units would be fully (Group 2) accessible to disabled residents.

Amenities would include a roof deck that architect Peter Vanko (Vanko Studio Architects, L.L.C.) explained would meet the project’s open space requirement; a 34 space bike room; and the planting of 15-40 trees on the property. The three nearby small BPDA projects are at 11 Dana Ave., 34 Oak St., and 1318 River St. (at the River-Business-Gordon intersection). An additional 63-unit building, proposed for 1201 River St., was presented to the HPNA earlier in November.

All are within a block radius of 7 Dana Ave.

After another commenter helped to clarify that traffic analyses are not always done for small projects, the first commenter continued in more detail. “My concern is that, because there are multiple projects of this size – and even bigger – within blocks of each other, do the summation of these projects activate a traffic review of this area?”

Copinger reiterated what she had said earlier, further stating that “we have an entire BPDA transportation team,” and following that with: “Unfortunately, the transportation planner on this project wasn’t able to join tonight, before finishing with: “So this is something that they definitely look at on a daily basis,” and adding that every City and State agency, including the T, “reaches out to needed housing. Actions always speak louder than words, campaign promises and the like. It is time for community groups across the city to band together and speak with a loud and clear voice. We can’t let elected officials do the same. It is time for community groups across the city to band together and speak with a loud and clear voice. We can’t let elected officials do the same.

Letters continued from page 4
crop up like weeds is due east because there’s too much water in the harbor to do anything.

DEADLINE: Applications must be submitted online or postmarked no later than Sunday, December 19, 2021.

Mail to: Cote Village Apartments, c/o Maloney Properties, Inc., 27 Mica Lane, 3rd Floor, Wellesley, MA 02481.

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For more information, language assistance, or reasonable accommodations for persons with disabilities, please call 617-209-5444 / Relay 711 or e-mail us at cotevillageapts@maloneyproperties.com.

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

December 2, 2021

While Copinger explained that each Article 80 project that goes through the BPDA gets reviewed for potential traffic impact in its design plan for the project, and to ask questions and offer comments. Milan Patel – principal owner of HHC One Arnold, LLC – was also in attendance. If approved, the proposed development’s 27 rental units would be divided into 18 one-bedroom apartments and nine two-bedroom units, with two apartments voluntarily made available for the City’s Inclusionary Development Policy (IDP) affordable housing.

The Tuesday night Zoom meeting, which began at 6 p.m., was scheduled for just over an hour but finished in just under 40 minutes. It drew about a half dozen community attendees to hear the development team – led by attorney John Pulgini (Pulgini & Norton, LLP) – present its design plan for the building, and to ask questions and offer comments. Milan Patel – principal owner of HHC One Arnold, LLC – was also in attendance. If approved, the proposed development’s 27 rental units would be divided into 18 one-bedroom apartments and nine two-bedroom units, with two apartments voluntarily made available for the City’s Inclusionary Development Policy (IDP) affordable housing.

The first question, voiced by an abutter, and is in litigation in Superior Court. Nonetheless, the construction of 11 Dana Ave. is nearing completion, and the application for 7 Dana Ave. – requiring only one community meeting because of that earlier ZBA decision – is now well under way.

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Boston Landing shrinks hotel proposal, last on site

**Jeff Sullivan**
Staff Reporter

Proponents from NB Development met with the Allston and Brighton communities on Nov. 29 for a notice of project change meeting held in conjunction with the Boston Planning and Development Agency (BPDA).

 NB Development Group Director Keith Craig outlined the scope reduction of the project at the beginning of the meeting, and said this would be the last project to be developed at the site on Guest Street.

“We hope we’re designing a building that really completes the vision of the campus,” he said. “The primary change that you’re going to see is that the original design of the hotel was approximately 205 feet tall and the current version of the hotel design is 120 feet, so a substantial difference in height downward.”

Architect and Principal at GroupOne Partners Harry Boston Landing

Continued on page 10

Designers said the idea is to keep the building in line with those around it.

Living on the Parkway for over 25 years — helping friends and neighbors make their real estate dreams a reality!

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based on four criteria.

The development in July 2021, the developer Brooksted LLC deter-
mined the project wasn’t finan-
cially feasible, in part because the five affordable units were self-
financed, and sought a buyer.

Traggorth Company and JPNDC stepped in and signed a memo-
andum of understanding to be on the Brookley Road side for a
better visibility and the affordability reduced to 60 per-
cent, she said artists, of which she
didn’t make a lot of money.

The current seller George came
to agree that 60 percent was feasible for more of the units and
sought the developers “to work on that.”

David Traggorth of Traggorth
Company agreed that 60 percent
“a good policy dis-
sion” but it “creates a major problem.”

The previous owners real-
ized they couldn’t self-finance 22
percent affordability [at 70 percent AMI],” he said. “It’s re-
sembling to 100 percent area me-
that window.”

Henzie explained that the BPDA
vote on Dec. 16 was critical to the
purchase and sale because it had
already been extended twice.

“The sale is dependent on the
sale of homes goes back into
watermark on this project,” he said. “The BPDA vote was rushed,” she
said. “We’re underparked.”

Ihrer said that parking “is a
classic to the neighbors,” he said. “I also
disenfranchising the
neighborhood is not being re-
sponded. It’s disenfranchising the
neighborhood.”

The redevelopment of Doyle’s by Watermark Develop-
ment has been the subject of
many community meetings since
Watermark’s Lee Goodman
hosted an on-site parking lot

It’s gone through significant
design changes and affordability is reported by The Bulletin.

However, the Oct. 14 BPDA
vote to approve the development
and its affordability mix seem-
ings the SNA, they said they
had not been informed in advance that a vote would be scheduled
before they had voted on it.

SNA declined to vote on
Doyle’s at its regular Nov. 8
monthly meeting and Alan Ihrer,
in part, explained why on that
zoom call.

Lee [Goodman] has
mischaracterized the zoning on
the site. He’s spreading false in-
formation to the [JP] zoning com-
munity.” Ihrer said.

The JP zoning committee
convened virtually on Nov. 17
and seconded.

Moloney made a motion to
support for the development.

But Turley disagreed.

“How quickly the BPDA
assigned a vote is a concern,” she
said. “Lee should have agreed to
to the SNA,” she said. “The
SNA committee process is im-
portant, I abstain from taking a vote.”

Baron said he was in favor.

“I don’t think this was disrespect-
ful to the neighbors,” he said. “I also
didn’t hear any vociferous objection.
This is a well thought-out process.
There’s real affordable units.”

Nine members voted to ap-
prove; Turley and architect Kendra Halliwell abstained. Two
years after it closed the ZBA will
doing, 60 at the BPDA, he’ll explain it to
you.”

Ihrer said that parking “is a
real affordable units.”

The neighborhood is being
squeezed by development,” she said. “It’s unfair. The
neighborhood is not being re-
sponded. It’s disenfranchising the
neighborhood.”

The biggest change is the
six 100 percent affordable
homeownership units in the
corner.

As committee chair Dave
Baron noted, these are big
apartments, two four-bed-
room and two three-bedrooms
for large families.

For 69 Williams St. Water-
mark partnered with JPNDC
and executive director Teronila Ellis was on the call.

“It’s great to work with Watermark on this project,” she said. “It’s rare to find
four-bedroom hometown home ownership for families.

SNA co-chair Jon McCurdy said that 69 Will-
iams does not meet the current
zoning. Goodman said it does.

The BPDA voted on it and then
at the Jan. JP Rox as part of a scattered-
site program,” he said. “That
really should be the end of it.

With Lance Campbell at the
BPDA, he’ll explain it to you.”

People in my neighbor-
hood rely on their cars,” he said. “We’re underparked.”

Ihrer said that Goodman should buy a vacant lot nearby
and use it for Doyle’s parking.

Committee member Will
Cohen reminded callers that
Ihrer lives in a neighborhood
that’s one-quarter mile from the

“What you’re asking is un-
fair and unreasonable,” Cohen said.

SNA member Sue Cibulsky said, “I support this project.

It really like it. It had a
good community process. The
developer made changes after
listening to the neighborhood.
It has housing that we sorely
need.”

Zoning committee member Marie Turley seemed to speak on behalf of the SNA.

“SNA requests a vote to
defend,” she said. “They haven’t voted on the
SNA was not informed of the
BPDA vote. This threw folks for a loop.

Baron appeared puzzled.

“Didn’t the SNA meet on
Nov. 8?” he asked. “Couldn’t it
vote then?”

Paige Sparks, who chairs
the Doyle’s subcommittee,
said there was no vote because
there was no consensus.

There’s a real gulf. The
BPDA vote was rushed,” she said, although she admitted support for the development.

Committee member Kevin Moloney made a motion to
approve and it was quickly

Baron disagreed.

“How quickly the BPDA
assigned a vote is a concern,” she
said. “Lee should have agreed to
to the SNA,” she said. “The
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SATURDAY, DEC. 4
1-3:30PM

Dorchester YMCA
776 Washington St., Dorchester, MA
District 3 City Councilor Frank Baker said he had some questions about how the free bus fare pilot will be funded in the future.

**Countryside Photo**

Council wary of free bus fares

Jeff Sullivan
Staff Reporter

The Boston City Council met on Monday, Nov. 29 to discuss an $8 million grant to expand free fare service on the MBTA 28, 23 and 29 bus routes with the Boston Transportation Department (BTD).

BTD Director of Planning Vineet Gupta fielded questions from councilors, mainly focused on the aims of the free fare program and why those three routes were chosen. Gupta said why those routes were chosen was pretty straightforward: they are underserved areas for the rapid-transit rail system (Red Line, Green Line, Orange Line, Blue Line and Fairmount/Indigo Line), they have high instances of congestion and traffic, and residents in areas served by the lines are typically moderate- to low-income families.

“For low-income families, transportation costs are a higher percentage of their overall household budget compared to families who are better off,” he said. “So we think in the long run, families who take advantage of free fares on these routes will have more expendable household incomes for other essential needs. That’s our general approach, but I will say we are working with the Boston Planning and Development Agency (BPDA) and they’re doing an economic analysis of the impacts and benefits of free fares on these three routes.”

District 8 City Councilor Kenzie Bok asked the question that many residents in other parts of the city might be asking themselves: if there are free fares here, why not in my neighborhood? Gupta said aside from income considerations, because of the reasons listed above the city felt this was an area of the city in the most need. He added that these lines only also serve Boston, as the MBTA has lines that go throughout the Greater Boston area and not just within the city itself. He said that Boston’s government cannot fund other municipalities’ fares without their involvement, but he didn’t say it was out of the realm of possibility. And as for expanding the program into other lines, Gupta said they hope to use

**Bus Fares**

Continued on page 11

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**Prayer to the Blessed Virgin**

(Never known to fail!)

Oh, most beautiful flower of Mt. Carmel, fruitful vine, splendor of Heaven, Blessed Mother of the Son of God, Immaculate Virgin, assist me in this necessity. Oh Star of the Sea, help me and show me herein you are not my mother. Oh Holy Mary, Mother of God, Queen of Heaven and Earth, I humbly beseech thee from the bottom of my heart to succor me in my necessity (make request). There are none that can withstand your power. Oh Mary, conceived without sin, pray for us who have recourse to thee (three times). Holy Mary, I place this cause in your hands (three times). Say this prayer for three consecutive days and then you must publish and it will be granted to you.

—V.C.

**Miracle Prayer**

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

—V.C.

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**Prayer to the Blessed Virgin**

(Never known to fail!)

Oh, most beautiful flower of Mt. Carmel, fruitful vine, splendor of Heaven, Blessed Mother of the Son of God, Immaculate Virgin, assist me in this necessity. Oh Star of the Sea, help me and show me herein you are not my mother. Oh Holy Mary, Mother of God, Queen of Heaven and Earth, I humbly beseech thee from the bottom of my heart to succor me in my necessity (make request). There are none that can withstand your power. Oh Mary, conceived without sin, pray for us who have recourse to thee (three times). Holy Mary, I place this cause in your hands (three times). Say this prayer for three consecutive days and then you must publish and it will be granted to you.

—V.C.

**Miracle Prayer**

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

—V.C.
HP hears proposal for housing

Jeff Sullivan
Staff Reporter

The team from Hyde Park Health Associates met with the Hyde Park neighborhood on Wednesday, Nov. 10, for an informal meeting regarding a planned proposal for a new building for the practice that includes housing.

Attorney representing the proposal Nick Zozula said he wanted to stipulate that nothing has been filed and the project is definitely open to change through community input before they file anything with the city.

The proposal, from owners Dr. Jean Bonnet and Practice Manager Clifford Bonnet, would add 26 housing units to the site at 745 River St. The plan calls for three affordable units under the city’s Inclusionary Development Policy (IDP) in six stories. Bonnet said the ground floor would remain a doctor’s practice, and be upgraded to provide more services to the community. The total square footage for the project would be 38,996 square feet, and therefore will require approval from the Boston Planning and Development Agency (BPDA) Article 80 Small Project Review Process (which means more public meetings than a project less than 20,000 square feet).

“The building is falling apart,” Clifford Bonnet said. “It needs a nice little, for lack of a better term, a reface, but unfortunately I am not a physician to continue that project, and Dr. Bonnet shall be retiring soon enough. But the plan is to recreate the facility to make it better, provide additional services but also, as we’re facilitating that, it made sense to add housing there too.”

Resident Jonathan Garland said there would be 11 surface parking spaces at the rear of the site with 26 bicycle parking spaces. He said the project would need zoning relief as well, and so would need approval from the Boston Zoning Board of Appeals (ZBA) for additional lot area, floor area ratio (2 required 4.6 proposed), front and sideyard setback (0 proposed, 20 and 10 feet required respectively), building height (three stories 35 feet required, six stories 65 feet proposed) and usable open space per unit (21 square feet proposed, 400 square feet required).

“Part of this development would also include new pedestrian sidewalks,” Garland said. “The sidewalks are pretty beat up right now, the widths are very tight, which means it’s tight to get a wheelchair and baby stroller passing at the same time. So as part of this development, we’ll be pushing the building back from the property line to give additional sidewalk back to the city and the public realm, which will make sure we also get street trees here.”

Garland added they would also be installing public bike storage posts and will be using

HPOp Housing

Continued on page 11

Virtual Public Meeting

309 Summit Avenue

Monday, December 13
6:00 PM - 8:00 PM

Project Proposal:
309 Summit Ave LLC

Project Description:
The BPDA is hosting a Virtual Public Meeting for the proposed residential project located at 309 Summit Avenue in Brighton. The purpose of the meeting is to discuss the Small Project Review application (SPRA) project update. The meeting will include a presentation to be followed by Q&A and comments from the general public. 309 Summit Ave LLC (the “Proposer”) proposes to construct a new six-story building containing 36 residential condominium units, located at 309 Summit Avenue, in Brighton, totaling approximately 22,200 gross square feet including off-street parking for 11 vehicles. A dedicated bicycle storage room to store 24 bikes, and a 1,400 square foot privately owned public space. The project will be 65 feet in height and will consist of 01 one-bedroom units, 02 two-bedroom units, 26 three-bedroom units (the “Proposed Project”).

mail to: Lance Campbell
Boston Planning & Development Agency
One City Hall Square, 9th Floor
Boston, MA 02109
phone: 617-398-4011
email: lance.campbell@boston.gov

St Elizabeth’s IMP & Parking Garage

Thursday, December 9
6:00 PM - 8:00 PM

Project Proposal:
The BPDA is hosting a Public Meeting for the St Elizabeth’s Medical Center Institutional Master Plan (IMP) and the IMP Project Impact Report (PIPR) for the proposed Parking Garage project located in Brighton.

The IMP Study for this Boston Health Care System Medical Center includes the Proposed Institutional Projects: an approximate construction of 200,000 square foot parking garage / demolition of Garage A; demolition of the Quinn Building; upgrades to the Center for Biomedical Research Building (CBRB); and improvements to the original Street entrance to the SEMC campus. The PIPR describes the Proposer’s proposal to redevelop the Project Site at 253 Washington Street, Brighton into an approximate 200,000 square feet parking garage, accommodating 610 parking spaces, a 12-space shared bike room, and a roof top solar array.

mail to: Nupoor Monani
Boston Planning & Development Agency
One City Hall Square, 9th Floor
Boston, MA 02101
phone: 617-635-2840
email: nupoor.monani@boston.gov

Boston Landing

continued from page 7

Wheeler said the reduction was to bring the hotel in line with the rest of Boston Landing.

“We thought this important to reduce the height of the building for a variety of reasons, one in order to make it an affordable and cost-effective hotel project, two, is it brings this density down to a pedestrian level;” he said. “None of the projects at Boston Landing have this towering or imposing presence on Guest Street. They’re not blocking the sun that much and they’re creating this pedestrian-type scale, even at 100 feet. So we wanted to do the same thing with this building and not have an imposing structure on this corner. Just something solid and identified with great architectural treatments.”

The new design would still have 175 hotel rooms. Wheeler said that when considering the design, they looked at other buildings around the area to make sure the building fit in with the neighborhood.

“We have some great architecture here around us that we’re being inspired from and we want to connect with,” he said. “You can see that a lot of the projects around here utilize glass and metal panels, and these are all signature buildings that have their own personality. And also we are kind of connecting to the right side of the Allston Yards development which has significant height, mass and density. It’s a little bit larger in scale than Boston Landing.”

Resident Eileen Houben pointed out that the site on which the hotel will be located is currently greenspace with several trees planted. Craig said the area has always been a temporary space. He pointed out that the total greenspace for the project, minus the site of the hotel, is 1.6 acres.

“Which makes up about 10 percent of the buildable land area at Boston Landing,” he said.

resident Eileen Houben questioned if the project was going to use union labor. Craig said it’s still too early to commit to anything yet on that, but added that they’ve done all the other projects in the development with union labor. Keogh said he agreed and that it’s been a good project for the workers and residents so far.

“Part of this development would also include new pedestrian sidewalks,” Garland said. “The sidewalks are pretty beat up right now, the widths are very tight, which means it’s tight to get a wheelchair and baby stroller passing at the same time. So as part of this development, we’ll be pushing the building back from the property line to give additional sidewalk back to the city and the public realm, which will make sure we also get street trees here.”

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HPOp Housing

Continued on page 11

Bpda

Virtual Public Meeting

Virtual Public Meeting

Virtual Public Meeting

Virtual Public Meeting
Bus Fares

continued from page 10

the BPDAs analysis as a guide. “It will help us think through, if we do it right, what else we should have done; how can we expand the program and what other partners we need,” he said. District 6 City Councilor Matt O’Malley asked Boston’s Director of Strategic Partnerships Casey Brock-Wilson whether increased ridership along the original three routes would mean more funding for additional bus routes and transit service. Brock-Wilson said it was not yet a direct promise, but it would provide them more ammunition with the federal government as to the usefulness of the program. “It is an unknown at this point, and it needs to be in partnership with the MBTA and our federal partners as well, and so I think that’s why we’re starting with this pilot to really jumpstart that conversation further about term costs,” she said.

Brock-Wilson added that the program currently is funded through American Rescue Plan Act (ARPA) funds that will expire in 2024, so there will need to be a further conversation on funding sources.

“There will be a line item in the City of Boston budget that pays for, and again that’s us, that our tax dollars, my tax dollars, there will be a line item in the budget in two years?” asked District 4 City Councilor Frank Baker. “Does anybody but me have a problem with this? We’re looking at $8 million now, so in two years we’re talking two lines, probably $6 million each, because in two years it will probably go up, that’s a line item in the City of Boston budget. Can anyone answer that question?”

No one answered Baker’s question. “Exactly,” he said. “That’s $12 million in three years probably.”

Brock-Wilson said they are looking into how to fund the program in the future. “I think we all want a sustainable funding source,” she said. “That’s why it’s going to take additional partners beyond the city to find a sustainable funding source, which is why I think we’re doing this pilot for two years to get to a place where it’s a team effort to get this done. That’s where we are at this point. I don’t think we have a clear answer or a commitment either way.”

“So we don’t have a ‘team’,”

The Bulletin

Baker said, air-quoting the word team, “It’s a budget line item, which will probably be closer to $10 million. I need that answered. Everybody’s putting themselves on the backs that that’s going to be a good. The Red Line’s not on it, we’ve got three bus lines, so what about everybody else? You know what I’m saying? I’m happy for it, I’m glad we’re providing the service, but in two years it does not end. Where is the money coming from? What pot of money is this going to get cut out of? It is going to be cut out of the Parks Department?”

Police Department? Public Works? The Traffic Department? Where’s it going to get cut out of? Because there’s only so much pie here.”

Brock-Wilson said it would be part of a public budget process in two years.

“I would also say we’re keeping a close eye on both the public infrastructure bill and the Build Back Better Bill to understand if there are federal sources for this funding as well,” he said. “We don’t have a clear answer for you at this point in time, but that conversation will be part of the public process.”

December 2, 2021

Bus Fares

continued from page 9

special brick paving and concrete sidewalk for a more pleasing area.

Garland showed a slide with a massing of the proposed project at 30 Thorn St. in the background. The project calls for six stories of residential comprised of 45 units and 37,760 gross square feet. Belnel Family Neighborhood Association President Helena Tonge said she felt that 30 Thorn is also stepped back into a shadow, directly across the street at four floors and then all the other residential buildings on that street, they’re four or five floors. I know from, but I’m going to ask in advance: What is your solution to that? Because 30 Thorn St. can’t really be the precedent.”

If we look at a six-story building on the front of River Street here corner and that it does eclipse the Hassan apartments there. But we’re providing the service, but in two years it does not end. Where is the money coming from? What pot of money is this going to get cut out of? It is going to be cut out of the Parks Department.”

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“So we don’t have a ‘team’,”

The Bulletin

Garland showed a slide with a massing of the proposed project at 30 Thorn St. in the background. The project calls for six stories of residential comprised of 45 units and 37,760 gross square feet. Belnel Family Neighborhood Association President Helena Tonge said she felt that the presentation’s inclusion of the 30 Thorn St. project nearby set a bad precedent for the neighborhood that the six-story building proposed for 745 River St. is looking to take advantage of. She said though the BPDA has approved the project, it has not yet been permitted.

“We’ve been focused on getting additional information on that building for a while, seeing if finances have been a problem etc. Our hope is that from certain vantage points the eye will read this as a five-story building, with some sort of creeping top from some vantage points, not all. When you’re looking dead on from River Street, you will see additional height here. But your point is well taken. This is no ‘magic bullet’ answer to this, but we’re coming to you transparently saying this is a six-story building.”

Zozula said they are willing to come to the Belnel meeting on Dec. 16 to present more to the neighborhood.
DEATHS

BROWN Elizabeth, loving mother, grandmother, and friend of Bloomfield Township, Michigan, and Naples, Florida, died peacefully at home on November 2, 2021, at age 83. She will be fondly remembered as a kind, thoughtful, strong, independent woman, who cared deeply for her family and friends. Eleanor Ann Coppola was born to Michelangelo (Angelo) Ralph Coppola and Margaret (Peg) Ronch Coppola, in Boston, Massachusetts, on August 6, 1938. She grew up in Jamaica Plain and graduated from Newton Col- lege of the Sacred Heart with a degree in French. Eleanor married George V. Brown III. After teaching for a short time, she became a full-time mother and the family moved from Needham, Massachusetts, to Birch- ingham, Michigan, in 1969, where she raised her four children. Once her kids were older, she earned a degree in Business Administration from Wayne State University and became a Certified Public Accountant. Eleanor further completed a master’s degree in taxation from Walsh College. She had clients in the Detroit Metro area and in the Naples area, enjoying her work and her clients. She did tax planning and compliance work for many years and stopped doing so only very recently. Eleanor was intelligent, independent, hardworking, and very responsible. She was also compassionate, had a great sense of humor, and loved to laugh. But most of all, she loved her children, grandchildren, and extended family, and enjoyed spending time with them all. Eleanor had a special bond with her siblings and enjoyed many trips to Maine to see her sister Mary Devine (the late Walter), Joe (Susan) Coppola, and John (Martha) Coppola and all her nieces and nephews. She always found joy in planning trips with her sister Mary, together having visited China, France, United Kingdom, and cruising the Medi- terranean. She had a special love of Italy. She would stay in an apartment for weeks, to enjoy classes in Italian language and cooking, with friends and fami- ly visiting her. Eleanor is sur- vived by her children, George Brown IV (Loren), Elizabeth Gates (Bill Walker), Andrew Brown, and Peter Brown (Jaye Chen), who all valued her advice, caring, and support. She was so grateful to know her children loved and respected her, and she often expressed how fortunate she was to be able to see them as often as she could and in recent years, whenever she asked. She has left a legacy of a binder with all her Christmas letters that document her children’s lives with humor and grace that will be cherished. She is also sur- vived by her truly loving grandparents, children who brought her such joy; Ryan Gates, Amanda Gates (Logan Sabo), Emmett Brown, Ray Brown, Alyssa Vincent, Lucius Brown, Jasper Brown, Imogen Brown, and Graham Brown. Eleanor was “Nana” who was always interested in finding joy in planning trips with young adults they have become. She celebrated every accom- plishment they had and appreci- ated all their communications about their lives. Eleanor is pre- ceded in death by her parents, her brother in law Walter Devine, and by her former husband, George Brown. A Funeral Mass will be held at St. Thomas Aquinas Church, in Jamaica Plain, Massachusetts, on Saturday, December 4, 2021, at 10AM. Further details will be available from the Lawler & Crosby Fu- neral Home, WEST ROXBURY, MA. In lieu of flowers, the family requests memorial tributes to Loyola High School, 15325 Pinehurst, Detroit, MI 48238. http://loyolahighdetroit.org/do- nate-now/ or The Italian Home for Children, 1125 Centre Street, Jamaica Plain, MA 02130 https://www.italianhome.com/about-italian-home/ or to a charity of your choice. Lawler & Crosby Funeral Home 617-323-5600.


Deaths Continued on page 13

Anderson Tree Lighting draws big crowd for return

Hundreds came out for the annual Anderson Tree Lighting in Hyde Park. Mayor Michelle Wu came out, as well as District 5 City Councilor Ricardo Arroyo and hundreds of others.

COURTESY PHOTO

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Patrick J. Twomey — Bryan F. Higgins — Jerry Locke

COURTESY PHOTO
and his wife Eileen Power of Punta Gorda, FL. Dee is also sur-
vived by her good and loyal friend for 57 years, Arnie Sheri-
dan. Dee and Anne were referred to as the “Q Tip Sisters”.
Dee’s career as an insurance bro-
er spanned over 40 years. Long-
time member of the Massachu-
setts Association of Insurance
Women. Original and devoted
parishioner of St. Susanna’s
Church in Dedham. Gam, as her
grandchildren called her, loved
her to winter in Florida and was
involved in many activities. She
made many friends with her
happy and friendly ways. An avid
card player who was always will-
ning to challenge anyone in a
game of cribbage. She will be
missed by her family and many
friends. Funeral from the
Chesmore Funeral Home, 854
Washington St., Holston. Inter-
ment private. In lieu of flowers
donations may be made to the
American Cancer Society.

Roslindale lights the lights into
the night for the holiday season.

The Roslindale Village Main Streets, local community organizations, the City of Boston and
several hundred Roslindale residents came out on Saturday for the annual Holiday Tree Light-
ing at Mt. Pleasant Cemetery & Roslindale Square. Of course Santa Claus (who looked only somewhat
slightly like Roslindale Community Center Board member Dennis Kirkpatrick) and Mrs. Claus
were on hand to celebrate the season, but Main Streets stated the group also wanted to thank
local emcee Glenn Williams, Boston Mayor (and Roslindale resident) Michelle Wu and
Courtyard Pong.

**Deaths** continued from page 12

**ROUSSEAU**

Katherine Rousseau, 35, of Newton, passed away on
December 1st at St. Pius X Church, Milton. Interment at
Fairview Cemetery.

**SERRA**

Maria Luisa (Villalba) of Jacksonville, FL. Formerly of
Boston, MA, and Madrid, Spain. Devoted wife of Alfred;
loving mother of Anthony Serra and his wife Janine (N.
Attleboro, MA), Anne Serra and her husband Peter
Tomkins-Russell (Jackson-
ville, FL), Christopher and his wife Sheila (Boston, MA).
Cherished grandmother of
Max and Sophia. Also sur-
vived by many nieces and
nephews. Al and Luisa met
over 60 years ago while he was
stationed with the U.S. Air
Force in Madrid, Spain. They
married and returned to the
U.S where they started a fam-
ily, built a life together and
re-
mained married for 58 years.
Luisa was many things, an
ex-
cellent wife, mother, home-
maker, cook, artist, and educa-
tor. Funeral Mass and In-
ter-
ment at San Jose Catholic
Church, 3619 Toledo Road,
Jacksonville, December 2, at
10 A.M. In lieu of flowers, please consider a donation to the
American Cancer Society.
Stream the Mass live at: https://
www.youtube.com/channel/
UCsSb67LSzW6y4QePevc3gaQ
Moynihan Playground

continued from page 3

tical designs that are anticipated to be presented to the public early in 2022, with construction expected to occur next year as well.

Improvements proposed for the site include the addition of play equipment for children 5-12 years old, and accessibility and increased continuity throughout the entire recreation area, which goes up the west side of Fairmont Hill from its base at Truman Parkway.

The application — rejected for CPA funding in 2018 and 2019, before finally being approved in 2020 — was the brainchild of WFCHG member Nathaniel Thomas:

“It all started when my son kept asking me why our playground wasn’t as nice as the other one,” he said, standing near the play tower as the meeting broke up. “And then I was at other playgrounds and ran into neighbors who live in this neighborhood, and they were there for the same reason: that their kids liked those other playgrounds as opposed to this one. And so, from there, I just decided to write a CPA application for the time.”

With the Moynihan renovation in its formative stage, the meeting itself was an overview of what the project may entail, with the four members of the DCR team assigned to it taking questions and suggestions from the dozen or so in attendance.

A major topic of discussion concerned trash and the possibility of additional onsite trash cans. Responding to this, Director of External Affairs Jennifer Norwood explained that DCR parks are planned as carry-in/ carry-out areas, and that trash cans, noting that more trash barrels attract more trash, not just from park users, but from households as well. She added that the infrastructure needed to manage trash barrel is so great that it’s actually easier for staff to visit regularly and pick up litter. “It actually keeps the park cleaner,” she explained. “I know that it sounds counterintuitive, but it’s very, very true.”

Accessibility and continuity were recurring topics, with the steep slope and the worn down flight of stairs connecting the park’s two levels already part of the plan. Speaking to the DCR’s proposed solutions to these challenges, Project Design Manager Katherine Englund noted that the stairs would be remedied, and that things would try to flatten out slopes wherever possible. “Our hope is that we’ll be able to get an accessible route up from the lower level,” she said. “So it might involve a switchback, but it will be a route that is accessible for people in chairs and other maneuverability issues [issues],” England added that drainage issues due to the sloping would be addressed.

Children’s input regarding the playground’s enhanced design was also brought up more than once, with England suggesting that parents talk to their children about their preferences, or that perhaps a checklist could be submitted to their classes to conduct a survey. Landscape Architecture Section Head Ruth Helfeld also suggested that they bring their children to other parks and see what they might enjoy using when they play.

All of which led back to Thomas, and his inspiration...
INSIGHT

WEST ROXBURY

1429 Centre Street
617-323-2300

Michael McGuire  Kris MacDonald  Trudy McGuire
Mary Devlin  Mary Forde  Lisa Sullivan  Steven Musto  Sue Brideau  Jenna Lemoine  Helen Gaughran

Linda Burnett  Carol Meehan  Dru Akins  Dave Greenwood  Michelle Quinn  Kim Sullivan  Rachael Kulik  Jonathan Thibault  Mike McDonough  Jaden Lerner-Lewis

HYDE PARK

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Pat Tierney  Michael Hunt  Greg Lovell  Bud Marshall  Judy McNulty  Kachi Nziram  Aldrich Robinson  Patricia Malone

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168 SYCAMORE STREE
ROSLINDALE
SINGLE FAMILY
4 beds, 1 full, 1 half baths
$599,000
Listed by Steven Musto

30 CAMPBELL NORFOLK
SINGLE FAMILY
4 beds, 3 full, 1 half baths
$649,000
Listed by Mary Forde

45 BELLEVUE HILL ROAD
WEST ROXBURY
SINGLE FAMILY
3 beds, 2 full, 1 half baths
$775,000
Listed by Trudy McGuire

63 AVERY STREET
DEDHAM
SINGLE FAMILY
5 beds, 3 full, 1 half baths
$929,000
Listed by Steven Musto

19 BRADFIELD AVENUE
ROSLINDALE
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