

# WEST ROXBURY ~ ROSLINDALE BULLETIN

Volume 19, Issue 26

JUNE 27, 2019



Developers proposed more than 80 units on Gardner Street in West Roxbury.

COURTESY PHOTO

## Road Diet proposed for Centre St.

Jeff Sullivan  
Staff Reporter

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

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

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

Fleetwood said the lane reduction would also more than likely result in speed reduction. She said reducing travel lanes to one lane would not allow vehicles to pass each other, requiring traffic to slow down. She said currently, the average speed on the 25 mph street is about 30 mph, with 85 percent of those going above that speed, at an

Centre St.

Continued on page 7

## IAG talks 80 units on Gardner St.

Ariane Komyati  
Staff Reporter

About a dozen residents, city officials, and construction workers attended the June 24 Impact Advisory Group meeting to discuss the proposed 88 units for 178 and 189-197 Gardner St. Aisling Kerr, from the Boston Planning and Development Agency (BPDA), a representative from Councilor Matt O'Malley's office, a representative from Mike Rush's office, and the West Roxbury liaison from the Mayor's office were also present at the meeting. A few residents noted that the meeting was not well advertised, and they only heard about it "last minute".

The letter of intent filed to the BPDA states that the project would

be "consistent with the policy goals of Mayor Walsh's 2030 Housing Plan," addressing the "shortage of both market-rate and affordable housing, while accommodating families with a portion of new home ownership opportunities."

These proposed units are across the street from the recent development at 1235 VFW Parkway, Oak Row. West Brighton Acquisitions, LLC and its Principal, Peter Davos, propose the revitalization and conversion of approximately 1.4 acres of "nondescript industrial and residential property" identified as 178, 189, and Gardner Street, and which includes four parcels of land along both sides of Gardner Street, into a multi-building, residential development totaling approximately 96,105 square feet of gross floor area.

Jai Singh Khalsa, of Khalsa Design,

Inc., presented a slideshow of the proposed project and design to meeting attendees. The proposed project contemplates the construction of eighteen three-bedroom townhouses, each with its own deck area and open space, garage, and driveway parking. The project also includes a mid-rise 70 unit apartment building. The townhouses will be for ownership, while the apartments will be rental properties.

There would be 106 on-site parking spaces, including eighteen tandem spaces in the townhouse units. The plan also includes a car charging station for electric vehicles and storage lockers for bikes. The project includes community benefits such as widened

Gardner St.

Continued on page 6

## WRNC votes 6-3 in opposition to Roxbury Prep

Jeff Sullivan  
Staff Reporter

The West Roxbury Neighborhood Council (WRNC) voted 6-3 on Tuesday, June 25 to oppose the proposal for a new Roxbury Prep High School at 361 Belgrade Ave. in Roslindale.

The WRNC doesn't technically have jurisdiction there, and as Chair Larry Costello pointed out, the WRNC's function is merely to be an advisory board to the various city departments involved in approving or denying the project. However, the WRNC had been asked on numerous occasions over the past two-and-a-half years to weigh in on the proposal. The project is sited literally across the street from the E-5 District Station of the

Boston Police Department, where the WRNC meets every month, so the WRNC members felt they should at least voice their opinions.

To that end, Roxbury Prep High School Founder Shradha Patel (who has been with Roxbury Prep for 17 years and in that time helped to found the high school) and Northwest Strategies Consultant Autumn McLaughlin came in to present the current iteration of the project to the WRNC.

Nothing about the project has really changed since the comment period (which lasted 90 days, 60 more than usual) ended in March. The project is slated for 562 students, 67 teachers and staff and 76 parking spaces, some of which are tandem and will

WRNC

Continued on page 6



The West Roxbury Neighborhood Council had a few dozen residents in to talk about the proposed high school at 361 Belgrade Ave.

PHOTO BY JEFF SULLIVAN

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## Editorial

### CONTROVERSIAL SHOPPING

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

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

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

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

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

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

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

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

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

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

## Revelations during an Allandale Woods clean-up

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

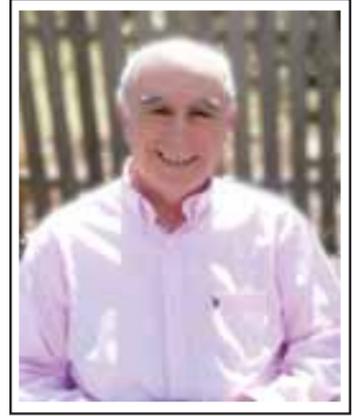
Among the benefits to the wooded area were revelations by some of the volunteers to those of us willing to listen.

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

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

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

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



My Kind of Town/  
Joe Galeota

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

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

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

## Letters to the Editor

### REROUTING CARS INTO NEIGHBORHOODS IS RIDICULOUS

To the Editor:

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

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

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

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

simpler and less expensive solutions.

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

How do we correct this?

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

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

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

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

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

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

Steve Morris  
West Roxbury resident,  
business owner  
and volunteer

### A SINGLE LANE CENTRE ST. NOT THE ANSWER

To the Editor:

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

Letters

Continued on page 10

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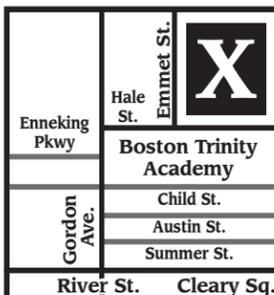
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Follow River St. to Gordon Ave., right on Hale, behind Boston Trinity Academy, left on Emmet.





The building shown here at 3850 Washington St. in Roslindale is slated to be torn down after the Boston Zoning Board of Appeals approved the measure to raze it and put in six condo units.

COURTESY PHOTO

# ZBA approves six new units in Roslindale

**Jeff Sullivan**  
Staff Reporter

The Zoning Board of Appeals met on Tuesday morning, June 25, to discuss a host of building proposals before the city.

In Roslindale, applicant Tom Falcucci proposed a new four-story, six unit building at 3850 Washington St. on the Jamaica Plain line coming into Forest Hills. The calls for demolishing the existing structure and install the units with six garage parking spaces. The proponent will have to go before

the Boston Conservation Commission for further approval before starting construction.

The ZBA approved variances for insufficient open space for parking or loading and a variance to allow multi-family use in an area where it is forbidden in the zoning code. Development Attorney Jeff Drago of Drago and Toscano represented Facucci during the proceeding.

“The proposed development is to demolish an existing uninhabited building, one-family, and erect a four story building with six residential condo-

minium units and six parking spaces in the back,” he said. “The total lot size is 3,050 and the gross square footage of the building is 6,297 square feet. These units are all proposed to be one bedroom and roughly 700 square feet in size.”

Drago said the area is mixed as far as zoning usage.

“There’s some residential, there’s a lot of commercial in that particular area, and we did have abutters meetings and we were able to get support from our direct abutters, which I had submitted to the board as well.”

**ZBA**

Continued on page 13

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## Notice of Public Meeting

Notice is hereby given that a Community Outreach Meeting for a Proposed Cannabis Establishment is scheduled for:

**DATE: Monday, July 1, 2019**

**TIME: 6:00 PM**

**LOCATION: 780 American Legion Hwy Roslindale, MA 02131**

The Proposed Cannabis Establishment is anticipated to be located at:  
**717-721 American Legion Highway**

There will be an opportunity for the public to ask questions.

If you have any questions about this meeting or have comments about the proposal please contact:

**Joe Coppinger**  
Mayor’s Office of Neighborhood Services  
Joseph.coppinger@boston.gov  
617-635-3307

Please note, the City does not represent the owner(s)/developer(s)/attorney(s). The purpose of this meeting is to get community input and listen to the community’s positions on this proposal. This notice has been published by the proponents per the city’s request.

West Roxbury/Roslindale Bulletin, 6/27/19

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**WRNC** continued from page 1

require valets when and if they are needed for special events.

Patel and McLaughlin said that 90 percent of the students will be taking public transit to the school, which is the case for the two sites high school students in the school currently go to. Another 3 percent walk or bike and the remaining 7 percent are allowed to be dropped off at the school by special arrangement. Patel and McLaughlin said they do not foresee that number jumping up too rapidly, as high school students are not generally inclined to want to be dropped off by their parents.

Some WRNC members were skeptical of those numbers, as WRNC member and West Roxbury High School graduate Stephen Smith said, "The seniors filled the parking lot at West Roxbury High."

Patel was direct in her response.

"The communities where our kids are coming from, a lot of them would not be able to afford

a car, quite frankly," she said. "A lot of our kids are independent travelers."

WRNC member Tony Sarufim said he was against the project simply because of what he feels is too much traffic in the neighborhood already, and asked the pair about potential growth of the school. Currently, the three middle school campuses house about 900 students, according to the school's web site. Sarufim pointed out that through the feeder system the school currently has set up, the 562 spaces at the proposed high school site would not be enough to take in all the middle schoolers. Patel and McLaughlin said the school would have to reconfigure its feeder system, possibly by creating elementary school seats, but they emphasized that they cannot start figuring that out until the 562-student high school is figured out.

WRNC member Rob Corley said he visited one of the campuses of the current high school

and said he was impressed.

"The facility you have is actually quite nice. I was very impressed with the teachers and the amount of time you gave us that morning," he said. "It reminded me of how glad I am I'm no longer in high school."

That being said, Corley basically summed up the feeling of the opposition to the school within the board.

"I think if you ask anybody in the City of Boston if they would like to see a new high school for a wonderful charter operation you're running, most people would say that's a great idea, but those people aren't necessarily living next to it or around it," he said. "For me, this comes down to a development project, and whether it's apartments or condos or whatever, it is about what fits and doesn't fit... An educational use sounds fine for this site, but a building with more than 500 students is a pretty large endeavor."

Both Corley and Smith pointed out the traffic study conducted by Howard Stein and Hudson is pretty much like every

traffic study they've ever seen from a developer; positive.

"I've yet to see a traffic study where the developer comes back and says, 'oh my God, we were wrong, this doesn't work here,'" Smith said. "I've opposed several projects that are already in the pipeline for Belgrade Avenue, and I'm just not convinced that your building, your school when finished, is not going to just add congestion to Belgrade Avenue that's already congested."

McLaughlin pointed out that the traffic study included all Boston Planning and Development Agency (BPDA)-approved projects' estimated traffic flows. Resident Mike Donlane, a former director at the Boston Redevelopment Authority (now the BPDA) said he wants the WRNC to request a traffic study be done by the Boston Transportation Department and the Police and Fire Departments.

"You can always insist safety be paramount when they're (Roxbury Prep) is getting paid by the city," he said.

McLaughlin pointed out that while the school will be receiving per-pupil expenditure funding from the state, the funding for the building will be completed through fundraising and private donors.

Sarufim said he believes that support for the project in the Parkway is split between Roslindale (in support) and West Roxbury (opposed), at least from what he's seen and heard.

He added he's seen signs around the neighborhood of the school in opposition to the project.

"I have been in support of this school since its inception, it's a good use of that parcel of land and I have to say, I don't think you drove deeply into the neighborhood," said resident John Ryan. "There's a fair amount of support for it there too."

Resident Jimmy Doan, also a direct abutter, agreed.

"I have no ties to the school, my kids graduated two years ago and my support of the school is based on the opportunity it provides," he said.

While those in opposition to the project said they would support it on another site, like the former West Roxbury High School (which the Boston Public Schools District has said repeatedly that it is unwilling to sell or lease space to the charter school), McLaughlin pointed out they have been searching for a site since 2012 and have reviewed 50 locations and found that in terms of price range, location, availability to public transit and zoning, this site was the best site for them.

Costello pointed out that the current owner of the land will probably try to sell to another developer if this project fails.

"And the alternative could be worse," he said.

One resident chimed in that, "It could be better too."

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*Gardner St.* continued from page 1

sidewalks, more crosswalks in the streets, and a path down to the Charles River.

"The balconies will have views of the Charles River and the city," stated Khalsa. Khalsa also noted that the design is very similar to the Oak Row apartments, except the Gardner St. units will have a "white scheme".

A few community members voiced their concerns with the construction being so close to the Children's Happy Day School on Charles Park Rd, and believe it may make parking to drop off their children more difficult.

Another community member asked if there would be a shuttle service from the apartments to the commuter rail station in order to mitigate traffic. Davos explained that the same shuttle service from Oak Row would be used for the Gardner St. units. He also remarked that the shuttle service is very "underutilized" by Oak Row residents, with only about nine people using it.

The comment period in connection to this project is scheduled to conclude on July 8. "We are currently in the comment period, we are happy to accept feedback," stated Kerr. For more information about this project, and to submit comments, visit [bostonplans.org/projects/development-projects/178,-189-197-gardner-street-and-charles-park-road](http://bostonplans.org/projects/development-projects/178,-189-197-gardner-street-and-charles-park-road). To sign up for neighborhood email updates, visit <http://www.bostonplans.org/about-us/get-involved>.



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# Centre St. *continued from page 1*

average rate of 36 mph. She said at that speed, a cyclist or pedestrian has about a 60 percent chance of walking out of a collision without serious injury or death.

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

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

Fleetwood said they are also looking to reduce the number of traffic signals on the street, as nine signals in a one-mile stretch of road is a very high number. She added that with daylighting – removing parking spaces from the curbs at intersections to give more visibility to pedestrians – would also re-

sult in the reduction in the number of public parking spaces by 16. She said looking at the amount of parking on Centre Street as a whole – there are currently 221 public spaces and more than 1,000 spaces for private businesses on Centre, in lots and on side streets – it's not too much of a reduction.

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

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

Keogh said previously the Waze application already is causing heavier traffic on the side streets, and many residents echoed his concern. Other residents said the city needs to look at creating more four-way stop sign intersections and one-way streets to calm traffic on the side streets, and Fleetwood said



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

PHOTO BY JEFF SULLIVAN

they would look into it. Resident Jen Hennigan said she's in favor of the proposal if they could reduce cut through traffic on the side streets.

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

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

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

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

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

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

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

"First off, I am strongly in favor of the road diet," Al Wentworth said. "I also know someone made mention of the Beacon Street road diet, and I was driving on Beacon Street and I

noticed it was one lane and it seemed to handle traffic very well. Why can't it be done on Centre? They have at least as much traffic there."

Al Wentworth also pointed out the city has been rolling out its Slow Streets program, which works on side streets to reduce speeds with stop signs, road narrowing and speed humps and suggested the city look into that for Centre's side streets.

Resident Bill House said he was opposed to the idea.

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

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

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# Junior's Auto saying goodbye to Hyde Park

Jeff Sullivan  
Staff Reporter

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

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

Damato has been commuting from Lakeville to Hyde Park for about 35 out of the 55 years he has had the location in Hyde Park, and, at almost 70 years old, he said he can't take the drive anymore. The new facility will have 60 used car spaces, as opposed to the four or five he has in Hyde Park, and 35 bays and 24 lifts to work on. He said he doesn't want to take it too easy there. The time he saves from the 30-plus mile drive will be put to good use.

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

"It's the people who come into the place and the neighborhood we're associated with," he said. "We've seen parents who had kids and then those kids became adults and now they have kids. So we've

gone through three decades of folks here and we know everybody on a first name basis. It's just not about the business; it's about trying to do the right thing for the public and the community. It has been a great run, it really has."

Damato said he started working on cars when he was very young, learning at a vocational school and with his father, who originally owned the shop.

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

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

"It's been a very interesting career," he said. "It's not the same job over and over again."

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

"There's a tremendous amount of electronics in the business today versus the business of yesteryear," he said. "Everything



Junior Damato, shown here, will be leaving the Parkway with a heavy heart this week.

PHOTO BY JEFF SULLIVAN

has to do with computers. Years ago we had to deal with points and plugs and stuff like that. Now, we don't have that anymore. Everything is electronic and everything is fuel injected."

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

"A car with 50,000 miles was starting out. The engine had to be changed out," he said. "Now, 150,000 miles is not unusual. That tow truck right there, I just bought that, and it's a 2016 with

108,000 miles on it in just three years. That means the truck never sat around."

Damato said he loves Hyde Park.

"It's a really nice, diverse community. The people here are all just really great, the neighbors are good and the City of Boston has been great with the permitting and all that kind of stuff," he said. "The new mayor has been very, very good. All the politicians have been very, very good, and it's been a real long career here and a very bitter-sweet end."

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

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

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

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

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

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# Letters *continued from page 4*

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

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

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

*Mark Horenstein  
West Roxbury*

## **BENEFITS OF T EXTEND BEYOND RIDERSHIP**

*To the Editor:*

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

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

*Fred Halpern-Smith  
Belmont resident/ JP  
worker*

## **STOP THE NOISE IN HYDE PARK**

*To the Editor:*

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

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

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

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

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

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

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

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

*Peter Miller  
Hyde Park*

## **A PICTURE TELLS A THOUSAND WORDS**

*To the Editor:*

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

*David A. Mittell, Jr  
Jamaica Plain*

## **FULLY SUPPORTS PROPOSED WEST ROXBURY CHANGES**

*To the Editor:*

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

*Evan Judd  
West Roxbury*

## **SUPPORT MAKING CENTRE STREET SAFER**

*To the Editor:*

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

important center of our community.

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

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

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

*Doris Corbo  
45 Year West Roxbury  
resident*

## **TIME TO MOVE ROXBURY PREP FORWARD**

*To the Editor:*

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

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

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

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

*Janice Brea  
West Roxbury*

## **EDITOR IS OUT OF TOUCH... WITH EVERYTHING**

*To the Editor:*

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

*Alan Wright  
Roslindale*

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Letter To  
The Editor



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WEST ROXBURY / ROSLINDALE

MARK YOUR CALENDARS

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

MAYOR OF ROSLINDALE CONTEST FOR ROSLINDALE DAY PARADE

The 44th Annual Roslindale Day Parade will take place on Sunday, October 6th, 2019, stepping off at 1:00 p.m. from Washington Street in Roslindale Village. The parade will proceed up South Street, to Belgrade Avenue, taking a right at West Roxbury Parkway, through Gottwald Rotary, to Centre Street, to South Street, and end-

ing at Fallon Field. This year the Parade will honor as Grand Marshals Stephen Judge and the Delfino Restaurant Family.

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

For information about the contest, as well as Parade participation opportunities for your organization or business, please visit www.roslindaleparade.com, email

to info@roslindaleparade.com, or call 617-327-4886.

PSA EXHIBIT AT SQUARE ROOT CAFE ROSLINDALE

The Square Root Cafe and the Roslindale Arts Alliance announce a new art exhibit. The exhibit, Big, Bold & Colorful will be at the Cafe from June 15 through July 31. There will be a reception with the artists on Tuesday June 25 from 6-7:30pm. The Cafe is located at 2 Corinth Street, Roslindale.

Participating artists: Blake

Brasher, Alan DeMola, Jamie Kendrioski, Stephen Levin, Richard Pepp and Lyasya Sinkovski. More info at http://www.roslindalearts.org. https://www.facebook.com/events/423671921696756/

HEALTHCENTER SEEKING NOMINATIONS

The Greater Roslindale Health Organization is seeking nominations for the "Hermena F. Clark Community Service Award". This will be the 21st

Around the Neighborhood

annual award to be bestowed in October to an individual who has unselfishly helped residents living in Roslindale, West Roxbury or Hyde Park. Examples could include individuals who helped at a local food pantry, school/church volunteers and youth/elder advocacy. Nominations will be accepted through July 24, 2019.

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



Ask The Doctor

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

2019 Jeep Cherokee 4x4 Trailhawk

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

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

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

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

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

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Mkeane@laerrealty.com



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## DEATHS

**GIAQUINTO**

John R. Of Roslindale, June 15, 2019. Dear and devoted husband of the late Jessie (Sadm). Loving father of Robert Giaquinto and his wife Bridget of Norton. Dear brother of the late Robert and Michael Corraro. Dear brother-in-law of Ellie Corraro. Also survived by several loving nieces and nephews. Graveside Funeral Service was held at St. Michael Cemetery, Boston from the Kfoury Keefe Funeral Home, 8 Spring St. (at the corner of Centre St.), WEST ROXBURY. In lieu of flowers, contributions in John's memory may be made to the MSPCA 350 S. Huntington Ave., Boston, MA 02130. Guestbook and other information at

[www.KfouryFuneral.com](http://www.KfouryFuneral.com) Kfoury Keefe Funeral Home West Roxbury 617-325-3600

**WILSON**

Patricia E. (Goddard) Of West Roxbury, June 20, 2019. Former wife of Kenneth R. Wilson. Devoted mother of Arlene Randall, and Richard, Kenneth, and Roger Wilson. Funeral from the P.E. Murray - F.J. Higgins, George F. Doherty & Sons Funeral Home, 2000 Centre St., WEST ROXBURY. Interment Holyhood Cemetery, Brookline. For complete obit, directions, and guestbook [pemurrayfuneral.com](http://pemurrayfuneral.com) P.E. Murray - F.J. Higgins George F. Doherty & Sons West Roxbury 617 325 2000.



The league attracted more than 50 players last year when it was founded, and this year they're looking to expand their offerings.

COURTESY PHOTO

## WR girls basketball picked up by BNBL

**Jeff Sullivan**  
Staff Reporter

The Gillis girls are back at it again this year, seemingly becoming a tradition.

Last year, resident and Boston Latin Academy student Holland "Holly" Gillis started a local basketball league for players in grades seven to nine. The program was immensely popular, with dozens of girls gearing up to play in a local league.

A year ago, the Boston Neighborhood Basketball League (BNBL) didn't offer league play for girls of that age, but now they have partnered with the Parkway YMCA and Gillis to offer just that. Holland Gillis said even after completing the project for her Girl Scouts Gold Award, she wanted to help continue the program with her sister Kerby Gillis.

"Gearing up for a second year, our main goal was to further expand and create a more

sustainable impact and opportunity for girls to play basketball," she said. "The YMCA was ready from the get-go, with Kelly Salisbury helping to maintain the original goals while adding more programming. With all of the great reviews and support from last year, and the continual emails from interested players and parents throughout the past year, we garnered an even stronger base to expand."

Kerby Gillis said she is helping to organize the leagues and act as a coach or referee as needed. A lot of help is needed, as the program is now much bigger than it was.

"We now have a partnership where everyone has an opportunity. Last year we had 50 girls, this year we'll have closer to 100 hopefully," Kerby Gillis said. "It's definitely going to be a lot more to do. We do need more coaches and refs."

Holland Gillis said the BNBL will be organizing 13U

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**Basketball**

Continued on page 13

# Basketball *continued from page 12*



The sisters Gillis, Kerby on the left and Holland on the right, said they are excited to restart the league this year with the Boston Neighborhood Basketball League's support.

COURTESY PHOTO

at the Roche Center on Centre Street and the 14 and older girls' league will play at Billings Field, next to the Parkway YMCA. If you are looking to participate, U13 players should reach out to BNBL at Lauren.Hurley@Boston.gov or call 617-635-5066. For 14 and up, call Fred Gillis at 617-901-7947 or email him at frederick\_gillis@yahoo.com.

Kerby Gillis said the expan-

sion of the 14 and up program is a great move for them. "Last year we did a lot of three-on-three, I think this year we'll have a lot more five-on-five, which will be much better for their development of play," she said.

Kerby Gillis said she decided to support her sister because they both love basketball and they both faced a lot of the same challenges trying to play

basketball in that age bracket locally.

"We just didn't have anywhere to go over the summer except for taking a 15 to 45 minute ride to play basketball. We were blessed to have the opportunity and the means to do that, but a lot of girls don't have that," she said. "I definitely have the same passion to get all these girls the opportunity to play basketball close to home."

## ZBA *continued from page 5*

Drago said.

Drago said each parking space would be deeded to a specific unit. He added that building has sat idle for about two or three years prior to this proposal. Mayor's Office of Neighborhood Services Roslindale Liaison Joseph Coppinger said the Mayor was in support of the project.

"They've completed the community process, they've received letter of support from abutters, and from our abutters meeting to today we have not received any additional questions," he said.

District 6 City Councilor Matt O'Malley representative Shannon Murphy also said O'Malley supported the project.

Another local proposal was from At-Large City Councilor Candidate and West Roxbury Civic Improvement Association President Marty Keogh representing owner Alex Muster for a new single-family construction on 42A Como Rd. in Readville. The proposal has insufficient lot frontage and width and includes two parking spaces. Keogh said the front-

ages existed from the previous building. ZBA Chair Christine Araujo said there were some concerns regarding the placement of an in ground pool from residents. Keogh said those concerns were brought up at a recent abutters meeting.

"There was a neighbor who showed up and was concerned about the pool that used to be

in the backyard," he said, adding that the previous owner had two lots on 42 Como Rd. that he is proposing to split and the pool was in both of them. "It's been filled in to grade, and I think some of the neighbors at the time were upset because it was a community pool."

The ZBA ended up approving the proposal.

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Apply online [www.Live61Heath.com](http://www.Live61Heath.com) or pick-up at Julia Martin House, 90 Bickford St., Jamaica Plain, Mon-Fri from 1 to 5pm & until 7pm on 7/3, 7/9, 7/10 & 7/17 on the following Saturdays, 6/29, 7/6, 7/13 & 7/20 from 9-1pm. Or by phone 508-513-5223 or email: [61Heath@peabodyproperties.com](mailto:61Heath@peabodyproperties.com). Applications also available during Information Sessions listed below.

**Mail completed application to:** Peabody Properties, Inc. c/o 61 Heath Lottery, 536 Granite Street, Braintree, MA 02184 or email [61Heath@peabodyproperties.com](mailto:61Heath@peabodyproperties.com)

**Deadline:** Last day for paper application distribution is 7/27/19. Online submissions & postmark date for paper application is 7/29/19. Lottery to be scheduled at a later date.

**Information Sessions:**

**July 2<sup>nd</sup>: 3pm at**  
Julia Martin House  
90 Bickford Street  
Jamaica Plain

**July 9<sup>th</sup>: 6pm at**  
Hearth @ Olmsted Green  
2 Kingbird Road  
Dorchester

AMI - Area Median Income, as of 4/24/19. Income, asset, use & occupancy restrictions apply. **PREFERENCES APPLY.** 5 units for homeless. Rents & income limits based on HUD guidelines. For more info, language assistance, or reasonable accommodations for persons with disabilities, please call or email.

Owned & developed by Jamaica Plain Neighborhood Development Corp.

**Rents:**

Type	# of Apts.	Gross Rent*	Income Limit
1BR	2	\$1,307	70%
1BR	3	\$1,200	60%
1BR	6	**	30%
2BR	3	\$1,493	70%
2BR	10	\$1,440	60%
2BR	1	\$1,200	50%
2BR	8	**	30%
3BR	2	\$1,681	70%
3BR	7	\$1,663	60%
3BR	1	\$1,386	50%
3BR	4	**	30%

\*Utility allowance to be determined & deducted from gross rent allowable.

\*\*Rent is determined by the PHA based on the income of the applicant.

-5 mobility accessible units available - 3@30%, 2@50% AMI, and 2 sensory-hearing units available @30 AMI.

-5 Homeless, 2-DDS and 2-811 units not included in the lottery, these are referrals only. Please contact HomeStart ([www.homestart.org/bostonhsa](http://www.homestart.org/bostonhsa)) for additional information regarding the homeless units.

**Income Limits**

#HH	30% AMI	50% AMI	60% AMI	70% AMI
1	\$24,900	\$41,500	\$49,800	\$58,100
2	\$28,450	\$47,400	\$56,880	\$66,350
3	\$32,000	\$53,350	\$64,020	\$74,700
4	\$35,550	\$59,250	\$71,100	\$82,950
5	\$38,400	\$64,000	\$76,800	\$89,600
6	\$41,250	\$68,750	\$82,500	\$96,250



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## Legals

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

DOCKET No. SU18P2589EA

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

Suffolk Division

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

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

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

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

DOCKET No. SU19P1217EA

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

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

The Petitioner requests that:

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

## IMPORTANT NOTICE

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

UNSUPERVISED ADMINISTRATION UNDER THE  
MASSACHUSETTS UNIFORM PROBATE CODE (MUPC)

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

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

Date: June 14, 2019

Felix D. Arroyo, Register of Probate

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

DOCKET No. SU19P0827EA

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

To all interested persons:

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

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

The Petitioner requests that:

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

## IMPORTANT NOTICE

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

UNSUPERVISED ADMINISTRATION UNDER THE  
MASSACHUSETTS UNIFORM PROBATE CODE (MUPC)

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

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

Date: June 10, 2019

Felix D. Arroyo, Register of Probate

*Hyde Park Bulletin, 06/27/2019*

## Classifieds

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## NOTICE OF SELF STORAGE SALE

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

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

Docket No. SU19C0240CA

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

## In the Matter of: Lance LeBarron Kelley

A change of name has been filed by

Lance LeBarron Kelley of Jacksonville, FL

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

Lance El Khaliq Rushdee

## IMPORTANT NOTICE

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

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

Date: June 13, 2019

Felix D. Arroyo, Register of Probate

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

Docket No. SU18D0153DR

DIVORCE SUMMONS BY PUBLICATION AND MAILING  
Nahomie St-Aude Monuma vs. Jenny Monuma

Suffolk Probate and Family Court, 24 New Chardon St., Boston, MA 02114

To the Defendant:

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

The Complaint is on file at the Court.

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

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

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

May 13, 2019

Felix D. Arroyo, Register of Probate Court

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

Docket No. SU19P1390GD

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

TO G.L. c. 190B, §5-304

## In the matter of: Baaju Izuchi

Of: Hyde Park, MA

## RESPONDENT

Alleged Incapacitated Person

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

Boston Medical Center of Boston, MA

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

Ntomchukwu Izuchi of Hyde Park, MA

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

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

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

## IMPORTANT NOTICE

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

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

June 18, 2019

Felix D. Arroyo, Register of Probate

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

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

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

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

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

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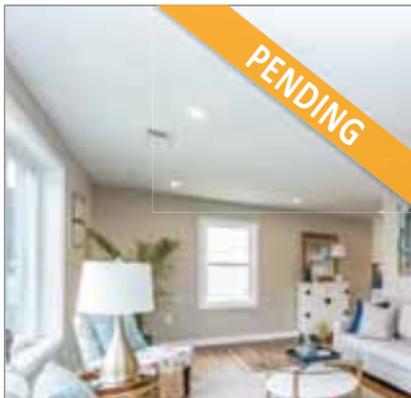
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