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HILL HAPPENINGS — PAGE 5

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FEBRUARY 7, 2025 — MARCH 6, 2025

City conducts annual homelessness census

SPECIAL TO THE GAZETTE

On Thursday night, Jan. 30, Chief of Housing Sheila Dillon led more than 250 volunteers, including state and city officials, homelessness service providers, public health representatives, and first responders, in conducting the City of Boston's 45th annual homelessness census. This comprehensive effort is part of Boston's yearly initiative to assess and address homelessness by counting unsheltered individuals and families in emergency shelters, transitional housing, domestic violence programs, and those living outdoors.

"Boston's annual homeless-

ness census is an opportunity to evaluate the needs of unsheltered Bostonians and connect individuals to services," said Mayor Michelle Wu. "The data from the census is crucial for the City as we act with urgency and care to make Boston a city for everyone. We are grateful to our partners and the dedicated volunteers throughout the City for their collaboration in making this year's census possible."

At this year's census, volunteers canvassed 45 areas, including every neighborhood, Logan Airport, and Boston's transit and parks systems, starting just after midnight. They conducted sur-

Continued on page 6



Shown are some of the more than 250 volunteers who canvassed every Boston neighborhood conducting the annual homelessness census..

Josh Kraft officially announces candidacy for Mayor of Boston

BY CARY SHUMAN

The great race for mayor is on. And mayoral candidate Josh Kraft, his supporters, and campaign team couldn't have asked for a better kickoff than what transpired Tuesday morning at

the historic Prince Hall Grand Lodge in Dorchester.

Kraft walked confidently to the podium and delivered a speech that outlined his vision of Boston. People from neighborhoods across the city, from the Boys and Girls Club, the Urban

League, and the Patriots Foundation stood behind him holding blue and white "Josh Kraft For Mayor" signs.

The media presence was extraordinary and the coverage

Continued on page 10

CAMH discusses proposed Parker Hill Avenue development

BY MICHAEL COUGHLIN JR.

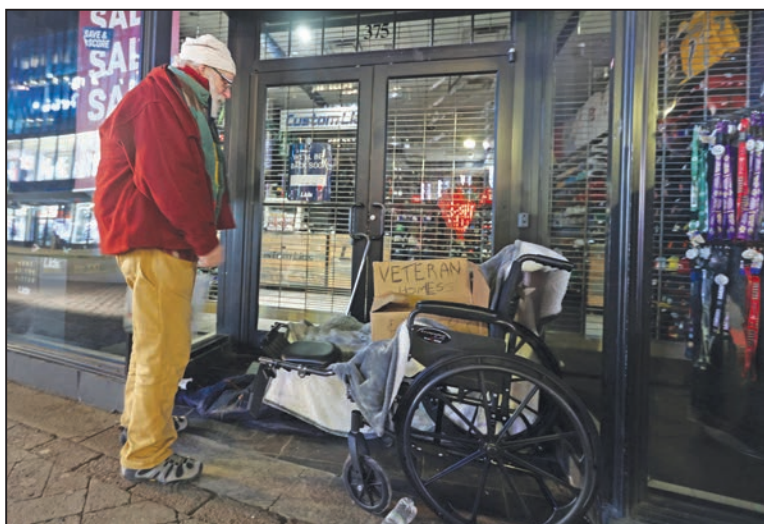
At the Community Alliance of Mission Hill's (CAMH) monthly meeting in January, attendees learned of plans to bring a new building and various units to 36

Parker Hill Avenue.

According to the zoning attorney for the project, the proposal is to build a five-story, 38-unit residential building at the corner of Hillside Street and Parker Hill Avenue.

Moreover, the attorney explained that the 36 Parker Hill Avenue property, which is currently a parking lot and is planned to contain the proposed

Continued on page 3



Photos by Mayor's Office Photographer John Wilcox

One of the volunteers checking on a homeless person.

Visit us online at MissionHillGazette.com

Email stephen.quigley@reverejournal.com or patricia@jamaicaplaingazette.com
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Wu announces new road safety ordinance to increase accountability

SPECIAL TO THE GAZETTE

Mayor Michelle Wu announced Feb. 3 she has filed an ordinance with the Boston City Council to require food delivery apps such as DoorDash, UberEats, and GrubHub to obtain a permit to operate within the City of Boston.

The permit would require the companies to have liability insurance coverage for all drivers using their platform, including those using motorcycles, mopeds, and electric scooters, and to share aggregate data on delivery trips. The City first sent a letter to DoorDash, UberEats, and GrubHub in June of 2024, calling for more accountability in response to growing resident complaints around public safety on Boston's streets. This new ordinance will further address street safety concerns in an emerging industry that currently lacks regulation.

To obtain a permit, delivery

companies must submit to the City proof of adequate insurance coverage for operators and share data pertaining deliveries, including data on unsafe and illegal vehicle operations on city streets. This carefully tailored ordinance is focused on the largest third-party delivery providers, which concentrate large volumes of traffic in certain areas of the City, particularly at certain times of day. The ordinance does not apply to small businesses with a small number of delivery drivers or other types of deliveries, such as those made by FedEx, UPS, or Amazon. By establishing this new permit process, this ordinance will establish rules and regulations governing the oversight of third-party delivery services within the City of Boston in furtherance of the public interest, safety, and convenience.

"This ordinance is an important step toward making app deliveries safer for our city's pedes-

trians and drivers on our streets, and toward ensuring delivery app drivers have insurance coverage from the large, national companies they work for," said Mayor Wu. "As this new technology continues to develop, we want to make sure Boston is leading the way in safe and efficient regulation."

Under this ordinance, coverage would be required for liability, personal injury, collision, and medical payment if any uninsured or underinsured driver is involved in a crash and would need to cover drivers using all modes of transportation. Currently, delivery companies are not required to hold insurance to protect uninsured or underinsured drivers.

"We hope to create an incentive for these companies to encourage safer driving instead of the current incentive—speed at all costs," said Jascha Franklin-Hodge, Chief of Streets. "The data we collect will allow us to plan for the impacts of food delivery, rather than just reacting to double parking, unsafe operation, or congestion made worse by a high volume of deliveries. These common-sense requirements, along with data-informed curb regulations and targeted enforcement, will contribute to a safer environment for residents

and drivers."

This ordinance follows a concerning uptick in complaints regarding the impact of third-party food delivery on City streets. Residents made 105 reports through 311 about increased traffic and congestion, illegal double parking, as well as reckless and unsafe delivery drivers on scooters, mopeds, motorbikes, and e-bikes in 2024. The City of Boston, and in particular the Boston Police Department, remain focused on enforcing the traffic violations across Boston. This new ordinance will complement existing enforcement efforts by providing new data. In 2024, at least 475 mopeds were towed, impounded, or seized.

In June of 2024, Chief of Streets Franklin-Hodge and Police Commissioner Michael Cox sent a joint letter to the leadership of DoorDash, GrubHub, and UberEats. The letter detailed a major increase in dangerous and unlawful behavior by delivery drivers in Boston and alerted the companies of increased enforcement actions by BPD in the interest of serious public safety concerns. The enforcement is occurring in neighborhoods across the City, including Copley Square, Washington Street in Downtown, and in the Fenway. Since then the City has issued traffic violations and impounded hundreds of mopeds. BPD will continue to enforce state and local laws, and encourages the companies operating these delivery services to partner with the City to discourage reckless driving and ensure public safety.

"As a City, we are safer and stronger when we work together, and that includes our partners in the business community. Each of us has a role in ensuring public safety and we are asking these corporations to do their part in helping us keep pedestrians and drivers in our City safe," said BPD Commissioner Cox.

Additionally the data submitted by delivery companies required by this new ordinance will help inform the City about the types of vehicles used to complete deliveries in Boston, which restaurants experience the highest number of orders, and where and how quickly trips are completed, including routes that drivers make using illegal

turns. This information will give the Boston Transportation Department (BTD) a more accurate understanding of how third-party delivery is affecting Boston's streets. Currently, third-party delivery apps do not have to share information with the city detailing common delivery routes or how fast delivery drivers are operating. Access to this information would allow the City to better design roadway configurations, tailor enforcement, and better manage the safe operations of our streets.

"For too long, third-party delivery platforms have ignored the rules, prioritizing profit over safety and putting residents, pedestrians, and their own drivers at risk. When I called on them to use their own data to curb their impact, they refused. This ordinance ends their indifference by requiring transparency, permitting, and insurance. Boston has no obligation to cater to tech giants who won't play by the rules—especially when their reckless behavior endangers our streets," said Councilor Sharon Durkan, Chair of Planning, Development, and Transportation on the Boston City Council.

"I appreciate the Mayor's leadership on this issue. We need to work together to make the city's streets safer for everyone," said State Sen. William Brownsberger.

State Rep. Jay Livingstone said: "I'm pleased that Mayor Wu is taking this important step to help make our streets and sidewalks safer and I look forward to continuing to work with her and her administration to realize this important goal."

Meg Mainzer-Cohen, President of the Back Bay Association, said: "On behalf of residents and businesses in the Back Bay, I am grateful to see Mayor Wu and the Boston Police Department take on unsafe and illegal mopeds and work to hold delivery companies accountable for safety in our neighborhood."

In addition to communications with the delivery companies, the City continues to reach out to delivery workers directly to educate them about traffic safety. BPD and the Office of Neighborhood Services have distributed flyers in eleven languages to delivery workers across the City.

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City of Boston
Planning
Department

Virtual Public Meeting

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12

6:00 PM - 8:00 PM

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Meeting ID: 160 128 1984



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Quinn Valcich
Planning Department
One City Hall Square, 9th Floor
Boston, MA 02201
617.918.4219
quinn.w.valcich@boston.gov

Website:

bit.ly/3PUnKFa

PROJECT PROPONENT: Northeastern University

DESCRIPTION:

The Purpose of this Planning Department sponsored meeting is to discuss the proposed community benefits to be considered in the upcoming Institutional Master Plan (IMP) filing.

Wu announces passage of groundbreaking Net Zero Carbon Zoning

SPECIAL TO THE GAZETTE

Mayor Michelle Wu announced the approval of an amendment last week to the City's zoning code by the Boston Zoning Commission to include Net Zero Carbon (NZC) Zoning.

This new zoning will introduce decarbonization requirements for development projects that accelerate progress on the City's goal of being carbon-neutral by 2050. Additionally, it will help Boston lead in the transition to a sustainable, low-carbon future for both building materials and energy. Under NZC, most new large buildings permitted and delivered will emit net zero carbon emissions from the day they open.

"Around the world and here at home, the dangers of climate change are clear and intensifying. To protect families across our neighborhoods and keep our city running, we need urgent action to ensure resiliency for the safety and well-being of all Bostonians," Mayor Wu said in

a press release. "By embedding sustainability into new projects, we set Boston on a direct path towards a cleaner and healthier future for generations to come."

Buildings account for nearly 71 percent of the community's carbon emissions and by adjusting operational performance requirements of new buildings, Boston can minimize emissions and its impact on climate. This includes reducing energy use, easing our reliance on fossil fuels, increasing electrification, and using renewable energy sources. NZC Zoning introduces a net zero emissions standard for new project filings after July 1, 2025, with 15 units or more, a minimum of 20,000 square feet, or additions of a minimum of 50,000 square feet or more to existing buildings. Projects will demonstrate compliance with this standard during Article 80 Development Review moving forward. Additionally, Small and Large Projects, as defined in Article 80, will be required to report on embodied carbon, which is

the carbon emitted construction of a building and the manufacturing of its materials. Large Projects will also be required to conduct an embodied CO₂e emissions life cycle assessment analysis. These amendments build upon and better reflect updated state building codes and city ordinances, including the Specialized Stretch Energy Code and Building Emissions Reduction and Disclosure Ordinance (BERDO), respectively.

"This zoning is the first of its kind that will ensure that all new buildings achieve net zero operational emission. It is the right thing to do, and it will make Boston more competitive in the future," Chief of Planning Kairos Shen said in a press release. "Thank you to our partners in the development community for working with us to keep building a healthy, green, and growing city."

"This Net Zero Carbon Zoning policy represents a tremendous step forward in reducing Boston's carbon footprint by requir-

ing most major new buildings from now on to be net carbon neutral in operations from the moment they open," Brian Swett, Chief Climate Officer, said in a press release. "By addressing both operational and embodied carbon in new developments, we're not only tackling emissions but also beginning to understand and reduce the carbon intensity of our building materials. We are deeply grateful to the real estate community for their partnership and willingness to align with the City's climate action goals, ensuring a resilient and equitable Boston for generations to come."

The NZC Zoning policy excludes renovations, additions under 50,000 square feet, and changes of use, encouraging large-scale adaptive reuse projects that combine energy efficiency upgrades. This policy allows for a phased in approach for hospitals, general manufacturing sites and labs. Recognizing the unique energy and ventilation needs of labs and hospitals, new labs will be required to meet net

zero emissions by 2035, and new hospitals and general manufacturing buildings must meet net zero emissions by 2045. The NZC Zoning policy will ensure that Boston's newest, state-of-the-art buildings maximize their impact on greenhouse gas emissions reductions. If this policy had been in effect for large buildings beginning operation in 2023, it would have reduced Boston's total annual greenhouse gas emissions by 0.58 percent, which is equivalent to all waste-related emissions in the city.

The approval of this policy by the Zoning Commission marks a significant milestone in Boston's climate action efforts. It reinforces Mayor Wu's commitment to reducing emissions, enhancing energy efficiency, and prioritizing sustainability in all aspects of urban development. As Boston progresses toward its 2050 carbon neutrality target, policies like NZC Zoning are vital to achieving a greener, healthier, and more equitable city for all.

CAMH

Continued from page 1

building, will be combined with another lot that holds 40 and 44 Parker Hill Avenue, each of which has 16 existing residential units.

Regarding how this proposal, which is subject to Article 80 Small Project Review, aligns with zoning, several variances are required.

Specifically, a table in the presentation shown to CAMH depicts that the project would require variances for lot area, floor area ratio (FAR), building height (feet and stories), usable open space, front yard, parking, and loading bay.

"Obviously, there is no shortage of violations on this lot. Part of that can be attributed to the strange shape of it as we combine the two lots. It's not exactly a traditional city lot, so when you look at some of the dimensions, that's where some of the variances will come from," said the project's zoning attorney.

Eight parking spots are proposed. The attorney mentioned that the existing parking behind 40 Parker Hill Avenue would be used.

Following a brief project description, Monte French of Monte French Design Studio took the

floor and provided more details about the proposal.

For example, French walked through plans for improvements to the sidewalk, including introducing trees as part of the complete street guidelines. He also pointed out a proposed courtyard behind the building and plans for a shared fitness room and a bike storage room for residents.

French also detailed plans for trash management for all of the buildings on the combined lot. The plan is for the garbage truck to stop in the existing driveway next to the building at 40 Parker Hill Avenue, where the workers would then get out and get the trash from all three buildings.

"I think the intention is that they would have 15 new cans at the 36 Parker Hill proposed project, and the intention would be to get those in and out; I think it's either two or three times a week to keep things off the sidewalk and managed easily," said French.

Later, French highlighted the floor plans. There are slated to be 16 two-bedroom and 22 studio units. Additionally, a roof deck is proposed for the top floor.

After some renderings of the proposed building were displayed, attendees at last month's meeting were allowed to comment and ask questions.

One resident expressed concerns about the amount of parking and whether future residents of the building would have cars and just end up parking on the street.

Jay Walsh, who is working with the development team, explained that of the 18 parking spots at the site currently, 17 are being used by people who work in the area.

He later added, "We haven't talked to anyone about memorializing a pledge to make people that live in this building ineligible for resident permit parking stickers. We certainly would be open to that. Again, it's geared toward people that are not drivers."

There were also a few comments and questions regarding affordability. Walsh indicated that he would get back to residents with information about potentially accepting vouchers and that the building is at about 17.5% IDP (inclusionary development policy) units.

Further, one resident commented on the number of variances sought, especially for a project with the proposed number of market-rate units: "This is barely affordable, given that you think you only owe the 17% IDP—that's not getting us anywhere."

This same resident requested a deed restriction on the project barring short-term rentals, corporate short-stays, Airbnbs, and undergraduate students and requiring all leases to be at least one year.

As the discussion continued, residents made their voices heard and expressed concerns about the size of the building, the use of studios instead of one-bedroom units, the amount of parking, and other issues.

Moreover, residents also expressed their desire for the developer to attend the meeting, as this would have made negotiations with the neighborhood easier.

"It would be very helpful for the developer to represent himself in these meetings, and it would not be an imposition for him to show up on Zoom," said one resident.

Eventually, the discussion ended. Since this was the initial presentation, no vote was held. However, at the end of the meeting, there was some conversation about the development team potentially returning to another meeting.

According to the group's website, the next CAMH meeting is scheduled for February 19th. For more information about CAMH, visit <https://www.camh.boston/>.



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The Boch Center Wang Theatre celebrates 100th anniversary

STORY & PHOTOS BY MARIANNE SALZA

The Boch Center Wang Theatre commenced its centennial celebration on January 29 with an announcement that long-time sponsor and board member, Ernie Boch, Junior, will be extending his existing partnership with the non-profit performing arts institution for another ten years.

“The Wang Theatre has reflected the ever-changing world of arts and entertainment while continuing to bring people together in this beautiful, historic setting,” said J. Casey Soward, who has been serving as the Boch Center Wang Theatre President and CEO for 106 days. “We’re grateful for Ernie’s belief in the arts as a tool for the empowerment of the individual. It’s extraordinary.”

Soward and Boch formalized the agreement with a signing, pledging The Boch Family Foundation’s support until 2036, so that the theatre may continue to thrive and be an inspiration for future generations.

The Boch Family’s commitment will help preserve the historic theatre, which opened on October 16, 1925 as the Metropolitan Theatre. Developed by Max Shoolman and designed by architect, Clarence Blackall, the opulent, art deco Metropolitan was one of the largest theatres in America at the time, seating over 3,600 audience members.

A prominent entertainment destination, the Metropolitan evolved from a silent motion picture venue with lavish, live performances to showcasing concerts, comedy acts, and touring Broadway productions. The theatre was renamed the Music Hall in the mid-20th century.

“For nearly a century, this theatre has been a cornerstone of culture, creativity, and community here in Boston,” attested Soward.

In the late 1970s-early 1980s, the Music Hall fell into disrepair until local artists and advocates -- including computer engineer and inventor, Doctor An Wang, founder of Wang Laboratories -- rescued the theatre from potential demolition through generous contributions. The venue was renamed in Wang’s honor and underwent extensive resto-



J. Casey Soward, President/CEO Boch, Center Wang Theatre, hailing the theatre as “a cornerstone of culture.”



Sponsor, Ernie Boch, Junior, explaining why the Boch Center Wang Theatre is special to him personally.

ration and renovation efforts to modernize the facility and revive its splendor.

“The Wang Theatre is the story of my life. The very first show I ever went to was in this building in the early 1970s. I saw Cat Stevens. I had never seen anything like it. I used to sleep on the sidewalk in front of this building to get tickets for shows, because in the ‘70s, by the time you got to the ticket box office the tickets were sold out unless you slept outside,” reminisced Boch, whose band had performed at the Wang Center as an opening act for one of his favorite bands. “The Wang Theatre has been everything when it comes to pop culture and music.”

Since 2016, The Boch Family Foundation has been a leading sponsor whose vision and generosity have significantly impacted the Wang Theatre’s prosperity by presenting world-class performances, fostering community connections, and supporting youth education programs.

“We are in the business to save this venue; but also, to promote incredible programming that transforms people’s lives. We are in a new era. We are extraordinarily well-positioned to go into that era. We not only continue, but we flourish,” said Mark Weld, Chairman of the Boch Center Wang Theatre, who

remembers attending concerts at the theatre some 50 years ago to hear The Who and The Allman Brothers Band perform. “Ernie is the Boch Center. He is involved in everything we do, and so is his family.”

Described by Soward as one of Boston’s most cherished cultural landmarks, the Boch Center Wang Theatre announced this year’s initiatives, such as the Century Cinema Series. The free community movie events begin on Friday, February 14 with a viewing of “Good Will Hunting.” Soward revealed the Boch Center Wang Theatre’s 100 Acts of Kindness year-long campaign to continuously give back to the community that has supported the theatre for almost a century.

Soward also mentioned a new exhibit in the Folk Americana Roots Hall of Fame, located in the basement of the Boch Center Wang Theatre. Rare photographs and artifacts of songwriter and musician, Joan Baez, will be on display starting March 6.

“As someone who has grown up in the area, and has attended performances at this theatre, standing here today is truly special to me,” shared Soward. “This has been a place of inspiration to me since I was a boy in the 1980s. It’s made countless memories for so many in the community. It’s a privileged for me to help lead it into its future.”



Ernie Boch, Jr., with J. Casey Soward, President/CEO, Boch Center Wang Theatre, signing an agreement to extend his partnership with the theatre until 2036.



Anne Taylor, Senior Executive Assistant to President/CEO Casey Soward; Steve Giulietti, John Perkins, CFO, and Richard Alfred, Boch Center board member.



Boch Center Wang Theatre staff: Catherine Giorgetti, Jasmine Garcia, Anastasia Zay, and Corey Evans.

Hill Happenings

By MAURICE 'MOSSY' MARTIN

It was nice to see good guy Jerry Rogers, the proprietor of Mann and Rogers Funeral Home in Jamaica Plain, who stopped in Mike's Donuts last month to say hello.

We reminisced about the old days, particularly playing football, when we both played at Fens Stadium. Jerry was the quarterback for the J.P. Barons, who won the Boston Park League Football Championship in 1968.

During the cold winter months, I suggest a bowl of delicious chicken soup at Lilly's Gourmet Pasta (across from Mission Church).

I've been going to Lilly's often, and the soup has plenty of potatoes and vegetables. You don't strain your eyes searching for the chicken..

Thanks to City Councilor Sharon Durkan, who represents Mission Hill, for inviting me to City Hall for the resolution recognizing Mission Hill's beloved Brigadier General Enoch 'Woody' Woodhouse, a World War II hero.

You could hear a pin drop in the auditorium when Woody spoke about his extraordinary

life.

Mission Hill Post 327 Commander Col. George Rollins also said a few kind words about his close friend Woody. Several members of the City Council were on hand for the resolution, and it was nice saying hello to Councilor John Fitzgerald at this wonderful event.

Boston City Councilor at-Large Henry Santana drew a huge crowd at Yellow Door Taqueria last month for his fundraiser.

Santana, who grew up in the Mission Hill project, worked for 15 years with local youth in the Boston Summer Program.

Local icons of the boxing ring, Jim McGonagle and Dan Martin, were in Mike's Donuts last week holding court.

Unlike the masterly skilled McGonagle, who had many fights throughout New England, Martin had only one bout, but it was a memorable one at the Boston Arena in 1965.

Hundreds of Hill fans packed the Arena, cheering on Martin who lost, running out of gas after he pummeled his opponent at the outset.

Happy birthday (Feb. 20) to a wonderful woman, Ermira Kem-

bora, who serves me my coffee and muffin with a smile every morning at Mike's Donuts.

Ermira emigrated from Albania 18 years ago and started working at Mike's soon thereafter.

Condolences to the family of Veronica 'Red' Whiffen, a woman full of life until her passing in January a month prior to her 96th birthday as she was surrounded by her loving family.

Veronica loved her neighborhood, and the Mission Hill kids, having worked as a Traffic Crossing Guard at Tremont and St. Alphonsus streets for many years.

God Bless Veronica, who had a heart of gold.

Mission Hill residents will keep the local liquor stores and food shops busy this weekend in preparation for the Sunday Super Bowl parties. I peeked into my crystal ball and I saw the final score Eagles 28 - K.C. Chiefs 26.

Have a good time, and if you're wagering on the game, remember to bet with your head and not over your head.

Maurice can be reached at mossymartin2@gmail.com.

Honoring the Tuskegee Airmen and General Woody Woodhouse

Imagine risking your life for a country that doesn't treat you as an equal. That's exactly what the Tuskegee Airmen did during World War II. They weren't just incredible pilots flying missions over Europe—they were pioneers, breaking racial barriers in one of the most segregated times in American history. Their legacy isn't just about warplanes and dogfights. Their talent and courage impacts our society across generation in ways we couldn't measure in the moment.

Recently, the Air Force removed training materials featuring the Tuskegee Airmen and the Women Airforce Service Pilots (WASPs) to comply with President Donald Trump's executive order aimed at ending diversity, equity, and inclusion (DEI) programs in federal agencies. This decision is not only short-sighted but outright abhorrent. Stripping these stories from military education dishonors the sacrifices of those who fought for our

country. These men and women's achievements are not simply DEI talking points—they are American history. Ignoring them robs future generations of a deeper understanding of our nation's evolution and the individuals who made it stronger.

Take Brigadier General Enoch "Woody" Woodhouse II, for example. Born in 1927 right here in Roxbury, he joined the Army Air Corps on his 17th birthday. From the start, he faced racism. When he boarded a train for basic training, he was told it was "Whites Only." Woody had to wait six hours for another train, showing up late to boot camp and catching flak from his drill sergeant. But Woody didn't let that stop him. He worked his way up, became an officer at just 19, and served as paymaster for the Tuskegee Airmen.

After his military service, Woody continued to break barriers. He earned his undergraduate degree from Yale University

in 1952 and his law degree from Boston University in 1955. He practiced law in Boston for over 40 years and played a significant role in establishing the Black Heritage Trail in Beacon Hill, ensuring that the rich history of Boston's Black community is remembered and celebrated. His efforts built a bridge between the past and the present, reminding us that American history is shaped by people from all walks of life.

Today, General Woodhouse lives in Mission Hill and continues to inspire others with his story and service. Just recently, he joined me to celebrate an ASV-AB graduation for three young women headed to Air Force boot camp. Seeing his pride and joy as he encouraged these future service members was a reminder of how powerful his legacy truly is. He's not just a hero of the past—he's shaping the next

Continued on page 6



General Woodhouse and Councilor Durkan at the Embrace Gala.



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80-100 Smith Street project approved by BPDA Board

MICHAEL COUGHLIN JR.

A project at 80-100 Smith Street, initially tabled in November, was approved during the Boston Planning & Development Agency's (BPDA) board meeting last month.

According to Board Chair Priscilla Rojas and the project's webpage on the Planning Department's website, the project would construct 218 residential units, 37 of which would be inclusionary development policy (IDP) units. There are also plans for 87 parking spaces and 262 bike spaces.

Specifically, at November's Board Meeting, Rojas voiced her concerns about how engagement with community and city leaders had gone and eventually moved to table the item. The motion was approved with four votes to table and one vote of present from Board Member Raheem Shepard.

Ebony DaRosa, a Senior Project Manager at the Planning Department, indicated at last month's meeting that the proponent met with City Councilor Sharon Durkan, former City Councilor and current Boston Housing Authority Administrator Kenzie Bok, the project's im-

pact advisory group, and Wille Pearl from the Mission Main Tenant Task Force after the project was tabled.

"That discussion centered around additional requests for mitigation and project commitments from the group," said DaRosa.

Following these conversations, the development team made several commitments. They will make one-time contributions of \$200,000 to the Mission Main Tenant Task Force, \$75,000 to the city's park fund, and \$75,000 to the Stabilizing Homeownership in Mission Hill Pilot Program.

According to DaRosa, the Mission Main Tenant Task Force contribution will be used for rental relief and program-related expenses. At the same time, the funds for the Stabilizing Homeownership in Mission Hill Pilot Program will be used for homebuyer assistance.

The development team has also committed to creating four speed bumps on Smith Street. They will allow the community to use the project's proposed courtyard from May to October for seasonal weekend activities from neighborhood organizations. Finally, the 37 IDP units will be ac-

cessible to voucher holders, and credit screening will be waived for those applicants.

Since there was a full presentation in November, another one was not held. Board Member Kate Bennett commented, saying, "I just appreciate the team's work over the past couple of months, and the community's work, as well as the staff to get to this point."

Rojas echoed Bennett's sentiments: "Mission Hill is a very important neighborhood to the city, and so the actions taken are meaningful and important. So, I'm glad that they occurred."

Ultimately, the project was approved unanimously. For more information about the project, visit <https://www.bostonplans.org/projects/development-projects/80-100-smith-street>.

Woodhouse

Continued from page 5

generation.

This Wednesday, I'm proud to bring forward a resolution in partnership with my colleagues, Councilors Ed Flynn and Henry Santana, to honor the Tuskegee Airmen and General Woody Woodhouse. The Mission Hill Post will stand by his side during this presentation, a testament to the community's respect and admiration for his service. This isn't just about looking back—it's about making sure their legacy continues to guide us.

Boston is a city steeped in history and activism, and their story fits right into that fabric. From the 332nd Fighter Group's success in the skies to Woody's personal triumphs in the face of adversity, their history is a reminder of what courage and

determination can accomplish.

But a resolution isn't enough. We need to fight to keep their stories in our schools, in our history books, and, yes, in our military training programs. These are the stories of American heroes. These are the stories that define who we are as a nation.

The Tuskegee Airmen showed us what's possible when you rise above prejudice and act with a selfless determination to do what is right. General Woody Woodhouse is living proof of that legacy. His story, and the stories of his fellow airmen, deserve to be told—not just for Black History Month, but every day.

It's up to all of us to make sure they're work and sacrifices are never forgotten. On Wednesday, as we bring this resolution forward to recognize the Tuskegee Airmen on the Council floor, it's not simply their service we are honoring, but their example.

Census

Continued from page 1

veys, identified those sleeping on the streets, and distributed safety information and items to help individuals stay warm. Survey results will be analyzed, cross-checked with shelter data, and used to inform policies and allocate resources. This effort is required annually by HUD.

"The annual homelessness census is more than a count—it's a crucial step in understanding the challenges faced by our most vulnerable residents and shaping our strategies to meet their needs," said Sheila A. Dillon, Chief of Housing. "With the data we collect on this night, we can continue to guide our efforts to move individuals and families into stable housing with the supportive services they need to succeed. We remain committed to working with our partners to prevent and end homelessness in Boston."

"This annual count helps us assess the needs of people experiencing homelessness in Boston," said Dr. Bisola Ojikutu, Commissioner of Public Health for the City of Boston. "We will continue to work closely with Mayor Wu and City partners to meet these needs through emergency shelter, housing, recovery supports, and other services to care for the health and well-being of our residents."

After years of progress in reducing homelessness, Boston is

now facing a rise in households experiencing homelessness, mirroring national trends and highlighting local challenges. The number of individuals experiencing homelessness in Boston has grown by 10.6%, from 5,202 in 2023 to 5,756 in 2024. Despite this increase, the 2024 figure remained 11.3% lower than the 2015 peak of 6,492 individuals. In December, HUD announced that U.S. homelessness increased by 18% from 2023 to 2024, with over 770,000 people experiencing homelessness nationwide in January 2024.

"The annual census is a critical tool for measuring progress and identifying areas where we can improve," said St. Francis House President and CEO Karen LaFrazia. "Boston's homelessness numbers provide valuable insights that help us deliver services to the city's most vulnerable residents. However, we must remain focused on the ultimate goal: moving individuals off the street and into stable, supportive, permanent housing."

"The annual homeless census is a vital tool for understanding the realities faced by our most vulnerable residents and informing our efforts to address those challenges," said Lyndia Downie, President and Executive Director of Pine Street Inn. "The data gathered through this effort will allow us to better shape our policies, allocate resources, and deliver services that help individuals move into stable, permanent housing. We remain steadfast in

our commitment to collaborate with our partners to prevent and ultimately end homelessness in our city."

"The annual census in Boston is an essential resource for understanding the challenges faced by our community's most vulnerable members," said Jennifer Hanlon Wigon, Chief Executive Officer for the Women's Lunch Place. "By examining Boston's homelessness data, we can better tailor our services to meet the needs of women experiencing homelessness. But our ultimate mission remains clear: ensuring every individual has access to safe, stable, and permanent housing, along with the support they need to thrive."

The results of the 2025 homelessness census will be available in the coming months. The report will inform the public about the City's ongoing efforts to ensure every Boston resident has access to safe and stable housing.

The Mayor's Office of Housing is responsible for housing people experiencing homelessness, creating and preserving affordable housing, and ensuring that renters and homeowners can obtain, maintain, and remain in safe, stable housing. The department develops and implements the City of Boston's housing creation and homelessness prevention plans and collaborates with local and national partners to find new solutions and build more housing affordable to all, particularly those with lower incomes. For more information, please visit the MOH website.

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Wu announces more than \$64 million in affordable housing funding awards

SPECIAL TO THE GAZETTE

Mayor Michelle Wu announced \$64.2 million in new, recommended funding from the Mayor's Office of Housing, the Community Preservation Fund, and the Neighborhood Housing Trust (NHT) to create and preserve income-restricted units of housing in eight Boston neighborhoods. This ambitious portfolio of projects consists of 12 projects with a total of 637 units of mixed-income housing that includes both rental and homeownership units for families, housing for older adults and housing for those experiencing homelessness. These proposed projects meet the Mayor's Office of Housing standards for zero-emissions buildings and represent transit-oriented, green development. This announcement was made today at the Harvard Ed Portal in Allston, with city leadership, local elected officials, affordable housing developers, and community organizations.

"Collaborating closely with communities across neighborhoods, we're urgently working to create and preserve more than 600 income-restricted housing units across the city," said Mayor Michelle Wu. "These housing awards will strengthen our communities, enhance affordability, and continue making progress for Boston as a home for everyone. I'm grateful to the Neighborhood Housing Trust and the Community Preservation Committee for their continued partnership as we continue our efforts to address affordability across Boston's neighborhoods."

These awards have been funded by federal programs such as HOME Investment Partnership and the Community Development Block Grant (CDBG), as well as local programs like Inclusionary Development Policy (IDP) funds, Community Preservation Act (CPA) funds, and Linkage contributions from large commercial developments. These projects will advance City goals to affirmatively further fair housing, and will efficiently utilize City resources and land to increase the supply of housing available to residents across Boston neighborhoods.

"This funding represents another important step in making Boston a city where everyone can find a place to call home," said Chief of Housing Sheila



Shown are some of the local officials who participated in the Affordable Housing funding awards.

mayor's office photo by mike meja

A. Dillon. "By supporting these 12 developments, we are not just creating housing—we are strengthening neighborhoods, preventing displacement, and ensuring that residents have the stability they need to thrive. These funds build on the historic investments in housing made by the Wu administration over the last three years, reflecting our continued commitment to addressing Boston's housing challenges head-on."

Proposals for these funding awards were evaluated by the Mayor's Office of Housing (MOH), the Neighborhood Housing Trust (NHT), and the Community Preservation Committee (CPC). The funding award recommendations stem from a review process following a Request for Proposals issued by MOH in the fall of 2024. Each proposal was evaluated by teams of senior leadership, underwriters, and architects using criteria such as financial feasibility, team capacity, community support, design quality, and alignment with market needs. Of the 21 projects submitted, 12 were selected to receive funding. MOH will work with the remaining project teams to strengthen their proposals for future funding opportunities.

"The Community Preservation Committee acknowledges the crucial role that affordable housing plays in the lives of our residents and is steadfast in its dedication to building more inclusive and resilient communities," said Thadine Brown, Director of the Community Preservation Act Office. "Through the Community Preservation Fund, we are proud to support the creation of new affordable housing

units in Boston. These proposed projects not only offer homeownership and rental opportunities for low- and moderate-income residents but also help prevent the displacement of long-term residents, providing them with a sense of security, stability, and improved health outcomes."

"As Boston grows, ensuring access to affordable housing is vital to maintaining Boston's diverse neighborhoods," said Catherine Hardaway, chair of the Neighborhood Housing Trust. "Affordable housing isn't just about providing homes, it's about fostering stable neighborhoods and driving economic development. The Neighborhood Housing Trust remains committed to partnering with developers, community organizations, and residents to champion innovative, sustainable housing solutions. I want to thank my colleagues who serve on the Neighborhood Housing Trust for their commitment to affordable housing in Boston. Together, we can create resilient neighborhoods where every Bostonian has the opportunity to thrive."

"The Neighborhood Housing Trust and Community Preservation Fund are valuable tools we have to continue to support affordable housing development

in the City," said Chief of Planning Kairos Shen. "I am happy that the various large scale development projects which went through our development review process and paid into Linkage were able to support the NHT in making this round of funding possible."

"We are honored to be a recipient of this year's City of Boston's affordable housing funding awards, which strengthens our mission to deliver inclusive and accessible housing solutions in Allston Brighton. The Allston Brighton Community Development Corporation is proud to support Mayor Michelle Wu's vision of creating more equitable sustainable housing for all," said John Woods, Executive Director of the Allston Brighton Community Development Corporation. "We deeply appreciate the support and dedication of our Mayor Michelle Wu, the Mayor's Office of Housing, the Neighborhood

Housing Trust, the Community Preservation Committee, the North Allston residents, Councilor Liz Breadon, and Harvard University for helping us create new sustainable inclusive housing in our city."

All the new construction projects funded in this round will be required to follow the Zero Emissions Building (ZEB) requirements outlined in the MOH Design Standards. New developments will use electricity and on-site solar panels as their sole fuel source.

Chinatown/South End

- 50 Herald Street, a project led by Beacon Communities Services LLC and the Chinese Consolidated Benevolent Association, will create 117 affordable rental units, including 22 Inclusionary Development Policy (IDP) off-site units. All units will be affordable between 30-60%

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A LOOK BACK THROUGH TIME ON THE HILL

COMPILED FROM THE MISSION HILL GAZETTE ARCHIVES

2013

“NU outlines 18 possible projects”

Northeastern University (NU) had released an Institutional Master Plan which was designated as a “wish list” for hoped-for projects. The plans included a major renovation of a city playground and at least one dormitory project.

The university’s main priorities were to replace the 2.7-acre parking lot at 795 Columbus Ave. with three buildings varying from seven to 18 stories each, creating up to 600,000 square feet of academic and research space. This is currently a parking garage.

NU also wanted to redevelop Carter Playground at Columbus Avenue and Cedar Street. NU said it would donate funds to increase the area of the playground about 25 percent, enough to add a second multi-purpose field. The redevelopment would also reorient the fields and existing tennis courts. In 2015, it was announced that NU had com-

mitted to investing \$26 million to transforming the playground in a public-private partnership with the City of Boston.

To see the 2013 proposed NU IMP, visit bit.ly/NUimp2013.

2012:

Hundreds protest T cuts

It’s the same old MBTA: residents of Mission Hill are bothered by the fare increases and service cuts of the MBTA, today and yesterday.

In 2012, more than 125 speakers blasted the MBTA’s proposed fare hike and service cuts at Mission Hill-area meetings, and at least 500 people attended.

The MBTA had proposed ending the E Line subway/streetcar on the weekends, among other slashings. Some residents were willing to pay higher fares, but no one wanted these service cuts.

Residents at meetings were upset at the root of the problem: the MBTA’s \$5 billion debt and funding issues.

“None of these people in this room had anything to do with these problems and the solution cannot be on their backs,” said Mission Hill resident Richard

Giordano, summing up the situation.

City and State officials who are still at play now issued their opinions on the potential cuts at the time.

State Rep. Jeffrey Sanchez said that public transit should be growing, not contracting, arguing that the cuts would harm businesses, cultural institutions, low-income residents, and public health.

State senator Sonia Chang-Diaz said the responsibility lay with the legislature to fix the T’s funding problems. City Councilor Tito Jackson said that paying more and getting less “doesn’t make sense to me and doesn’t make sense to the people I represent.”

The MBTA was struggling to close a \$161 million budget gap for 2012 alone, and was required to do so by July 1 under state law.

2008

“Muddy River may see the light”

In 2008, MH residents still complained about the infamous “jughandle” lane from Brookline Avenue to Park Drive, and

looked forward to the soon forthcoming Muddy River Restoration Project.

An agreement was made between the Project’s oversight committee in late 2007 that the state Department of Conservation and Recreation (DCR) would maintain the revamped river and its parkland, which came with a \$24 million maintenance fund.

At the time, the project was held up by some major approvals, including the fact that the project hadn’t secured full federal funding yet.

The Muddy was a heavily altered river that flowed from Jamaica Plain’s Jamaica Pond along the Brookline border, then through the Fenway and Back Bay, where it entered the Charles River. The river flooded regularly, which caused massive damage in 1996 and 1998 in the Longwood Medical and Academic Area (LMA) and the Fenway.

The project involved clearing and dredging the river and giving it more room to flow. The City of Boston had previously done its own repairs to the Charlesgate area, where the Muddy enters the Charles.

The project had been in the works for years with heavy in-

volvement from the Emerald Necklace Conservancy (ENC). The 2008 meeting, held in the Landmark Center atrium, included an awards ceremony and the touting of Lance Armstrong-style green plastic bracelets indicating the wearer’s support of the project.

2003

“Sanchez makes politically sensitive decisions”

In his first month in office, newly elected state Rep. Jeffrey Sanchez made three decisions related to the state’s budget crisis at the time. They included voting to retain controversial House Speaker Thomas Finneran; voting to give Gov. Mitt Romney unprecedented authority to cut the state budget; and a decision to decline a pay raise.

The speaker is chosen annually by a vote by House members. Finneran had been accused of being autocratic and vengeful in his House leadership.

“Like I said [during the campaign], I want to go up there and work with leadership,” Sanchez said in 2003. “We’ll need somebody up there who understands the fiscal crisis we’re in right now. It’s going to be an extremely challenging time.”

Sanchez also joined the House vote that, along with state Senate support, gave Romney expanded powers to cut the state budget for a limited time. Under standard law, Romney could only make unilateral cuts to the health and human services parts of the budget.

“It’s so the services that help the elderly, the poor, the most vulnerable populations don’t get disproportionately affected,” Sanchez said. “Now everybody’s going to be affected. That’s the challenge. The challenge we’re facing now is the biggest we have faced since the Depression.”

The budget crisis presented Sanchez with another sticky decision: whether to accept a 6.5 percent pay raise, from \$50,123 to \$53,381 a year.

Under a 1998 amendment to the state constitution, the legislature got an automatic pay adjustment every two years, with

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History

Continued from page 8

the raise or cut determined by the governor and based on the state's median household income.

Romney pressured state representatives and senators not to accept the pay raise.

"I'm looking at [the budget] and it looks pretty nasty," Sanchez said. "You know, other people need [the money]. The more of us who don't take it, the better."

State Representative Jeffrey Sanchez still represents Mission Hill today.

2002:

War on KFC

Fifteen years ago the Mission Hill community declared war on Colonel Sanders.

About 75 residents attended a meeting to oppose a plan to build a KFC/Pizza Hut drive-thru restaurant on Tremont Street across from historic Mission Church.

"I think a suburban fast-food joint in this location is completely inappropriate," said Joe Bachour, a local resident.

Residents came armed with a laundry list of complaints about the proposal, ranging from increased traffic, trash and noise, to the impact of light pollution and air pollution on quality of life in the neighborhood.

"I don't believe the children of the neighborhood should have to hear bedtime stories of extra crispy chicken wings from a drive-thru speaker," read a letter circulated at the meeting.

Tricon, the parent company of KFC and Pizza Hut, was seeking to build a 46-seat, 2,800-square-foot restaurant with a drive-thru and parking for 37.

Just a few blocks up from Brigham Circle, which was undergoing a major redevelopment, community members felt that a fast-food restaurant was the wrong direction to take that stretch of Tremont Street, which was a mixture of residential and small commercial spaces.

The Boston Redevelopment Authority had recommended that the ZBA deny the drive-thru variance because the proposal would "undermine the goal of the community to create pedestrian-oriented, mixed-use environment along Tremont Street."

A representative of the group proposing the restaurant asked the community if they would feel

differently if they removed the drive-thru aspect. The answer was a unanimous "no."

1998

"Wentworth garage plan raises eyebrows"

Over the years, some community issues remain the same. Concerns about traffic and parking, as they are now, were raised at a public meeting in 1998.

Wentworth Institute had proposed to build a 1,200-space parking garage at Prentiss and Halleck streets in order to consolidate the school's parking. Several people raised concerns that the facility would encourage students to keep cars and increase traffic in an already overburdened area, and that the green line was already convenient and sufficient in that area.

Fredericka Buckley said "it seems totally unnecessary."

Wentworth maintained the view that the garage would be necessary to accommodate for the students that commute to school and those that hold jobs that require cars.

At the time, 185 on-street parking spaces were slated to vanish due to the redesign of Huntington Avenue and the designation of some nearby streets to become resident-only. This was right around the time that Huntington Avenue was newly-named Avenue of the Arts.

The site exists today as a parking lot, not garage.

1997

Opening of School

Around this time in 1997, The Mission Hill School was recruiting students for its first class at the pilot school.

Mission Hill School replaced the old Mission High School to recruit children ages 5-10. Today, the school serves approximately 250 children ages 3-14 (grades K-8). In 2012, the school community relocated to Jamaica Plain.

Based on our archives, educator and author Deborah Meier was slated to direct the school after having founded the successful Central Park East public school in East Harlem, New York.

At the time, school officials said the school would incorporate music, visual arts, and physical education into regular classroom work. Teachers would monitor students' progress through portfolios of work and recorded observations.



Mayor's Office Photo by Mike Mejia

Boston City Hall is seen on the evening of Feb. 1, lit in honor of Black History Month.

CITY ANNOUNCES BLACK HISTORY MONTH PROGRAMS

Mayor Michelle Wu and the City of Boston's Equity & Inclusion Cabinet announced a series of programming to mark Black History Month and create space for residents and families to celebrate and be in community. This year's Black History Month theme is "African Americans and Labor."

"Boston's Black communities are foundational to the fabric of our city, and we honor their contributions during Black History Month and throughout the year," said Mayor Michelle Wu. "I'm grateful to announce this year's Black History Month programming, where Boston residents, families and visitors can be in community and engage about the contributions and history of Black communities throughout our neighborhoods."

"This year's Black History Month theme reminds us that Black workers have always been at the forefront of progress, and solidarity," said Chief of Equity & Inclusion Mariangely Solis Cervera. "As a city, we continue to build equitable pathways to opportunity and uplift the voices of those who have shaped our economy, culture and history."

"The history of labor in this country is deeply intertwined with the history of Black communities. From organizing for fair wages to leading movements for workers' rights, Black Bostonians have played a critical

role in shaping our city," said Lori Nelson, Senior Advisor for Racial Justice. "This Black History Month, we honor that legacy and reaffirm our commitment to building a Boston where every resident is connected to opportunity, able to build wealth and raise their family with dignity."

For programming hosted by the City of Boston,

BCYF Black History Annual Skate Night

Friday, February 14, 5:00 - 8:00 p.m.

This event will create space for young residents ages 17 and under to be in community and skate with friends and family.

Location: Chez Vous Skating Rink, 11 Rhoades Street, Dorchester

Black Employee Network (BEN) Employee Resource Group BHM Celebration

Friday, February 21, 6:00 p.m.

Connecting Black City employees and the community with City Leadership to celebrate all of the triumphs of the Black diaspora.

Location: Carver Lodge, 82 Talbot Ave, Boston, MA 02124

Black History Month Poster Series Exhibition

On display now until Friday, February 21

Artwork in celebration of Black History Month Poster Series by Muqeedah Publishing.

Location: Boston City Hall - 2nd Floor

Haitian Artists Assembly of Massachusetts (HAAM) Gallery Exhibition

On display until Saturday, February 22

Art show highlighting work of Haitian-American artists based in New England and celebrating 30th Anniversary of the Haitian Artists Assembly of Massachusetts.

Location: Boston City Hall, Scollay Square Gallery - Third Floor

Black Veterans Appreciation Brunch

Saturday, February 22, 10:30 a.m. - 2:00 p.m.

This event, hosted by the Mayor's Office of Veteran Affairs, will celebrate and honor the contributions and sacrifices of Black veterans in helping to create and add to the United States' legacy. The City will also be honoring deserving veterans with Community and Outstanding Service awards.

Location: Boston City Hall - 2nd Floor

Black Women in Leadership & Labor - Inspiring Generations

Friday, February 28, 6:00 - 8:30 p.m.

A panel conversation titled "The Power of Labor, Leader-

Continued on page 14

Kraft

Continued from page 1

intense. Following his speech, Kraft answered questions from a swarm of reporters about a variety of subjects. He then walked over to embrace his daughter, Anna Kraft, who had been sitting proudly in the front row during the event.

Just 15 minutes later, Boston TV stations led their noon broadcasts with live reports from Dorchester and highlights of Kraft's speech.

Among the many people in the audience were colleagues, former city officials and public safety department leaders, and friends.

Also attending was a contingent from Chelsea, where Josh Kraft was a transformative figure who helped build the largest youth organization in the city and led a fundraising drive for a new state-of-the-art \$11 million youth center, the Jordan Boys and Girls Club, with new leaders now carrying on the remarkable legacy of the club's founder. His positive impact on thousands of lives of Chelsea's youth is truly immeasurable.

'I've spent my entire career in the neighborhoods of Boston'

"I am honored to be surrounded by family and so many friends," he began. "My name is Josh Kraft. For those who don't know me, for the past 35 years,

I've been doing community-based work in and around Boston, including twelve years as CEO of the Boys and Girls Clubs of Boston, in my role with the Patriots Foundation, and as volunteer board chair of the Urban League of Eastern Massachusetts.

"I've spent my entire career in the neighborhoods of Boston – from Roslindale to East Boston, from Mattapan to Charlestown, from South Boston to Roxbury. From the moment I started working in Boston, I fell in love with this city – its many unique neighborhoods, and its people ... especially its people – hard working, humble... and above all, proud of this city, no matter which neighborhood you come from.

"Serving Boston has been my passion and a great source of joy and purpose in my life. But I also know there's more for me to give to this City.

And that's why, today, because I love this city and its people, I am excited to declare my candidacy to be the next Mayor of Boston."



Josh Kraft, candidate for mayor of Boston, is pictured with his daughter, Anna Kraft, following his announcement Tuesday at Prince Hall in Dorchester.

Kraft acknowledged that he will be "an underdog" in the race for mayor.

"I enter this race as an underdog. And I know that this will be an uphill fight," he said. "But I am excited for the challenge. Excited for the opportunity to listen and learn from the people of Boston ... Excited to share my ideas and vision for this great city.

"I am asking the people of Boston to set aside any ideas they might have about me based on my last name and let me tell you about the path of service I've forged ... the experience I've gained along the way ... and the plans I've developed to make life better for Boston."

In the speech, he criticized the current administration, stating that "we face some serious, serious challenges, challenges that Mayor Wu has not risen to."

"In fact, when it comes to the mayor's big campaign promises—to make the MBTA free for Boston residents ... to put in place a rent control program ... and to launch a Green New Deal for Boston's schools—she is 0 for 3," said Kraft.

"On the number one challenge facing our residents—access to housing that regular people can afford—production under Mayor Wu has ground to a dead halt.

"In fact, among similar sized cities across the nation, we have fallen to the very bottom when it comes to new housing production. As a result, rents are at an all-time high, and so is the median price of a home which is \$950,000.

"Sure, this is a complex problem, but at its core: you can't solve a housing crisis if you're building less of it.

"On schools, we spend more

per pupil than any other big city school system in the nation, about \$30,000 per student – all for a school system that regularly fails our kids on virtually every measure, including the ability to provide even the most basic services.

"Can you believe this? Our city spends \$171 million every year to provide bus transportation for about 20,000 students. Eighty-five hundred bucks per student each year for buses that can't even make the opening bell. How can a family trust a school system to educate their kids when they can't get them to school on time? That is unacceptable.

"Meanwhile, our neighborhood streets have become jammed up by poorly conceived, hastily installed bus and bike lanes that all too often have increased congestion and eliminated parking. As a result, moving around has become a burden for families, seniors, and members of the disabled community – and the small businesses who rely on them. It's a mess!

"Don't get me wrong: I'm all for being creative about how we solve our transportation challenges. But our "transportation problem" under this administration has quickly spiraled into a "quality of life problem."

His vision for Boston

"Over the course of this campaign, I will offer my vision for Boston – forged not only by my own experiences, but more importantly, those of the people I've met along the way," said Kraft.

"And it starts with housing, the number one challenge facing our city.

Today, there are projects ready to be built that would result in more than 20,000 units of housing. But they are stuck, stuck due to regulations imposed by the current administration. To jump start new housing construction, I will put in place one-time incentives aimed at projects that are priced for middle-class and first-time homeowners.

"Having all these projects sit on the shelf generates no new housing, no new affordable housing, no new jobs, and no new tax revenue. Getting new construction going again must be a top priority because availability is the path to affordability.

In addition, I will put in place a rent control program that can work for both tenants and building owners.

"So, this is how the plan works. In exchange for capping increases in rents over a 10-year period, the city will provide a cut in real

estate taxes to building owners. This program would be targeted at properties that serve middle- and lower-income residents and would exclude luxury rentals. Renters deserve to be protected from massive year-over-year increases and my plan will do that.

"Mayor Wu promised us rent control three years ago, but I will deliver it.

"Finally, I will take the tax revenue generated by jump-starting the 20,000-plus permitted units sitting unbuilt and create an affordable housing fund to help first-time homebuyers and provide rent relief.

Elected members of the School Committee

"To improve our schools, we need a school committee that challenges city leadership and holds BPS accountable. It is time to have elected members along with appointed members on the school committee. And as Mayor, I'll make that happen.

"I will work hand in hand with the community and our partners at the state to bring an end to the human tragedy that is Mass and Cass. Listen, addiction doesn't have to be a life sentence. And among Boston's many prized possessions, is a robust and resilient recovery community who proves that one day at a time.

"I will breathe new life into Operation Exit – a powerful program started by Mayor Marty Walsh – and make Boston a national model when it comes to supporting individuals emerging from the criminal justice system and helping them gain skills and employment so they can build a new life and make our communities stronger.

And, I will offer a common-sense transportation plan to deal with the congestion clogging our streets – and that starts with an immediate pause for all new bike lane construction.

"On all of these issues—housing, transportation, schools, city services—this isn't about ideology. It's about results."

Choosing a career in public service

Kraft said he chose a career of community service and he learned some important lessons along the way.

"I've met so many remarkable and resilient people that call Boston home," said Kraft.

"Each of them has taught me some pretty important lessons:

That leadership is not about talking -- but about doing the work and getting results. That it requires bringing people together to solve problems – espe-

cially people that might disagree with me. That the teachings of my faith and my family matter.

"My mother, Myra, taught us to always look out for the marginalized groups – the ones that are overlooked and don't have access to opportunities.

"And, lastly, you can learn from anyone, and that everyone has something to share, everyone has something to contribute.

"Perhaps the most important learning experience I've ever had was during my second semester in graduate school while I was volunteering at a methadone clinic. I met a man in his late 30s who was struggling with substance abuse and was also HIV positive.

He asked me if I could help him with something: --- would I teach him how to read?

"Over the course of several months, I sat with him twice a week for an hour and did my best to teach him the basics of reading.

"Now, looking back, I guess I did help this man learn to read. But he taught me something just as valuable: about pressing forward with your life even in the face of almost unspeakable adversity and obstacles.

"Over the past 35 years, I have had the opportunity to meet so many different people – single parents and their kids. Police officers. Non-profit leaders. Community leaders. Teachers and advocates. People returning from incarceration. People fighting addiction.

And let me tell you: Every single one of them has something to teach us about how to press forward. Every single one.

"Here in Boston, we are fortunate to be the home of so much history and so many firsts, but what has always defined us is our focus on the future – on our relentless desire to adapt and grow and innovate and lead.

And today, when the future is uncertain, and the challenges are real – a healthy and vibrant Boston has never been more important to our citizens and our region.

"Yes, we have a lot to be proud of. But for me, I want to be more than proud of what we've already done – I want to be proud of where we're going. I want us to take these challenges head on no matter how hard they are.

"That's why I want to be your next Mayor – and that's what this campaign is going to be about. And I ask you to join me. Thank you!"

MBTA announces planned service outage scheduled to June

SPECIAL TO THE TIMES

The Massachusetts Bay Transportation Authority (MBTA) announced its planned construction schedule for the first half of 2025. Thanks to the great success of the 2024 Track Improvement Program, the MBTA now has more track meeting the state of good repair standards than in previous years, ensuring compliance with all applicable safety and performance requirements. Building on this progress, the MBTA will continue proactive track maintenance to prevent slow zones recurring. In 2025, the focus will shift to upgrading other critical infrastructure, including signal systems, improving accessibility across the network, and more.

“As Governor Maura Healey put it during the State of the Commonwealth speech, ‘People need transportation and public transit they can rely on,’ and the infrastructure investments by the MBTA in 2024 and planned in 2025 set the foundation for consistently reliable service,” said Transportation Secretary and CEO Monica Tibbits Nutt. “Infrastructure work is being done strategically to minimize the disruption for MBTA customers and to optimize the time work zones are in place. I am proud of the MBTA workforce and leadership team for getting so much done during planned service outages.”

“I’m incredibly proud of and thankful to our entire workforce and our industry partners that delivered unprecedented work in 2024 to improve and deliver more reliable trips across our system, ultimately giving back our riders’ precious time in their days. We couldn’t have done that without the leadership of the Healey-Driscoll Administration and the Legislature, which has continued to reinvest in public transportation. I also must thank the public for their patience and for continuing to ride the T as we perform vital work that allows us to keep the system running safely and reliably as we build for the future,” said MBTA General Manager and CEO Phillip Eng. “In 2025, the T is committed to proactive maintenance and repairs, including completing

critical signal upgrades, which will allow us to deliver the level of service our riders expect and need. With a never-ending focus on the public we serve, we will continue to improve how we efficiently and effectively perform work to minimize disruptions and deliver meaningful results, building out a best-in-class system for the Commonwealth.”

Key initiatives slated for 2025 include:

Signal Modernization

The MBTA will focus on the \$285 million project to modernize its signal system across the Red and Orange lines with the goal of reducing congestion and delays and providing operational flexibilities. The new upgraded signal system will allow for more frequent service, improved scheduling, and enhanced safety. By upgrading its signals, the MBTA expects to significantly increase operational efficiency, reducing wait times and improving scheduling reliability for all riders.

Annual Programmed Maintenance

As part of its long-term sustainability plan, the MBTA will carry out annual programmed maintenance across its system, addressing routine needs and ensuring that all infrastructure remains in peak operating condition. This maintenance will include inspections, adjustments, and repairs to keep the system safe and running smoothly throughout the year.

Green Line Train Protection System (GLTPS)

The MBTA we begin implementing an added layer of safety to the Green Line. The GLTPS system will use safety monitoring equipment to transmit data to the train as it moves along the tracks. Using onboard alerts and communications, the system will notify the operator when another vehicle is detected, when the vehicle is speeding, and can automatically stop the train at stop signals. This safety system can also improve travel times by reducing unplanned stops.

Bridge Work Along Commuter Rail Lines

In collaboration with MassDOT, the MBTA will focus on completing essential bridge work along various Commuter Rail

lines.

The MBTA will also continue regular bridge, tunnel, and station inspections and routine maintenance throughout the year.

Accessibility Enhancements

The MBTA is dedicated to ensuring that its services are accessible to all riders, including those with disabilities. Planned improvements in the second half of 2025 will include upgrades to station entrances, platforms, and elevators, as well as enhancements to communication systems to provide real-time updates to riders with hearing or visual impairments. There will be a large focus on improving accessibility on the Green Line. This will include the installation of elevators at Symphony Station to ensure that all passengers, including those with mobility challenges, can access the platform and board trains with ease. The MBTA is also looking forward to enhancing Ruggles Station along the Orange Line, which includes making a fully accessible Columbus Avenue entrance.

Anticipated 2025 Service Outage Plans:

Most of this work throughout the year will be targeted to weekends and evenings to minimize disruptions to weekday commuters, though there will be some longer outages planned

to accommodate more complex projects. The MBTA is finalizing alternate service options, such as accessible shuttle buses, amplified service on other modes, and Commuter Rail options. Details will be shared as they are confirmed and ahead of the outages. Riders should also note that the tentative construction plan and dates are subject to change pending weather and other factors.

Notable planned service outages between January – June 2025 include:

- On the Red Line:
 - Ashmont to JFK/UMass
 - April 1 - April 9
 - For proactive rail maintenance.
- On the Orange Line:
 - North Station to Oak Grove
 - May 10 – May 18
 - To support MassDOT’s Maf-fa Way/Mystic Avenue Bridge construction project.
- North Station to Forest Hills
- June 21 – June 29, 2025
- For signal upgrade work.
- On the Blue Line:
 - Bowdoin to Airport
 - June 7 - June 15
 - For infrastructure work.
- On the Commuter Rail:
 - On the Haverhill and Newburyport/Rockport Line
 - Oak Grove to North Station / Swampscott to North Station
 - February 15 – February 16
 - March 8 – March 9

- March 22 – March 23
- April 5 – April 6
- April 24 – April 27
- To support MassDOT’s Maf-fa Way/Mystic Avenue Bridge construction project and MBTA signal work.

• Additional weekend construction work can be anticipated on the Lowell, Franklin, Worcester, Needham, and Fitchburg Line. Please note that these dates are subject to change.

The MBTA will host public open houses online and in-person to provide an overview of major projects. These will also serve as way for the community to ask questions or share comments and feedback. Meeting dates and locations will be posted at mbta.com/events.

The MBTA will provide regular updates on work progress and potential service disruptions through various channels, including in-station signage, social media, T-Alerts, and online at mbta.com. Any changes to project or open house schedules will be communicated.

Riders can find updates on service changes via signage, announcements, and by subscribing to text and email alerts at mbta.com/alerts. Transit Ambassadors, Fare Engagement Representatives, and staff will be on-site for assistance.



City of Boston
Planning
Department

VIRTUAL PUBLIC MEETING

FEB

10

6:00 PM - 8:00 PM

1 JOSLIN PL

Register: bit.ly/1JoslinTF_Pub

Toll Free: (833) 568 - 8864

Meeting ID: 160 517 0720



PROJECT PROPONENT: Beth Israel Deaconess Medical Center and Dana Farber Cancer Institute

DESCRIPTION: This is a Task Force Meeting for the proposed Institutional Project 1 Joslin PL for Beth Israel Deaconess Medical Center and Dana Farber Cancer Institute, located in the Longwood Medical Area neighborhood of Boston. The purpose of the meeting is to discuss the overall Institutional Project and the potential impacts. The meeting will include a presentation followed by questions and comments from the Task Force and the public.

MAIL:

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tyler.c.ross@boston.gov

Website:

bit.ly/1JoslinPlaceHospital

Close of Public Comment Period:
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Teresa Polhemus, Executive Director/Secretary

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TITANIC

THE ARTIFACT EXHIBITION

Exhibition now on display

TITANIC: The Artifact Exhibition has brought nearly 250 authentic artifacts from the wreck site of Titanic by RMS Titanic, Inc. to The Saunders Castle at Park Plaza in Boston, where they will remain on display until May 29, 2025. Presented by The Gold Group in Boston and viewed by more than 35 million people worldwide, TITANIC: The Artifact Exhibition is one of the highest attended in history and is coming to Boston for the first time. E/M Group and RMS Titanic, Inc., have curated an incredible collection of authentic Titanic artifacts that will allow guests to experience the real stories of Titanic passengers and crew. These items have been honorably conserved and presented to the public to help educate and tell the story of Titanic. Visitors can also explore meticulously re-created rooms, including the opulent Grand Staircase.

"Boston eagerly awaits our Exhibition, which continues to set record-breaking attendance figures," said Gautam Chandna, Director of Business Development at E/M Group. "The Exhibition's continued success, as demonstrated in city after city, speaks to its broad appeal and exceptional quality."

For decades, Titanic has had a hold on people immersing themselves in the real stories of heroism, love, fear, and impossible decisions in the face of the "unsinkable" ocean liner meeting its fate. It was a watershed moment in world history and has made an indelible mark on history.

Upon entering TITANIC: The Artifact Exhibition guests are



A young historian examines a Boarding Pass used on the Titanic.

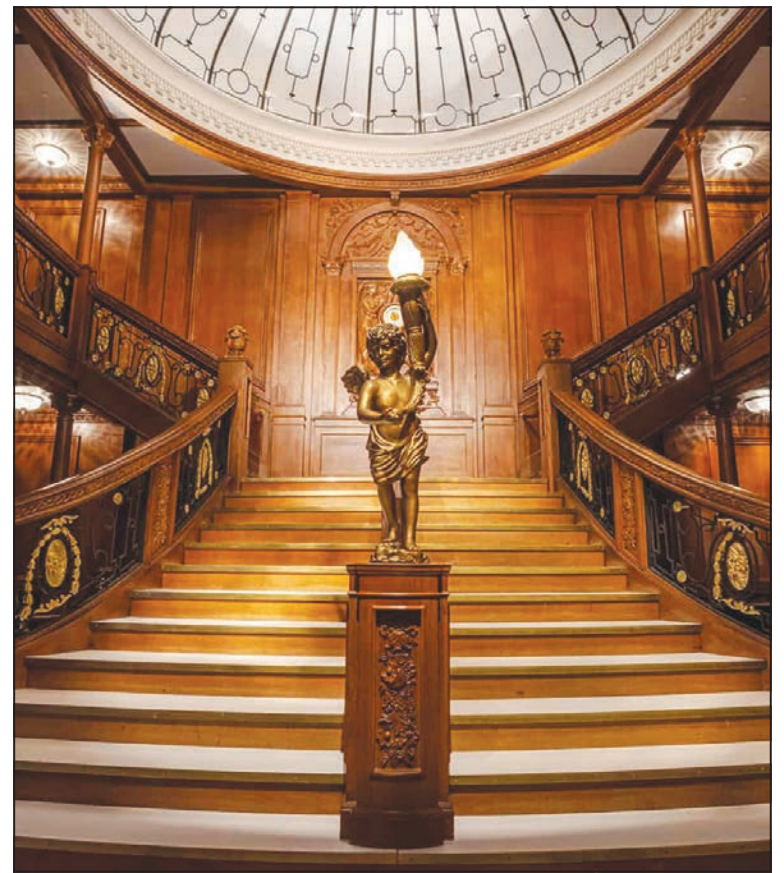
drawn back in time to April 1912, when the Ship embarked on its first and final journey. Guests receive a replica boarding pass, assume the role of a passenger, and follow a journey through life on Titanic—from the Ship's construction to life on board, to the infamous sinking. Also covered is the contemporary effort to recover artifacts and conserve the wreck site for scientific analysis, historical preservation, and to ensure future generations can admire, contemplate, and learn from Titanic.

Located in the Back Bay, The Saunders Castle at Park Plaza is a former armory and is a designated National Historic Landmark. For tickets and more information, please visit <http://www.castleboston.com/>.

Tickets to the exhibition are now on sale www.titanicboston.us, tickets start at \$39.50

Experiential Media Group, LLC (E/M Group), located in Atlanta, GA, is a world leader in the development and display of exhibitions that educate, entertain, and inspire audiences of all ages.

RMS Titanic, Inc.'s (RMST) mission is to preserve the legacy of Titanic's maiden voyage, subsequent sinking, and the memory of her passengers and crew through comprehensive educational programs, innovative exhibitions, research and recovery initiatives, wreck site imaging and analysis, and ongoing Titanic collaborations. RMST was granted salvor-in-possession rights to the wreck of Titanic and is the only company permitted by law to recover artifacts from the wreck site. RMST has recovered and conserved more than 5,500 artifacts since 1987 and is an affiliate of E/M Group.



The foyer.

TITANIC FACTS & TRIVIA

On Board Titanic

- The cost of an average first-class ticket on Titanic from Southampton to New York was \$450, although prices varied based on cabin size and amenities.

- A first-class suite cost \$2,500, or approximately \$73,000 in 2022.

- However, the most luxurious suites with a private promenade deck cost \$4,500 in 1912, or approximately \$131,400 in 2022.

- A third-class ticket on Titanic cost \$40, or approximately \$1,170 in 2022. Up to 10 people resided in each third-class room."

- First-class passengers had the luxury of paying for their leisure while on board: a ticket to the swimming pools cost 25¢, while a ticket for the squash court (as well as the services of a professional player) cost 50¢.

- Sixty cooks and assistants worked in Titanic's five kitchens. They ranged from soup and roast cooks to pastry and vegetable cooks. There was also a cook who prepared kosher meals for the Jewish passengers.

- There were only two bath-

tubs for the more than 700 third-class passengers aboard the Ship.

- The forward part of the Boat Deck was a promenade space for first-class passengers and the rear part was for second-class passengers. Passengers from these classes thus had the best chance of getting into a lifeboat simply because they could get to them quickly and easily.

Disaster Strikes

- Even if all 20 lifeboats had been filled, there would only have been enough room to save 1,178 people.

- At first, most of the passengers did not believe that Titanic was really sinking, hence the low number of 28 aboard the first lifeboat even though it could have carried 65.

- Titanic was one of the first ships in distress to send out an "SOS" signal. The radio officer used "SOS" after using the traditional code of "CQD" followed by the Ship's call letters.

- Dorothy Gibson, a 28-year-old silent screen actress, was an established movie star who,



Some surviving items and memorabilia from the Titanic on display at the exhibition.



Visitors can sit and examine a manifest of all the passengers onboard the ship when it sank in 1912.

Trivia

Continued from page 12

along with her mother, survived the sinking. Gibson would later star in *Saved from the Titanic*, a film released one month after the disaster. The costume that she wore in the film was the same dress, sweater, and coat that she wore on the night of the sinking.

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- Tennis player R. Norris Williams and his father, Charles, felt it was too cold to remain out on deck as the Ship went down so they went into the Gymnasium to ride the exercise bicycles.

- At the time of Titanic's destruction, the water temperature was 28°F (-2°C). Most of those struggling in the water in their life jackets would have succumbed to hypothermia, while others may have had heart attacks.

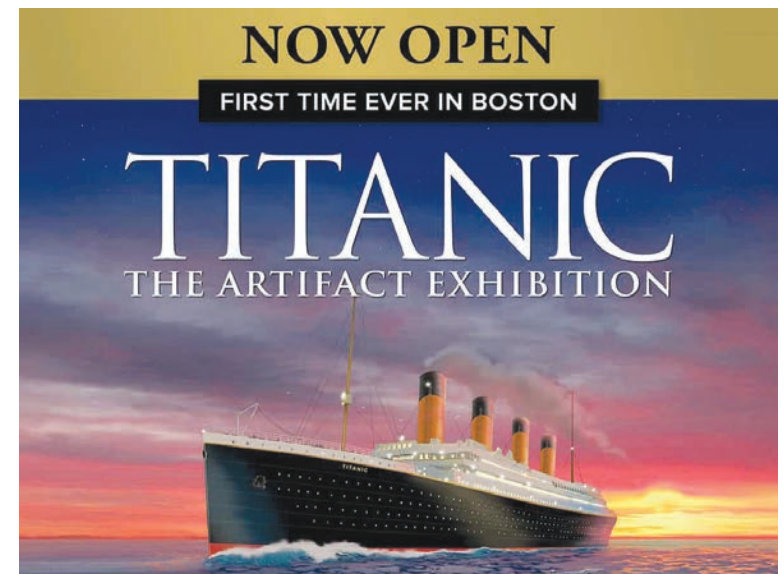
The Aftermath

- Initial headlines of the Titanic disaster claimed all passengers survived and the Ship was being towed to land.

- No skeletons remain at the wreck site. Any bodies that were carried to the seabed with the wreck were consumed by fish and crustaceans. With the currents, and the difference in weight of the ship, it is unlikely that the remains of those who perished at the surface sank to the wreck site.

- In the 1898 novel *Futility*, written 14 years before the sailing and sinking of Titanic, author Morgan Robertson penned a fictitious tale about a ship named Titan that collides with an iceberg. Some of the uncanny similarities between the book and the Titanic disaster include:

- the month (April)
- the length of the ships (Titanic was 882.9 feet; Titan was 800 feet), and
- the number of passengers on board (Titanic had approximately 2,200; Titan had 2,000).



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EDITORIAL

10 years ago, we were amidst Snowmageddon

Yes, time does fly, and for those of us who lived through the Snowmageddon, it's hard to believe that 10 years have passed since we were in the middle of that epic winter season of 2015.

Major snowstorms just kept rolling in, week after week, from January through the end of February, eventually burying the Metro Boston area under a record total of 110 inches of snow for the season.

Even for those of us who enjoy a brisk snow-shoveling workout, the non-stop barrage of major snowstorms that barreled through our area at the rate of twice per week was overwhelming. Our driveway resembled a tunnel, with the snow piled 8-9 feet on either side, which made shoveling the snow extra hard because we also had to throw it up high just to clear the wall of snow to get it out of the way.

We also recall clearing our roof of snow (because of warnings that the snow could become too heavy and cause a collapse). We actually fell off the portion of our roof that -- fortunately -- was not too high off the ground. We plunged into a cushion of eight feet of snow that was only a few feet below the roofline and climbed back onto the roof to finish the task. No harm, no foul.

For those who park their cars on the street, the Snowmageddon was sheer torture. No sooner had you shoveled out your space, then another big storm came in and reburied your vehicle. Some folks eventually just gave up and their cars remained entombed for weeks at a time.

Cities and towns were overwhelmed in their efforts to keep up with snow removal. Not only did they exhaust their entire snow removal budgets by mid-January (the state and federal governments eventually reimbursed communities for some of their snow removal costs), but they could not find any place to put the tons of snow that had to be trucked away.

In Revere, National Guard units brought in heavy equipment just to make the city's streets passable. Some communities ended up dumping the snow onto their playing fields. In Winthrop, the mountain of snow that was piled high onto the high school baseball field still obstructed the field into late-April.

There were so many snowstorms and so many declarations of states of emergency by then-Governor Charlie Baker, that it seemed as though we were in one long State of Emergency.

So while we acknowledge the truth of the proverb that all of us tend to look back at the past through rose-colored glasses, we have to admit that we hope the Snowmageddon of 2015 was a one-and-done sort of event that we never will have to deal with again.

PLEASE WRITE...

The Gazette welcomes letters to the editor. Word limit: 500. Deadline: Friday at 5 p.m. one week before publication. Letters may be emailed to letters@JamaicaPlainGazette.com.

Please include address and telephone number for verification purposes. Anonymous letters will not be published.

More information: 617-524-7662

Programs

Continued from page 9

ship, and Legacy", where Black women leaders from various fields will share their experiences in the labor movement and discuss historical and contemporary roles of Black women in the labor movement.

Location: Bruce C. Bolling Municipal Building, 22300 Washington Street, Roxbury

Boston Public Library Programming


Hidden History of Black Boston with Joel Mackall

Monday, February 10, 5:30 - 7:30 p.m. - Connolly BPL Branch in Jamaica Plain

Learn Boston's 400-year African American history as Joel Mackall delves into the rich narratives of neighborhoods and pivotal sites, events, and figures from the eras of Faneuil Hall and Long Wharf, all the way to the vibrant Black communities that flourished in Beacon Hill in the early republic, and the South End and Roxbury in the early 20th century.

African American Mariners in The Revolutionary War

Wednesday, February 12, 6:00 - 7:00 p.m. - Virtual event
Staff from the National Park



To place a memoriam please call 781-485-0588

Service lead an exploration into the contributions of African American mariners during the Revolutionary War Era.

Please register for event here

African Storytelling Reimagined with Ada Ari

Saturday, February 15, 12:00 - 1:00 p.m. - Codman Square BPL Branch

Saturday, February 15, 3:30 - 4:15 p.m. - Central Library in Copley Square

Join author Ada Ari as she reads her picture book, *The Spider's Thin Legs*. Other activities include cultural dance, show-and-tell, and more.

Afrobeats 101: Beginner Dance Workshop

Saturday, February 15, 2:30 - 4:00 p.m. - Mattapan BPL Branch

This event, led by Afrobeats Dance Boston, will teach Afro-technique and African street styles of dance celebrating the

spirit of Africa and the joy that comes from it.

Author Talk: Douglas Stark - Race and Resistance in Boston

Saturday, February 15, 3:00 - 4:30 p.m. - Grove Hall BPL Branch

With the release of his 2025 book, *Race and Resistance in Boston: A Contested Sports History*, editor Douglas Stark will discuss the thought process behind his latest project that focuses on Boston sports and racial conflict.

Emancipation in Massachusetts

Wednesday, February 26, 6:00 - 7:00 p.m. - Virtual Event

From Black Patriotism in the American Revolution to the fight for emancipation, this presentation, using early art pieces, reviews the colonial era individuals who impacted early rights for Boston's Black citizens.

AFT SUPPORT GROUP MEETS ON THE FIRST FRIDAY OF THE MONTH

Adoptive Families Together (AFT) Support Group meets on the first Friday of the month starting at 6:30 pm. This free event is a Parent-led adoption support group for parents who are about to, or have, adopted.

Adults with connection to adoption are also welcome. Free child care is available. Contact sturk@mspcc.org or adoptive-familiestogether@eliotchs.org if you want to find out more information. The group meets on the first Friday of each month from 6:30-8:30pm, at 3313 Washington St. Jamaica Plain.

The opinions expressed on these pages are not necessarily those of this newspaper.

Mission Hill GAZETTE

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OBITUARIES

Aaron F. Komst

A gentle, kind, generous and loving man

Aaron F. Komst of Taunton, formerly of Mission Hill and Jamaica Plain, passed away peacefully surrounded by the comfort of his loving family on January 19, 2025.



He was the son of the late Louise (Scarpelli) Komst and Aaron Reed; loving father of Aaron Houtman of New Bedford, Celestial Houtman of Swansea, Eric Houtman (Nbfd) of New Bedford, Makeel Desantos of New Bedford, Alaana Alphonse of Taunton and Marissa Rose; devoted grandfather of Mila, Hunter, Harley, Chandler, Lenora and Saige; dear brother of Toni Komst (Boston EMS Retired) of Mission Hill, Edwin Komst of Pennsylvania, Marcia Lawrence of Worcester, Gigi Lawrence of Worcester, Michael Reed of Mississippi and the late Georgie Scarpelli.

Aaron is also survived by many nieces, nephews, cousins and dear friends.

Aaron was born in Boston and raised in Mission Hill and Jamaica Plain where he made

many lifelong friends. Aaron loved anything to do with music, in his younger years he would often be seen wearing headphones listening to mixtapes he created himself. He worked for many years as a DJ in Boston Nightclubs entertaining many residents and visitors in the city.

Aaron was a family man through and through. He loved spending time with his children, who were his pride and joy and most important to him. He was a gentle, kind, generous and loving man. He always wanted to make

people laugh and could light up a room with his infectious laugh and smile. Aaron was an avid sports fan, who believed the Celtics or Patriots won a game because he was wearing his lucky jersey. He will be greatly missed by his loved ones and friends.

Family and friends are kindly invited to honor and remember Aaron's life at The Fall River Elks Lodge #118, 4500 N. Main St. Fall River, Ma 02720 on Sunday March 2, 2025, from 1 to 5 p.m. In lieu of flowers, please consider a donation in Aaron's memory to Tiny Transplant Titans, at tinytransplanttitans.com. This organization was very supportive of Aaron's family when his granddaughter Saige had a successful liver transplant for Biliary Atresia.

Arrangements are in the care of the Bell-O'Dea Funeral Home, 376 Washington Street, Brookline, MA 02445. (617) 277-7652

To leave a condolence message for Aaron's family, please visit: bellodeafuneralhome.com.

owned land. The development will include open space and urban farming opportunities.

This announcement of a \$64 million City investment to create and preserve 637 units of affordable housing continues the Wu Administration's historic investment in affordable housing production. The Wu administration, in its first three years, has created more affordable housing than at any other three-year period dating back to 1998. In addition to increasing the supply of affordable housing, the Mayor has worked urgently to unlock market-rate development through a new \$110 million Housing Accelerator Fund aimed at closing financing gaps for approved projects. Under her leadership, the City has launched zoning and programs aimed at fostering a wider variety of housing

for all Bostonians, including accessory dwelling units, housing with public assets like libraries, office-to-residential conversions Downtown, and more mid-size multifamily housing in walkable and transit-oriented areas. Mayor Wu and her administration have also helped more families become homeowners than in any other three-year period since 1998 and adopted new policies and programs to reduce the cost of utility bills for homeowners. Mayor Wu continues to fight for residential tax relief legislation for Boston residents impacted by sharp increases in their Fiscal Year 2025 third-quarter property tax bills. This refiled tax proposal expands on Mayor Wu's relief package that passed the City Council and House of Representatives last year.

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PARKING SPACE NEED

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Housing

Continued from page 7

of AMI. The project will also include a sizable ground-floor retail space capable of locating an Asian market.

Fenway

- 112 Queensberry, developed by the Fenway Community Development Corporation, will transform this under-utilized urban infill site into a six-story building with 24 units of affordable transit-oriented rental housing. These units will serve individuals earning 30-60% of AMI.

Jamaica Plain/Mission Hill

- Envision Hotel, located at 81 South Huntington Avenue, will be acquired and rehabilitated by Victory Programs. The hotel, currently operating as an emergency shelter, will transition into 41 deeply affordable permanent supportive housing units for individuals experiencing homelessness

Mission Hill

- ODJ Development LLC will build 48 affordable homeownership units serving households earning 80-100% of AMI on City-

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OBITUARIES

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Emerald Necklace Conservancy begins inspecting trees for pruning in Fens and Charlesgate Park

SPECIAL TO THE GAZETTE

The Emerald Necklace Conservancy has begun inspecting over 900 trees for pruning throughout the Back Bay Fens and neighboring Charlesgate Park, therefore improving tree structure and health while also keeping park users safe by removing dead branches.

As the third seven-year tree pruning cycle across the entire Emerald Necklace park system, this work will take place now through March while trees are dormant in the winter. The tree pruning project in the Back Bay Fens is made possible by the generous support of Liberty Mutual Insurance and the BPDA.

“This seven-year pruning cycle is a way of systematically caring for the trees throughout the Emerald Necklace to keep the parks safe and invest in the health of the urban canopy,”

Jack Schleifer, Field Operations Manager at the Emerald Necklace Conservancy, said in a press release. “This year’s project is taking place in the Back Bay Fens – a park that is surrounded by college campuses and frequented by fans attending Boston concerts and sports games. The Fens host the Fenway Victory Gardens, the James P. Kelleher Rose Garden, the War Memorial and many sculptures, fields and amenities that will be improved through this project. Urban trees not only keep our parks beautiful and filled with wildlife, but they also keep our communities cool and healthy by purifying air and removing toxins. These benefits increase by the year as trees grow, and this project will play a significant role in investing in these tree’s wellbeing and community health for decades to come.”



COURTESY OF THE EMERALD NECKLACE CONSERVANCY

Work crews are out inspecting and pruning trees now through March.



NONPROFIT LAW CLINIC

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The Office of City and Community Engagement, in partnership with the School of Law, is running a Nonprofit Law Clinic focused on supporting community-based and social change organizations who are interested in filing for 501(c)(3) status. The goal of this clinic is to provide people with education, expertise, legal support, and funding for this filing process.



This clinic will consist of several parts between January and April 2025, such as:

- an information session to learn more about 501(c)(3) status, the benefits, and who qualifies,
- legal support for preparing the documentation needed to file,
- and hands on support through the filing process.

Complete the form on the QR code by February 10th.

