

# Letters to the Editor

## IN SUPPORT OF CRANE LEDGE WOODS

To the Editor:

I am writing to express my support for conservation of the Crane Ledge Woods in Hyde Park as an open space. I would ask the City give us the opportunity to express our neighborhood's vision and desires for our Hyde Park and for this project to retain this land in its natural state. This one of a number of projects that are moving forward without a long term, big picture shaped by residents.

I see conservation of this land as an equity issue for the neighborhoods of Hyde Park,

Mattapan and Roslindale. We are a diverse community, including many families of color and a range of incomes. We deserve access to urban space just as residents of Jamaica Plain, West Roxbury and other Boston neighborhoods that may be considered more affluent or politically active or cohesive. We deserve a master plan and intentional approach to development. We can build on the work of the more than six neighborhood associations in the area of the project.

The Crane Ledge Woods land represents an important resource for more than six abutting neighborhoods and for

Hyde Park, Roslindale and Mattapan and beyond. Conservation of this land provides an opportunity for natural and possibly recreational space, natural area to absorb storm water and provide shade (Consider there has been flooding caused by past efforts to develop this property), home to wildlife and plants that will be lost.

In contrast, pursuing the alternative - a 270-unit housing development - presents the following challenges. It would add density to an area that already experiences significant traffic congestion and that is

### Letters

Continued on page 8

# Mobility Plan

continued from page 3

mendations is a pilot tree planting program involving a continuous tree trench running between trees, which can help capture more rainwater, improve irrigation and increase tree survival. The streets recommended for the pilot tree trench program are Chestnut Hill Avenue, Market Street and North Beacon Street.”

Read also discussed a few of the more than 60 area-specific improvements looked at in the study. These included more lighting and public art for the Franklin Street Pedestrian Bridge, looking at what areas in the neighborhood could be revamped to include outdoor dining at a minimum loss of parking spaces, bus stop relocation and curb extension on Harvard/Brighton to increase safety and many more.

One issue that Read said the BPDA will be taking a close look at is the inclusion of private shuttles utilized for either residents in areas not served adequately by the MBTA or for students. Read said the main two points residents have stated to be their primary concern for this type of transit is they do not want to see duplication of services already provided by the T and they want these services to be available to the public. Read said they are working to make sure both these goals are realized.

To see the full plan, go to [Bostonplans.org/getattachment/67876652-47cf-4450-8725-6ab782be31e5](http://Bostonplans.org/getattachment/67876652-47cf-4450-8725-6ab782be31e5)

## Galeota continued from page 4

to see them grimacing in the marketplace. Later on in the 1950's, spelling bees caused a lot of grief for poor spellers: they would not last even beyond the first round; multiple students at a time were sent to the blackboards encompassing a classroom to perform multiplication problems in front of their peers; the painful struggles of those trying to achieve the Palmer Method cursive writing certificate were very noticeable to classmates. And in choosing sides for games outside of school, both

then and years later in the 60's, some kids were chosen last (based on disparities in their abilities). At one private school up until recently, students accruing two or more demerits for such actions as being late for class or missing homework would have to stay after school with a couple of other offenders in a totally quiet classroom to contemplate their transgressions for an hour.


All of the aforementioned consequences may make some psychologists bristle at the thought of their conse-

quences—objectionable by today's standards with many people—did to children's somewhat fragile psyches.

May all children, both now and in the future, be relieved of the onus of paying fines for overdue books. But with privileges of borrowing books freely from the BPS system—literally—come responsibilities and young library users still have the responsibility of trying to return the books on time, in order for other children to read and enjoy those same books in a timely manner.




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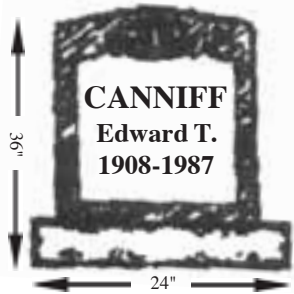
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## Letters *continued from page 5*

underserved by public transportation (busses and more than a 1 mile from rapid transit). In the last five years there have been two fatal accidents by the intersection with Clare Avenue and American Legion Highway. It is important to consider the plans to develop additional housing and the effect on traf-

fic, congestion and safety.

It will remove tree cover further contributing to the overall loss of tree cover in Hyde Park (the only Boston neighborhood to lose cover in recent years) and detract from the scenic views of the area. It will not address affordable housing issues given the proposed allocation for af-

fordable housing or help attract families to Hyde Park.

Let's keep Hyde Park green. Conserve Crane's Ledge Woods.

Thank you for your support and commitment to supporting our communities.

Kim Alleyne  
Hyde Park

## Riverwood *continued from page 1*

introduced Sean Manning, the director of transportation and engineering operations at VHB. Manning conducted the original traffic study in 2007.

"What we want to do is compare estimated trip generation for different derivations of the approval of this project over time so folks can understand different changes of use and what that's going to mean from a traffic standpoint," he explained. "But also to address what's happening on River Street, because I know folks asked questions about that."

The presentation showed the three entranceways to the plaza and their usage. He noted that the plaza was originally developed at about 87,000 square feet. The Planet Fitness, which will replace the Dollar Tree, and the Starbucks will actually reduce the square foot area by about 2,500 square feet. The stand-alone Starbucks would be at Building C, which is to the left of the Price Rite and will include a drive-through.

"With the configuration of this drive-thru, we don't see it having any problems with traffic on River Street," he said. "It's tucked so far back into the site that its operation is going to be very efficient. It's also not going to interfere with folks coming to and from the grocery store either."

Using ITE estimated trip generation technology, Manning said that there would be "a modest decline" in the amount of traffic generated by the site since the approved uses in 2017 and the uses now. They commissioned a company to do turning move-

ment counts into and out of the plaza and had staff survey the site. At the different points to entry, there was an estimated decrease of cars between 10 and 24 at peak morning hours on April 7. They took out traffic going to the school "because we felt it wasn't fair."

"At the end of the day, the center as best as I can tell is pretty benign," he continued. "What I have noticed as a big change is the school across the street."

While he said he didn't want to say anything negative about Boston Prep, he did comment that "it's a little crazy when they get dismissed in the afternoon" because traffic also gets congested across the street.

"We do want to make mention of this because I know folks have mentioned that it gets a little crazy at times on River Street," he continued. "And I suspect it's then."

Helena Tonge, the president of the Belnel Family Neighborhood Association (BFNA), questioned whether the impact of the pandemic was taken into account in the study. She noted that many students have been learning virtually and will be returning to school in person in September.

When Manning claimed that the students were currently "in full in-person learning," Boston Prep executive director Sharon Liszanckie corrected him.

"That's not true," she said. "We are not in full in-person learning. At most we have had 254 of our 670 students on campus in a single day in the past year. So it's not full in-person learning, I'm sorry."

She also asked him to substitute using the word "craziness" in reference to the school traffic, which he said four times at that point in the meeting.

"Craziness is kind of a loaded word," Liszanckie continued. "I think craziness is the kind of word that I would not want associated with the exiting of our students into the community."

"I think what we're trying to say here is that if we're doing a traffic analysis of Building A and Building B is across the street, we've really got to make sure that all of these analyses really kind of mesh," Tonge said. "Boston Prep did a traffic analysis that said, 'Everything is going to be beautiful.' Then the plaza does an analysis and everything is going to be beautiful."

She brought up the issue of the Burger King where a drive-through was not initially proposed and concerns about traffic impact at the time. She asked that another analysis be reviewed to see the overall impact on the community of both entities.

Residents also brought up concerns from residents who could not exit the side streets onto River Street because of trucks. Finard said he already reached out to all of the business managers about that.

Joy Gary asked if the impact from the Cummins Highway redesign was factored into the discussion, as well as the Livable Streets model that would create a bike lane.

"That's really a question for the city," Manning said, noting that making River Street a one-lane road in each direction would eliminate on-street parking. "I suspect that would be a very sensitive neighborhood issue and there would be a lot of resistance to that."

"A train wreck waiting to happen," added ERNA co-chair Patricia Odom.

Finard said the Blue Bikes team has talked with him about adding a staging of a bike station at the plaza, and he requested feedback.

"We already know what our concerns are here on River Street," Tonge added. "We don't want to add injured bike riders."

In other news State Rep. Rob Consalvo noted that his requests for funding of improvements to Doyle Playground, Fowl Meadow and the Menino Arts Center were included in the House version of the budget, which recently passed.

### Obituary policy

The Bulletin Newspaper publishes obituaries from information supplied by funeral homes. Relatives and friends also may supplement information by e-mailing our office at [news@bulletinnewspapers.com](mailto:news@bulletinnewspapers.com) by Monday at 1 p.m. Photos also will be accepted.