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SERVING BACK BAY - SOUTH END - FENWAY - KENMORE

MAKING IT OFFICIAL

SECHC becomes part of East Boston Neighborhood Health Center

By Seth Daniel

Calling it a great merger of two historic and value-aligned organizations, Manny Lopes, president of the East Boston Neighborhood Health Center (EBNHC), announced the official merger of his organization with the South

End Community Health Center (SECHC) on July 1.

SECHC sites will operate as locations of EBNHC and staff will become EBNHC employees, thus unifying the two health centers in providing comprehensive healthcare services to diverse Boston-area communities. SECHC

patients will continue to see the same, nationally recognized team of providers and the name of the SECHC will not change.

“The SECHC has such a great history and has done such great work in the community,” said Lopes. “It’s an amazing opportunity to be able to bring these two

organizations together. We’ve been doing great work in East Boston and serving the community in East Boston, and we’re excited to bring the two together to continue this work. It’s a chance to merge both of our great histories together.”

The health centers have similar roots, both founded during the

Civil Rights Movement, and share a common mission of providing high-quality care to all without regard to age, race/ethnicity, insurance status, or ability to pay. The move by EBNHC to merge SECHC into its organization goes

(MERGER, Pg. 5)

Going on a vacation? Pack your bags, set the GPS... and get a COVID test

By Seth Daniel

Travelling this summer will be awkward at best, but a breath of fresh air on a much-needed getaway for residents who have been under long quarantines will also be necessary – awkward or not.

But it won’t come without proof of a negative COVID-19 test in many locations.

As people begin to travel regionally – mostly in cars or trains due to the continued risk of air travel – many states are requiring that Massachusetts residents either quarantine at their destination for 14 days (which likely isn’t happening on a vacation from quarantine), or bring proof they have

(TRAVELING, Pg. 7)

COUNCILORS FLYNN, SANTIAGO HAND OUT MEALS



Last Friday, Councilor Ed Flynn and Rep. Jon Santiago delivered meals donated by Community Servings to families at Tent City in the South End. Food access is incredibly important to residents, and it was great to have the opportunity to volunteer and deliver meals to families in need with Rep. Santiago, Flynn said.



BCAE and JVS merge on July 1 to pursue adult education training

Staff Report

Jewish Vocational Service (JVS) and the Boston Center for Adult Education (BCAE) on July 1 announced an effective merger, allowing the two historic Boston institutions to join to support economic opportunity for Boston’s low-income workers, immigrants and others with obstacles to economic success.

The combination will enable JVS to expand its capacity to provide high-quality, innovative adult education, training and employment services to thousands of res-

idents across Greater Boston, well into the future.

While both historic institutions have been serving the City of Boston since the 1930s, each had taken very different approaches to providing adult education and workforce development services. Bringing together the legacies of both will dramatically advance the work of JVS with diverse communities to find employment and build careers, while partnering with employers to hire, develop, and retain productive workforces.

“Today begins a new era for

(BCAE, Pg. 6)

EDITORIAL

ENJOY A SAFE FOURTH OF JULY

It goes without saying that this will be a Fourth of July unlike any other in the history of our nation.

Americans traditionally have celebrated the Fourth both with large community gatherings and with smaller get-togethers.

The Fourth of July rekindles fond memories from our childhood of the times when we spent the holiday with our families and friends for gatherings at barbecues, at the beach, and at municipal fireworks displays in the evenings.

However, the coronavirus has changed everything. The recent attempts by states to reopen their economies, even in those states that were the most cautious and with seemingly well-designed plans, have resulted in skyrocketing rates of infection that have placed millions of Americans at risk of contracting this dreaded disease.

A story on a cable news channel earlier this week highlighted a California family in which 18 family members contracted COVID-19, with some requiring lengthy hospitalization and one, the family patriarch, dying.

There was no single gathering at which the infection could have been spread. The family thought that they had been taking the proper precautions during their interactions.

However, the disease only needed a small window of opportunity to be transmitted among three generations of this family, with tragic results.

In addition to the coronavirus, the Fourth of July in 2020 comes amidst unprecedented unrest and turmoil throughout our nation. The tragic events and subsequent protests and demonstrations have demonstrated that our nation utterly has failed to live up to the lofty ideals upon which we were founded:

“... that all men are created equal, that they are endowed by their Creator with certain unalienable Rights, that among these are Life, Liberty and the pursuit of Happiness.”

When Thomas Jefferson wrote those words, he literally meant “men” only, and white men in particular. His lofty language was the ultimate in political hypocrisy: It did not apply to millions of enslaved persons nor to women, who were considered not much more than their husband’s property.

It is indisputable that those twin legacies have cast a shadow over the promise of America that continues today, 244 years later.

Another “traditional” aspect of the Fourth of July is that it encourages far too many among us to engage in behavior that is risky not only to ourselves, but to our loved ones and others around us.

Fireworks are illegal for everybody, and in no event should be allowed in the hands of children. It is a sad -- but inevitable -- fact that countless Americans will be maimed for life because of accidents involving fireworks this weekend.

Alcohol abuse is rampant in our country and the Fourth unfortunately provides an opportunity -- which is to say, another excuse -- for those who have alcohol abuse issues to indulge way more than they should, especially when operating a boat or automobile.

It is the responsibility of each of us to ensure that the Fourth is enjoyed safely not only by ourselves, but by those whom we care about. If someone has had too much to drink, take their keys. None of us wants to say to ourselves the next day, “If only I had not let them drive....”

In addition to those usual safety precautions, we also must ensure that however we celebrate the Fourth this year, we must do so wearing masks and observing physical distancing -- none of us wants to be the cause of another person’s death because we were the vector who brought the coronavirus to a family member or loved one.

Admittedly, this is not a happy time in America. But we must make the best of it.

We wish all of our readers a happy -- and safe -- Fourth of July



GUEST OP-ED

Communities that work together, win together

By Quint Studer

Freedom, independence, self-sufficiency: these are great and glorious concepts. We celebrate them this time of year, whether we process it that way or not, because they’re so deeply engrained in our image of America. We see ourselves as a nation of rugged individualists: seizing the bull by the horns, charting our own course, walking alone into the forest with an axe slung over our shoulder.

Yes, it’s a romantic notion. But it’s not an accurate one. America is a nation of small, tight-knit communities and always has been. The more we cooperate, share, defer to others, and work together, the more successful we are. Today, as citizens, businesses, and civic leaders seek to come back from a public health and economic crisis, that spirit of community is more important than ever. It holds the key to our survival.

I’ve spent much of my career traveling from one American community to another. Some are bustling larger cities. Others are quiet small towns. What they all have in common is the burning desire to revitalize themselves: to become more vibrant, prosperous, livable, and loveable than they are right now. And as I’ve worked with

these diverse groups of Americans, I’ve seen a theme emerge: Those communities that work together, win together.

When citizens and leaders come together, put their self-interest on the back burner and work as a team, things get done. When they don’t, nothing gets done.

The more you think about the myth of the self-reliant early American, the less likely it seems. Our ancestors must have huddled together in small groups and worked to protect each other from a harsh and unforgiving environment. They must have joined forces, shared what they had, and leaned on each other when times were tough.

And on the larger stage, our

nation’s founders had to work together in a similar fashion to bring America into being. They were working toward independence as a new nation, but they had to rely on interdependence to get there. And as leaders of communities of all shapes and sizes and demographics and political persuasions, we can all learn a lot from them.

Here are four big “history lessons” we should all heed as we seek to reopen, recover, rebuild, and continue making our way on journey toward vibrancy:

Set aside your self-interest and create something that works for everyone. Lots of different pro-

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Emerald Necklace Conservancy meeting focused on Charlesgate Park project

By Lauren Bennett

The Emerald Necklace Conservancy (ENC) held its annual meeting virtually on June 17, where more than 100 people tuned in to hear updates from the organization as well as a presentation about the Charlesgate Revitalization Project.

The webinar consisted of four speakers and ended with a Q&A with the public. ENC president Karen Mauney-Brodek led off the discussion with some background on the organization and what is has been up to most recently.

The ENC's work has a heavy focus on public programs and services for visitors, including docent-led tours, as well as community programming like fitness classes and movie nights. It also does a lot of access and advocacy work to improve access to the parks and works with a number of partners and public agencies on getting resources to the parks, as well as maintenance, restoration, and capital improvements.

The ENC also offers educational programming through its Green Team program, which will be modified this summer to be "almost completely, if not completely, virtual," Mauney-Brodek said. The program offers jobs and environmental education to youth, and thanks to a partnership with the City, up to 100 young people will be able to participate in the program this summer. Normally only 25 participate, she said.

Mauney-Brodek also spoke on the work that the ENC has done in response to COVID-19, as well as the Black Lives Matter movement.

"The Emerald Necklace has

remained open for passive activities like walking, running, and cycling," she said, thanking the Boston Parks Department, the state Department of Conservation and Recreation, and Brookline Parks and Open Space for their work in keeping the parks clean and safe.

The Shattuck Visitor Center remains closed, but information that is normally available at the center has been placed on signs and spread out through the parks. The signs also include information about the importance of social distancing and wearing masks, Mauney-Brodek said. The ENC has also recently released a mobile tour guide, educational videos, artistic media, and other online content that can be accessed at <https://www.emeraldnecklace.org/here-for-you/>.

Mauney-Brodek said that the Olmsted Tree Society is on track to pruning nearly 2000 trees this year "to reach our goal of having inspected or pruned almost all 9000 trees in our inventory."

She also said that in recent weeks, she has released a "statement of solidarity" on behalf of the organization in recognition of the importance of the Black Lives Matter movement.

"The loss of black lives in recent weeks and throughout the long history of racial injustice saddens us and outrages us and we condemn unequivocally these racist acts and the social structures that underly them and we know that a lot of times, a lot of these spacial systems are all intertwined with these things and so it's important that we also work to better our democracy and better the lives of everyone in it," she said.

"Parks should be our most democratic spaces," she added. "We commit to working with all members of our community, particularly communities of color to inform our programs, our partnerships, our board, our staff, our mission, and our beliefs over the next several weeks and months."

After the recap from the ENC, Mauney-Brodek talked about the featured project, which is the revitalization of Charlesgate Park. The park has been a part of the Emerald Necklace since its inception, but modernization of the city has let it fall by the wayside. Thanks to the Charlesgate Alliance and several other partners, the park is going to get a serious revamp.

"This project aims to recreate what Olmsted intended," Mauney-Brodek said, including "providing access and connections from the Back Bay Fens to the Esplanade."

Garrett Dash Nelson, Curator of Maps at the Norman B. Leventhal Map and Education Center, gave a presentation about the geography of the Emerald Necklace by showing maps of different visions and proposals for the Emerald Necklace.

"Too many Bostonians could not tell you where the Emerald Necklace is or Charlesgate is," Nelson said. "The localities that become important in people's lives are determined by a complicated geography of social experience and cultural meaning and these are geographies for which your proximity is not always a major determining factor."

He also went through several maps of social, economic, and racial geographies to show how the Emerald Necklace "can be in

people's backyards" yet still be "deeply inaccessible to them," as the necklace "weaves its way through a center of extreme economic inequality." There is also a difference in racial geographies from one side of the necklace to the other, he said.

He said that today's parks are a "result of considerable artificial intervention over a long time."

The maps presented by Nelson are available for viewing at atlascope.leventhalmap.org, which is a new interface allowing people to see atlases of Boston in a "fun and easy to use web interface," Nelson said.

Marie Law Adams and Dan Adams of Landing Studio are the architects for the Charlesgate Revitalization project, and went through some more history of the area as well as presented the proposal for the revitalization of the park.

"Charlesgate Park doesn't really look so much like a park anymore but it was definitely designed as part of the Emerald Necklace park system and was based on a series of very radical ideas at that times in terms of the integration of human mobility connections, open space, and with natural processes such as water management," Law Adams said.

Dan Adams said that in the late 19th century, Charlesgate was an "ecosystem functioning as a park," and called it a "highly celebrated environment."

The name Charlesgate came from the "gateway for how the city made connections with a broader ecosystem"—the Charles River connects to the harbor which is a "gateway to the ocean and the world beyond," Adams said.

Adams said that the "destructive era" of Urban Renewal in Boston from 1948 to 1969 contributed to the erasure of Charlesgate as a park, an ecosystem, and a "gateway to the community."

Today, the algae blooms in the Muddy River at Charlesgate as well as other impacts on the river have been caused by modern infrastructure improvements in the city.

Law Adams said that she and Dan had started working with the Charlesgate Alliance and the Emerald Necklace Conservancy in 2017 and held regular meetings with the community to discuss how Charlesgate Park could be reimagined.

They came up with several guiding principles for the project, including improving the Muddy River water quality and habitat, activating the site with new uses, reconnect surrounding parks, allow for easy maintenance, and celebrating the history of Charlesgate.

Several short-term improvements have been made to the park in recent years, such as the red Charlesgate Chairs, a movie night, and tree pruning, among other things to try and activate the park.

Adams discussed three projects that would "restore the critical link at Charlesgate," including the MassDOT Storrow Eastbound bridge replacement project, the design led by Landing Studio, and the MassDOT Bowker Overpass over Mass Turnpike project.

The park will also be designed for maintenance, so bucket trucks can enter the park to make bridge or river repairs or inspections without damaging the park space, Law Adams said.

OPED (from pg. 2)

fessions, industries, and interests were present at the birth of America. Cabinet makers weren't fixated only on the wood industry, nor silver smiths on the silver trade. Everyone was fired up to contribute to something bigger than themselves. They bought into the overarching mission, and weren't bogged down by endless debate over the short-term costs of their plan.

In other words, don't be overly concerned with your own wellbeing. Setting aside your own short-term best interests may accomplish far more for everyone in the long run. Because a rising tide lifts all boats, this includes you.

Don't let ideological differences stop you from achieving something tangible. Despite bitter dis-

putes and differences of opinion, a group of people with little in common other than their shared determination that change was needed were able to get mobilized and get something done. While there was much to be decided about the way things would function in the new nation, they all recognized that there wouldn't even BE a new nation if they didn't set aside their disagreements and move the ball down the court.

It's important to know what matters. Don't let petty disputes about how things should get done sabotage the greater task at hand.

Don't be constantly trying to steal the spotlight from each other. It's okay to let someone else be "the one in charge." No one complained that John Hancock's

signature was bigger than theirs, or that so-and-so got to sign the Declaration before they did. (Okay, it's possible, but we can see by the document that resides in the National Archives that it got done anyway!) The founders kept their focus on the ambitious mission/vision of standing up to one of the most powerful authorities in the world: the King of England.

When we try to make it about ourselves, we can get off track and let our self-absorption derail the project or initiative. Keep the greater goal in mind and stay focused on that.

Don't wait on the government to "fix it." Instead, join together and take bold action at the local level. The changes desired by American colonists weren't com-

ing from Great Britain. And so, in the summer of 1776 delegates from each of the Thirteen Colonies took it upon themselves to challenge British authorities and make change happen—their way.

Citizen-powered change is the most powerful change. If it's to be, it's up to you and me, not government agencies. (Local governments tend not to have the budget to drive fundamental change, and due to election cycles, officials come and go. Many won't be around to see long term projects through.)

Yes, early communities needed each other and that drove a lot of their interactions. We went through a period of time where we started to believe we didn't need each other and that clearly isn't

true. We now realize that working together is the only way we can make our cities and towns thrive.

No one is saying America's founders were perfect. They were far from it, as we are. But one thing they got right was the knowledge that they needed to work together for a common cause. Teamwork is a powerful force. We couldn't have built a nation without it, and we can't build a better community without it either.

Quint Studer is the author of Building a Vibrant Community: How Citizen-Powered Change Is Reshaping America and founder of Pensacola's Studer Community Institute. For more information, visit www.vibrantcommunityblueprint.com and www.studer.org.

BBAC discusses roof decks, gas line, and approves garage at rear on Marlborough St.

By Lauren Bennett

The Back Bay Architectural Commission met virtually on June 10, where they welcomed new Commissioners Ethel MacLeod, James Berkman, Meredith Christiansen, and Zsuzsanna Gaspar. Patti Quinn is no longer a member of the Commission, and the rest of the members thanked her for her service. Jerome CooperKing is also now a full member instead of an alternate.

827-829 BOYLSTON STREET

The first proposal heard was one for the front facade of 827-829 Boylston St., where architect John Lafreniere wanted to install an inclined lift to access the lower level of 827 Boylston St.

"We're in the process of reframing the openings for the Sir Speedy and Super Cuts," Lafreniere said, which are located at these addresses.

This is new work added to previously approved work, and includes railings down the inside of the stair and a box that contains motors that drive the inclined lift. When the lift is all the way up, it sits over the stairs, he said.

"We decided it's going to work better as a single tenant," Lafreniere said of the building, so it is "going to be combined and this will be the access for both on the lower floor."

The project was approved by the Commission.

73 MARLBOROUGH STREET

Zack St. George and his wife proposed to install a gas line at the sidewall of the rear elevation of 73 Marlborough St., which was ultimately denied without prejudice by the Commission.

St. George said that he and his wife are the owners of Unit 6 in

the building, and are updating the kitchen with hopes of running a gas line up the side of the building in the rear, which is located on Alley 420.

"That will feed right into the kitchen to be used for a stovetop," he said. "Due to the layout of the building, not every floor is the same" and they've been set up in different ways," St. George said. As a result, the gas line would have to be "snaked up through people's walls" if it was run internally. "There's not a clear path to Unit 6," he said.

He said that there is also gas in the building, but thinks it only reaches the first and second floors. His wife mentioned that they have received consent from all of their neighbors to run the line on the back of the building, and added that it is "not our preference to install an electric stovetop."

Commissioner Robert Weintraub suggested that the line be encased in a copper downspout from the roof to the ground, as this has been done in the past for things like cable and plumbing lines.

"Personally, I think that would look nice and maybe permissible if the other Commissioners would agree," he said.

"I'm concerned it would open a can of worms," said Commissioner David Sampson.

Commissioner Genia Demetriades said that she has an "issue doing this just for a cooktop. In the past, it's been for HVAC systems that they can't figure out how to do it or a bigger issue" for something like exhaust plumbing. "I think it sets a dangerous precedent that we typically haven't approved before," she said.

After some more discussion, the Commission voted to deny this application without prejudice, meaning that the applicant can come back with a different proposal.

223 COMMONWEALTH AVENUE

Applicant Ron Payne proposed to replace all windows at 223 Commonwealth Ave. in-kind, as well as to remove the rear addition and install a garage door opening and at the roof, re-clad the elevator overrun, install a headhouse, roof deck and air conditioning condensers.

Payne proposed curved sashes on all of the bay windows, as well as remove the rear el on grade along the West side of the building and return the whole bay from top to bottom to its original shape, among other things.

The Commission approved the project with the provisos that window details and railing location be determined by staff, as well as the magnolia tree in the front be preserved and the applicant should consult with the Garden Club of the Back Bay for the back tree.

321-323 MARLBOROUGH ST.

At 321-323 Marlborough St., applicant Michael McClung proposed to combine the two row-houses into a single family residence, which includes restoration of numerous exterior features such as re-landscaping of front gardens and rear yards, removal of fire balconies, installation of garage door opening and on the roof, install mechanical equipment, construct a penthouse addition, roof deck, and elevator override.

McClung explained in detail how the facade would be restored to its historic look, as much of the detail has been removed with a concrete saw and grinder. "The ornamentation has been taken away from the building," he said.

He said he would be doing a "faithful restoration of the facade," including restoring the front doors to their original condition "if they are stable enough to do so."

He said the rear facade is not

original, as the doors used to be seven feet and now they are five feet, which he said "meets the criteria of not being an original facade."

Right now, the buildings are configured as multiple apartments. He said the zoning would be changed to reflect it going to a single family house.

"Clearly the owner has a passion for restoration to its original facade," Weintraub said.

There was some discussion about the rear and some of the things that were proposed, especially the garage, as there is not one existing, as well as a garden door.

Joe Cornish, Director of Design Review for the Boston Landmarks Commission, said he was appreciative of the "fact that there is so much restoration going on in the front," but he said that "this strikes me as being a very pure rear," so there were some concerns about proposals for the rear since it is largely untouched.

McClung said that the owners don't want to proceed with the project if they are not allowed to have the garage and garden door.

Weintraub said that aside from preserving the history of the district, the Commission's goal is also to protect the longevity and safety of the community. For that reason, he said that the garage is a significant safety feature for the owners, and believes they should be able to have the garage.

There was also some discussion about the roof and its visibility. Cornish said that he is "less concerned about the roof," but he does want to see the mockup when the tree is not in bloom to see if the railing needs to be pushed back.

Sally McGinty, a neighbor who lives across the street from the project, said that the penthouse will be visible from her unit, calling it "a bit of sky theft." She said that while the penthouse and rail-

ing might be conforming with the guidelines from the street, it will invade her view from her home.

There were two letters of support submitted, and another neighbor across the street said they were "very supportive of it."

Tom High from backbayhouses.org said that the rear facade has been "altered by virtue of the asphalt being added at the base." He said that he believes that the facade is restorable if it has been asphalted over, and the "Commissions have only classified rear facades if they are pristine or have reversible changes like fire escapes, conduits, or a small amount of asphalt covering the lower brick."

Sue Prindle of the Neighborhood Association of the Back Bay said that she is "impressed with the renovations, but she is "concerned about the proposed openings in the rear facade," the size of the rear balcony and deck, the tree in the rear yard, and the penthouse addition.

Laurie Thomas of the Garden Club of the Back Bay said that "neither of the trees the applicants are proposing to move meet any of the criteria for removal. Both are perfectly healthy trees."

The Commission voted four to two with three abstentions to approve the project with details regarding the penthouse to staff and details regarding the hardscape including the landscape were remanded to the Garden Club of the Back Bay. The Commissioners also made it clear that the approved work would not be a precedent in the district.

"There is so much restoration to the front and rear facade," Weintraub said, who moved to "accept the garage given all the other restoration and improvements to this building." Connor added, that it was a "difficult decision."

Ugly Ducklings Statues wearing Black Lives Matter sweaters

By Lauren Bennett

Throughout the seasons, the Make Way for Ducklings statues in the Boston Public Garden have donned outfits ranging from winter hats to bunny ears, but most recently, the Mama duck, Mrs. Mallard, was photographed wearing a Black Lives Matter sweater following protests across the country against racism and police brutality.

MassLive reported on June 11 that the duck was wearing the sweater, and that it was originally seen on Instagram a few days

prior.

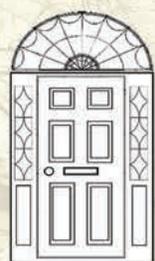
The article also states that a post on Instagram revealed that signs with 'Black Lives Matter' and 'End Police Brutality' were seen in front of the statue.

Liz Vizza, Executive Director of the Friends of the Public Garden, told the Sun that "the best part about the Ducklings' outfits is that it's a mystery who does them. Through all these years, we actually don't know who it is," she said, adding that it's "kind of nice having something in life that is mysterious."

On June 14, several people

posted a photo of the statue on Instagram with the ducklings decked out in rainbow scarves to celebrate Pride month.

"No matter the season or the spirit, the Duckling outfits always speak to our immediate moment in time," Vizza said. "It's wonderful to see them make way for the Black Lives Matter movement, particularly in this public space that may not always feel welcoming to people of color. That's something we're reckoning with and committed to changing."



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Revolution Hotel, New England Conservatory look to partner for residence hall

By Seth Daniel

With the hotel industry hurting tremendously – and few tourists expected here this summer and fall – and colleges trying to figure out how to welcome students back to Boston in the fall, the Revolution Hotel and New England Conservatory (NEC) are looking to forge a partnership they believe will help one another.

The two organizations announced a potential partnership whereby the Revolution Hotel would be used as dormitory space for NEC students in the 2020-2021 school year as the hotel doesn't anticipate seeing many guests in the coming year.

For NEC, they have decided to open up in the fall as usual, but they cannot use their existing residence hall space in the same fashion, and need more space. They anticipate needing 65-98 rooms at the Revolution.

This appears to be a good fit for them and for Revolution.

“Based upon our current understanding of public health guidance, NEC plans to open its residential hall in the fall at reduced capacity,” read a proposal from NEC. “As a result, we are seeking an alternative housing arrangement in a single location for students who can no longer be housed at our residential hall. NEC would like to enter into an agreement to lease space at The Revolution Hotel for the 2020-2021 academic year. This arrangement is very desirable to NEC due to its favorable location in the South End, as well as its proximity to campus. NEC believes it is safer for these students to be in a

single location, and that it also limits disruption and pressure on students to identify alternative arrangements on their own...This arrangement is very desirable to the Revolution because it provides stable occupancy with an academic population that is professionally focused and intensely dedicated to their craft.”

The proposal is on the fast track, and NEC wants to notify students some time this week of the proposal. Some of the stipulation of the plan include:

•No first-year undergraduate students will be housed at the Revolution. Students will be sophomores, junior, seniors, or graduate students desiring NEC housing.

•NEC will appoint a Neighborhood Association liaison who will be the point person to receive and respond to any neighborhood concerns while NEC students are in residence at The Revolution Hotel.

•Students will travel between the locations via public transportation (likely the T) or by walking. Students living at the Revolution will not be eligible for resident parking in the South End, and any students with cars must separately procure parking in commercially available garages.

•All rooms at the hotel will be single occupancy. As a result of the current health crisis, NEC currently has a policy of no external

guests. Key card access will limit access to floors housing NEC students.

•NEC maintains a number of practice rooms on its campus, which are equipped with pianos and related equipment that make them preferable practice spaces for our students. This activity is essential to the students' artistic development, and the conservatory environment is conducive to effective practicing. Students may also want to play in their rooms in order to achieve their goals; however, in order to limit any potential noise concerns for students who practice at the Revolution, there will be specific practice hours available to them, which will be strictly enforced. Students will be prohibited from practicing before 9 a.m. or after 8 p.m. and also will only be able to practice individually in their rooms with windows closed. NEC and the Revolution are committed to working together to proactively manage noise considerations.

The Ellis South End Neighborhood Association met with the City, Revolution and NEC on a Zoom meeting last week to discuss the partnership. Many things were discussed, including the safety and health protocols – things such as testing and monitoring. In addition, the noise concerns from practicing students was also addressed. On Monday night, a noise test performance took place where students played in the proposed rooms on the sixth floor to see whether or not the music was a disruption.

The Ellis solicited feedback on that test, but it didn't appear to be a major disruption.

The partnership is but one of many between hotel operators in Boston and universities that need to space out residence halls. For many hotel operators, it could be a life-line unique to Boston if there are no conflicts with neighbors.

MERGER (from pg. 1)

back to 2017, and had previously been announced in 2018 as the SECHC faced major financial difficulties. The details of the merger were being worked out all last year, and with the new fiscal year on July 1, it was the time to make it official.

Lopes said it is a great opportunity for scaling up SECHC and for strategic growth in EBNHC too.

“When South End approached us, they were looking for a partner that had the ability to scale and who had experience serving a similar population and who had shared values,” said Lopes. “I'm happy they selected us. For us, it fits into our strategic planning purposes...This fits nicely into our plans for growth. We're excited about that.”

He reiterated there would be no change in the name, and there would be no staff reductions.

“That's very important,” he said. “Having no staff reductions was our commitment we made. That's huge. I think the staff will agree coming into our organization. This is the scalability. There is more opportunity for mobility and growth with us. The quality of care will not change either. We have no plans to change any of that. We only hope to enhance it.”

The Board members of the SECHC said they are excited about the merger, and have spoken highly of the plan over the last year as well.

“EBNHC has shown time and again that they can thrive in today's challenging health care environment. In 2017, our Board foresaw a looming financial cliff and, in 2018, approved EBNHC's visionary proposal to merge. Since then, their leadership team and Board have been exemplary collaborators,” said David Gleason, SECHC Board Chair. “We are delighted to join together as one company in service to our patients.”

EBNHC Board Chair Rita Sorrento said, “It is a privilege to welcome SECHC's staff and patients, as well as members of the South End community, into the EBNHC family.”

Some of the only differences will be on the patient electronic record system, which will be switched over to the EBNHC system, though that will only be administrative.

Lopes said there will be further discussions about adding a shuttle service to the SECHC that would connect the other sites in East Boston and beyond – giving patients and employees better access to the new network of providers and opportunities.

Beyond that, EBNHC is very involved in their communities and pride themselves on being an award-winning workplace, Lopes said.

“I'm very excited to get out into the community and to begin learning about the South End,”

said Lopes, who is also chair of the Boston Board of Health. “We're looking forward to sharing what we know, learning from them and learning from the community...We want to be a great place to work for the staff. We've been recognized for that. We do that because the staff is a big part of what we do...We want people to feel great about where they work.”

EBNHC provides comprehensive medical and behavioral health services, along with support services to address non-medical needs and promote healthy living. SECHC operations will continue without change in hours of operation or provider options. Additionally, SECHC patients will gain access to unique EBNHC services such as Neighborhood PACE, which serves older adults, and CATCH, which provides coordinated care for children with complex medical needs. EBNHC and SECHC will continue to coordinate COVID-19 response activities, including testing and tracing initiatives.

With an operating budget of approximately \$180 million, EBNHC will remain one of the largest health centers in the nation, now serving more than 110,000 patients and employing nearly 1,300 staff members. Lopes, President and CEO of EBNHC, will continue to oversee all EBNHC locations and services across the Greater Boston Area.

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BCAE (from pg. 1)

adult education and workforce development services in the Greater Boston area,” said Jerry Rubin, President and Chief Executive Officer of JVS. “Leveraging BCAE resources will allow JVS to pave an even smoother path for participants to access the next generation of economic opportunities in an everchanging city and world.”

In choosing to align its resources with JVS, the BCAE brings an 86-year community adult education legacy of offering opportunities for adults to develop professional skills and pursue leisure time interests.

“As we close this chapter of the BCAE’s history to embark on a new journey following a thoughtful strategic planning process, we are proud to partner with JVS Boston in providing educational opportunities for adults that foster personal and professional development, enhance a sense of community, and encourage social responsibility,” said Dean Hara, Chair of the BCAE Board of Directors. “Since Dorothy Hewitt founded the BCAE over 86 years ago, the organization’s mission has remained responsive to the demands of a diverse community, as well as to the evolving demands of the individual. Combining with JVS Boston allows us to advance this proud mission and continue our legacy.”

As part of JVS and BCAE joining together, a fund of approximately \$3 million will be created under the JVS Opportunity Fund umbrella. The BOOST Fund will support innovative programs that may be underfunded or can enhance existing JVS programs by “seeding” new training models, to innovate educational and vocational practice, to serve new communities, and to assist in times of extraordinary community need.

In addition to establishing the BOOST fund, this partnership allows the BCAE’s home at 122 Arlington St., located near public transportation in Bay Village, to plan for a new, state-of-the-art adult education, training and employment center.

“This beautiful educational facility has great potential to serve as the home of new technology, innovative labs, and programming that reflects the growing industries and occupations in Boston that need to be opened up to a more diverse and economically challenged workforce,” added Rubin.

For more information about the JVS/BCAE combination, go to www.jvs-boston.org/JVS-BCAE. For more information about the BOOST Fund and other opportunities to support and enhance this exciting undertaking, contact Jonathan Nierman, JNierman@jvs-boston.org.

CHARLES RIVER IN BLOOM



CREDIT: D. MURPHY

Cyanobacteria blooms were highly visible Sunday in the Storrow Lagoon on the Charles River Esplanade. The seasonal condition prompted the Department of Public Health to post signs around the park to inform the public that the water is unsafe for both people and pets.

Dr. Crockett to lead new City Cabinet position on Equity

Staff Report

Mayor Martin J. Walsh signaled this week that he will appoint Dr. Karilyn Crockett as the Chief of Equity for the City of Boston, a Cabinet-level position the Mayor established last week to embed equity and racial justice into all City planning, operations and work moving forward.

Dr. Crockett brings to this new role extensive background in urban studies and planning with a lens on addressing inequities, leadership as a published author and lecturer at the Massachusetts Institute of Technology (MIT), and insight on municipal government from her time as Director of Economic Policy & Research, and Director of Small Business Development for the City of Boston.

“Karilyn is one of the most intelligent people I know, and I am so honored to welcome her back to city government to take the helm of this new role,” said Mayor Walsh. “Her record and accomplishments speak volumes about her passion and drive to move the needle on big issues, and I am confident that with her leadership, together we will combat systemic racism and inequities in every single way that city government touches people’s lives.”

Under Dr. Crockett’s leadership, the Office of Equity will be

charged with leading the Administration’s efforts across departments to embed equity into all city work, and actively work to dismantle racism by putting an intentional focus on supporting communities of color and marginalized groups across all departments, and building equitable governmental structures to sustain this work. The Office will support cross-department collaborative functions that advance innovative equity and opportunity policies and practices, including the strategies outlined in Imagine Boston 2030. To do this work, the office will utilize and leverage the City’s partnership and collaboration with community residents, nonprofit organizations and business leaders to promote equitable government policies and outcomes.

“As my home town and the entire nation struggle to fight the twin crises of the coronavirus pandemic and America’s unfinished racial reconciliation, I am humbled and honored to join Mayor Walsh to imagine new possibilities for healing, recovery, justice and wealth-building for powerful communities who’ve been denied far too much for far too long,” said Dr. Karilyn Crockett.

Dr. Crockett most recently worked as a Lecturer of Public Policy & Urban Planning at MIT. Prior to that, she worked in the

City of Boston’s Office of Economic Development, where she was tasked with creating an equity-driven policy framework for guiding job creation, small business development, neighborhood revitalization and public procurement strategies. Dr. Crockett holds a PhD from the American Studies program at Yale University, a Master of Science in Geography from the London School of Economics, and a Master of Arts and Religion from Yale Divinity School.

Dr. Crockett’s research focuses on large-scale land use changes in 20th Century American cities and examines the social and geographic implications of structural poverty. As a published author, her new book “People before Highways: Boston Activists, Urban Planners, and a New Movement for City Making” investigates a 1960s era grassroots movement to halt urban extension of the U.S. interstate highway system and the geographic and political change in Boston that resulted.

Dr. Crockett was the co-founder of Multicultural Youth Tour of What’s Now (MYTOWN), an award-winning, Boston-based, education nonprofit organization.

The Office of Equity will focus on:

- Dismantling systemic barriers to achieve racial, gender, health and socio-economic equality



Dr. Karilyn Crockett.

- Developing a city workforce that is representative at all levels of the demographics of the city

- Supporting immigrant, refugee and other vulnerable communities to promote public safety, quality of life and human rights

- Ensuring that an equity lens is placed on all programs, policies, and practices of local government.

- Staffing and coordinating the newly created Boston Racial Equity Fund.

This newly formed Cabinet will comprise the following existing departments and agencies, including: Resilience and Racial Equity, Diversity, Human Rights Commission, Women’s Advancement, Immigrant Advancement, Language and Communication Access.

CITY PAWS

Summer dog reminders

by Penny & Ed Cherubino

On recent walks, we've noticed lots of new dogs with people training them to be canine good citizens. Some of these animal guardians could be old pros but others may be new to the responsibilities that come with wandering around Massachusetts with dogs in hot, humid summer weather.

Water for All

The easiest way to be sure there is water for everyone in your walking pack is to carry a collapsible water dish to give your dog a drink along the way. This lets you offer water from a public drinking fountain, a restroom, or

your water bottle.

These dishes come with a carabiner that clips to your leash. We carry a small one for our Westie but have shared this with big dogs who have had no problem lapping up their drink. People with larger dogs don't necessarily need a giant dish, just refills!

Every time we talk about this topic, we pass on the brilliant idea a stranger shared with us. When we offered her dog a drink, she pulled out a pick-up bag, spread it over her cupped hand, and had us add some water.

Don't Leave Your Dog in a Car

A stop for a quick errand could result in a dog in trouble. Or, you

could find your car window broken by a first responder or good Samaritan trying to save your pup.

The MSPCA has the information you need if you should discover a dog in trouble in a hot car. "An Act Preventing Animal Suffering and Death" took effect on November 17, 2016. This Massachusetts law, "Enables animal control officers, firefighters, and law enforcement to remove animals kept in vehicles in a manner reasonably expected to threaten the health of the animal due to extreme heat or cold." It also, "... allows individuals to remove an animal when in immediate danger in a vehicle and no other options exist."

Symptoms and First Aid

The experts at the MSPCA list the signs that you can use to determine if a dog or cat is in danger from heat as: heavy panting, rapid breathing, staggering, and weakness. They remind us that, "A heat-stricken animal can die in minutes, but proper care may save its life."

Here are the steps they outline for first aid, "Immediately bring the animal to a shady spot.

Cool the animal by dousing them completely with water or placing them in cool water.

Take the distressed pet to a veterinarian as soon as possible. Treatment for dehydration and other serious problems will be necessary."

Prevention Is Best

Dogs are not as efficient as humans at displacing heat. An okay temperature for you may be dangerous for a dog. You also have to consider the animal's age, medical conditions, and even



As you spend time training new puppies (like this one) and older rescued dogs to be good canine citizens, don't forget their special needs in hot weather.

breed. For example, dogs with flat faces can be in more danger from heat than other breeds.

Consider taking your longest walks in the coolest parts of the day with quick trips outside when temperatures are at their highest. Check the temperature of roads by holding the back of your hand on the pavement for seven seconds. If it is too hot for you, it could

TRAVELLING (from pg. 1)

received a negative COVID-19 test result within 72 hours of arriving. That is exactly the case for Maine, which released its new travel guidance on June 26 - opening up with some restrictions the vacation playground once again to those from Boston.

For Maine officials, the guidance about testing is about protecting the residents there as much as it is about protecting those who are coming up to vacation - and being tested before arriving is something tourism officials there are giving a big thumbs up to.

"We feel really strongly about it and feel it's a great solution," said Heather Johnson, commissioner of the Maine Dept. of Economic and Community Development. "When you think about tourism in Maine, you grow from 1.3 million people to 22 million in the summer months. That's a very large swing in population. This is one of the options to keep residents and tourists safe. We feel strongly about keeping residents and people coming to Maine safe."

In Maine, the choices are to quarantine or to test, and it's about protecting the work that has been done on COVID-19, while still being able to enjoy a getaway.

"States where numbers are under control need to protect that," Johnson said. "The best available options to do that are to quarantine or to test. We decided to let visitors make that decision... For the people who want to go downtown or enjoy areas that are populated, they can go get the test and be confident they are safe and healthy."

That is exactly what David Belton, the outgoing CEO of the South End Community Health Center, plans to do with his family

before they travel to Maine later this month.

Having already had to cancel trips to Italy, Slovenia and Los Angeles in the last three months, he said he's vacation-deprived, and looks forward to some respite in Maine. However, he also wants to follow their rules and have confidence that he isn't bringing COVID-19 north.

"We're planning to go to Maine on July 11 and rent a house there for two weeks," he said. "My plan is for us to be tested at the South End Community Health Center site in advance and then head up that way. We'll get the test on Wednesday, and then leave on Saturday. I'll have my letter or certificate with my result from the health center. I'll carry it with me so they know I'm safe and so I can present it if I get stopped or questioned with my Massachusetts license plates."

He said if that's what has to be done, he can understand the logic.

"Our plan is for everyone going to be tested," he said. "I want to be active and out up there. I don't want to self-quarantine for two weeks up there. We've all had enough of that."

Belton said it's probably a response from Maine to help the vacation destination industry - which is really hurting - and to also reassure Maine residents that outsiders aren't bringing in the virus.

At the Bayside Inn Bed & Breakfast in Booth Bay Harbor, former Boston residents and Inn proprietors Peter and Kathryn Sullivan said the lodging industry was down 80 percent in April and likely just as much in May. They were only allowed to welcome guests from Massachusetts as of June 26.

Right now, in such uncertain times, they are trying to adjust to COVID-19 restrictions, new sanitary procedures and other ways of doing business. Maine issued its executive order last week allowing Massachusetts residents to come up and visit. With proof of a negative result, visitors can move about freely without any worry - especially since the Booth Bay area only had 23 cases during the entire COVID-19 outbreak, so it's relatively free of the virus. With the certificate, Sullivan said visitors can take boat tours, hit the hiking trails and get tickets to the world-famous Booth Bay Botanical Gardens. The hope is that Boston residents will take the chance to come up north - even as many have said they will defer summer vacations this year.

"Up until last Friday, we were only allowed to have Maine, New Hampshire and Vermont residents without certification of being virus free," she said. "As of June 26, anyone who travels here has to sign a certificate of compliance... We'd love to have more Boston people come up. It's much quicker to get here than to the Cape now, I believe... There are some great opportunities here to get outside and enjoy nature."

Johnson said the state of Maine also is encouraging Massachusetts residents to come up north this summer, but they do want to make sure everyone is safe in doing so.

"We just don't want the back and forth of opening up and closing down," she said. "We're looking forward to serving them. We are anxious to see them and hope they come and hope they feel safe here. We will do everything we can to protect them."

Advertisement for Eagle Restoration & Contracting, Inc. featuring an eagle logo, the text "We'll Take Your Building's Exterior From Landmark Approval to Curb Appeal", a list of services including Carpentry & Painting, Masonry Restoration, Roofing & Roof Decks, Sealants & Coatings, Sheet Metal, and Skylights & Windows. It also includes the slogan "STRICT COVID-19 PROTOCOLS IN PLACE TO PROTECT OUR CLIENTS & WORKERS.", the phone number 888-DRY-NEST, the website www.eaglerestoration.com, and insurance information: Fully Insured and Licensed CS# 77808 HIC#138620.

City to remove controversial Emancipation Group following unanimous vote by Boston Art on Tues.

By Dan Murphy

Following the Boston Art Commission's unanimous vote during a virtual hearing on Tuesday, June 30, the city has announced it will remove bronze figurative elements from the controversial Emancipation Group statue that depict a freed black slave crouching at the feet of Presidents Abraham Lincoln from its current location in Park Square.

The commission's vote to remove the statue is pending the engagement of an art conservator to advise on and supervise its removal, and place it into temporary storage; the commissioning of detailed documentation of the piece, along with photographs, a 3-D scan and a detailed history, to deposit into the Art Commission's archives; the creation of a public event to acknowledge the piece's history, and to inform the public of its removal; the initiation of a process to "re-contextualize" the existing piece in a new publically accessible setting (e.g. a museum); and the addition of temporary signage on site to interpret the piece prior to its removal, as well as permanent signage there afterwards.

The commission is scheduled to meet again on July 14, at which time it will discuss the call for artists and public process for creating a new work of public art for the site. Previously the commission heard from the public on the matter during a June 25 meeting and took written testimony via email as well. (The city also solicited public input through an online survey, which has received around 645 responses to date.)

"As we continue our work to make Boston a more equitable and just city, it's important that we look at the stories being told by the public art in all of our neighborhoods," Mayor Martin Walsh said in a statement. "After engaging in a public process, it's clear that residents and visitors to Boston have been uncomfortable with this statue, and its reductive representation of the Black man's role in the abolitionist movement. I fully support the Boston Art Commission's decision for removal and thank them for their work."

The piece, which is a copy of a statue created by Thomas Ball in Washington, D.C., was a gift to the City of Boston from local politician Moses Kimball, and it depicts

President Lincoln with his right hand resting on the Emancipation Proclamation while his left hand is raised in a gesture of benediction above the crouched figure of Archer Alexander, who assisted the Union Army, escaped slavery and was recaptured under the Fugitive Slave Act. An inscription on the front of the piece reads: "A race set free/ and the country at peace / Lincoln / Rests from his labors."

Despite the determination, Mark Pasnik, the commission's chair, said the statue's removal wouldn't come immediately, however.

"We have to follow our guidelines and couldn't remove it tomorrow," Pasnik said. "It's a process that would take some time so the piece can be documented according to our guidelines. It might take several weeks for that to happen."

Karin Goodfellow, director of the Art Commission, said the estimated cost to remove the statue from its present location is around \$15,000, and that temporary storage of the piece is expected to run between \$300 and \$400 each month. "I think we can manage to locate those funds," she added.



COURTESY OF THE BOSTON ART COMMISSION

Emancipation Group statue in Park Square, which the Boston Art Commission voted unanimously on June 30 to remove from its current location.

The commission's vote to remove the statue followed more than two hours of public testimony, including remarks from former State Rep. Byron Rushing, who spoke in favor of keeping it where it is.

"I believe the statue should remain where it is," he said. "History and the history of controversies that revolve around [then statue] should be told in the most public ways possible."

Added Rushing: "I ask the commission, regardless of what it decides about the placement of the statue, to determine immediately about its public interpretation... and above tell its story and tell it factually. Don't move this statue until you know its history."

City Councilor Kenzie Bok believes the statue should remain in the city's collection but not at its current location.

"I think it's important that statuary gives people an effective experience, but this is an uncomfortable one, specifically for the black people from Boston," Councilor Bok said. "I think it's possible to learn history of what the statue trying to achieve and context around it...but not enough to keep statue [where it is]. It should be in a public place with proper historic context...and something that replaces it needs to be in the context of emancipation and black liberation."

Local artist Tory Bullock, who started a petition calling for the statue's removal that has garnered more than 12,000 signatures, said he has grown to appreciate the

piece's artistic merit, although he still doesn't believe it should be displayed in public.

"I respect this piece of work, and that is not something I can say I did at start of this process," Bullock said. "I respect the artistry, I respect the history, but with all that respect, it doesn't change the fact that it doesn't belong in a public setting."

The statue is also problematic, Bullock added, since it depicts the half-dressed Alexander, still in shackles, seemingly genuflecting to President Lincoln.

"If it was a kinetic sculpture, yes, he's about to stand up, but this is a frozen sculpture, so he's kneeling," he said.

Erin Genia, a City of Boston artist in residence, also believes the statue is detrimental in its current location.

"I think we should have museum specifically for these types of monuments, but get them out of public places where they're so damaging to people," she said.

Meanwhile, Ekua Holmes, the commission's vice chair, said she was moved by the testimony of those who made such a compelling case for the statue's removal.

"Public art is storytelling at the street level. As such, the imagery should strike the heart and engage the mind," Holmes said. "What I heard today is that it hurts to look at this piece, and in the Boston landscape we should not have works that bring shame to any groups of people, not only in Boston but across the entire United States."

MISSION HILL/FENWAY NEIGHBORHOOD TRUST

2020 AWARDS

The Mission Hill/Fenway Neighborhood Trust administers and operates a fund that gives grants to Mission Hill and Fenway nonprofits, community development corporations, and other civic groups to promote and enhance quality of life. The grants support specific projects related to arts and education, youth sports and recreation, and any other categories the board of the Trust deems appropriate.

Due to COVID-19 restrictions on large indoor meetings, the Trust cancelled this year's awards ceremony and mailed grants directly to the 16 recipients. The board of Trust congratulates the applicants and thanks them for taking the time to do this work for their organizations and their communities.

MISSION HILL

- > **Sociedad Latina:** \$2,750 for Latino Heritage Month celebration
- > **Huntington Avenue YMCA:** \$4,500 for emergency food distribution to address food insecurity in Mission Hill and the Fenway
- > **Mission Hill Women's Writing Group:** \$3,670 for a Women's Writing Workshop in spring 2021
- > **Mission Hill Health Movement:** \$5,150 for initiatives to commemorate 50th anniversary
- > **Mission Hill Artists Collective:** \$2,500 for website redesign and video instruction workshops
- > **Boston Building Resources:** for a \$10,000 rack and display system for the Reuse Center in Mission Hill
- > **MissionSAFE:** \$12,600 for internships for 15 youth in Mission Hill
- > **Mission Main Tenant Task Force:** \$6,950 for four annual community events for residents

THE FENWAY

- > **Fenway Community Development Corporation:** \$9,000 for Social Capital Inc. (SCI) AmeriCorps fellow for workforce development programs
- > **Fenway Civic Association:** \$800 for musician fees for community events in June and December
- > **Friends of Ramler Park:** \$1,252 for replacement/addition of plants and shrubs in Ramler Park
- > **Fenway Community Center:** \$10,000 for establishing the Boston Chapter of Navigators USA at FCC
- > **Fenway Cares:** \$20,000 for distribution of produce boxes and COVID-19 safety materials to residents in need in the Fenway and Mission Hill
- > **Operation P.E.A.C.E. Northeast:** \$7,660 for a summer and afterschool staff person and resource toolkits
- > **Peterborough Senior Center:** \$7,353 for healthy food and cultural trips for seniors
- > **Kaji Aso Studio:** \$3,500 for general operating support to match funds from Boston Cultural Council

State announces plans for reopening schools in the fall; COVID-19 economic relief package

By Lauren Bennett

Last Thursday, Governor Charlie Baker announced his hope of reopening Massachusetts schools this fall.

The same day, the Massachusetts Department of Elementary and Secondary Education (DESE) released initial guidance “that prioritizes getting students safely back to school in person, following a comprehensive set of health and safety requirements,” according to a release from the DESE.

“The goal is to get kids back to the classroom,” Baker said, adding that “as we all know, COVID-19 in Massachusetts is not static and we’ll continue to monitor the situation closely.”

He said that “part of the challenge” is “talking about a school year that starts a few months from now.”

Baker also announced that about \$200 million from the state’s federal Coronavirus Relief Fund will be allocated for costs related to the safe reopening of public schools such as training for staff, reconfiguration of classrooms, hygiene supplies, and more.

“Getting kids back to school is good for kids, but it’s also good for the entire family,” said Lt. Governor Karyn Polito. She said that parents and guardians have “worked hard” keeping their children active, educated, and engaged while at home.

“This public guidance will implement health and public safety requirements to make sure as many students as possible head back to classrooms this fall,” she said, as a classroom setting not only helps with academic learning, but also social, emotional, and mental health needs as well.

She said these guidelines are “grounded in the best possible medical advice,” and schools across the Commonwealth will look different as they each adapt to the changes that must be made to keep students safe.

Commissioner of Education

Jeff Riley said that in addition to the guidance released on June 25, more guidance for the fall will be released in July.

The initial guidance was informed by the work of the Return to School Working Group, a coalition of parents students, teachers nurses, administrators, and other education stakeholders.

“We’ve asked schools and districts to prepare for three different models,” Riley said. The first model, which is the preferred one, is the in-person model, which would be a return to classrooms while following a “comprehensive set of health and safety requirements,” the DESE release states.

The second model is a hybrid one in which some students would go to school while the rest learn remotely, then switch after a certain period of time, which has yet to be fully determined.

The third model would be a return to strictly remote learning, which Riley said would be “in the case of a second spike of the virus.”

Riley said that the “health and safety guidelines are crucial,” and “our goal is to get as many students back to in-person learning with health and safety requirements put in place.”

He added that he recognizes that the work to prepare for this “new normal” for schools “will require resources.” He added that “we know that in particular, special attention needs to be paid to our historically underfunded school districts.”

For the DESE release as well as more information and details about the school reopening plan and the health and safety guidelines, visit mass.gov.

COVID-19 ECONOMIC RELIEF PACKAGE

On June 26, the Baker-Polito administration announced a \$275 million economic recovery package to “generate economic growth amidst the COVID-19 pandemic,” according to a release from the

state. “The \$275 million package, designed to promote equity across the Commonwealth, is an update to the Administration’s Act Enabling Partnerships for Growth, the economic development legislation originally filed on March 4, 2020.”

The updated package “represents a targeted package of investments across three core areas: housing, community development, and business competitiveness,” the release states.

“By funding more affordable housing, implementing critical zoning reform, stabilizing neighborhoods, and supporting minority-owned businesses with record levels of funding, these proposed changes will bring critical relief and promote equity across Massachusetts amidst the COVID-19 pandemic,” Governor Baker said in a statement. “We look forward to working with our partners in the Legislature to advance this legislation and give communities, especially those most in need, the tools and support they require to move forward.”

An additional \$15 million, for a total of \$40 million, has been proposed to “invest in blighted and distressed homes” to make more affordable units available.

“Women, minority, veteran, and immigrant small business owners face disproportionate challenges to accessing capital to grow their enterprises,” the release states. “To allow the state to invest in more small businesses overall, especially those owned by underrepresented populations, and to leverage greater federal and private investment dollars, the Administration is recommending increasing funding for Community Development Financial Institutions (CDFIs) by \$25 million (for a total of \$35 million), a record increase in this program. These grants to small business lenders allow CDFIs to serve entrepreneurs in underserved populations with financial services, technical assistance, and credit building opportunities.”

Additionally, the Baker-

Polito administration wants the Legislature to triple funding from \$5 million to \$15 million for grants supporting micro-businesses.

“We have an opportunity with this 5-year plan to focus even more of our housing, community development, and business competitiveness efforts on equity and recovery as Massachusetts continues to weather the impacts of the COVID-19 pandemic,” said Secretary of Housing and Economic Development Kennealy. “This legislation and our recommended updates tackle the housing crisis through targeted reforms and funding, and invests in the people and places who need support the most, and we look forward to getting this done.”

For more information about the relief package, visit mass.gov.

OTHER UPDATES

Baker announced on June 30 that he is making updates to the state’s travel guidance.

“As we’ve all seen, several other states are seeing sharp increases in new cases and hospitalizations which is a very real reminder to all of us about just how contagious this virus can be,” Governor Baker said at a press conference on Tuesday. “Everybody should continue to be diligent in their daily activities and if they travel, as we approach the Fourth of July weekend,” they should be especially careful.”

Baker said that while Massachusetts is reopening, he wants to “make sure” that out of state visitors are also being careful. He said that it’s likely that many people are planning to take small trips out of town this summer.

“For lots of people, that probably means staying a little closer to home, somewhere around New England or the Northeast,” he said, and “due to low infection rates across the northeast region,” the administration is changing travel guidance.

Baker announced that effective July 1, all travelers into

Massachusetts are urged to self-quarantine for 14 days unless they’re coming from Rhode Island, Connecticut, Vermont, New Hampshire, Maine, New York, and New Jersey. “Workers designated by the federal government as essential critical infrastructure workers” are still exempt from the self-quarantine for “work purposes,” Baker said.

“These surrounding states, like Massachusetts, are seeing a significant decline in cases and new hospitalizations,” Baker said. Travelers from all other states are still instructed to self-quarantine for 14 days. Anyone who exhibits symptoms of COVID-19 from any state should not travel to MA, he added.

“We believe this change reflects the facts on the ground and is consistent with the Commonwealth’s approach to COVID-19 standards generally,” Baker said. “It’s our hope that many folks will still be able to visit their favorite places in our great state, and we’ve proven that with some changes, a lot of patience, and hard work, we can reopen and continue to fight COVID.”

On July 1, Baker also talked about an initiative in partnership with the MBTA, City of Boston, the Y, and the Greater Boston Food Bank to “ensure that Boston’s most vulnerable residents have access to food.”

The MBTA’s The RIDE service has been down during the pandemic, but drivers have been using the vehicles to deliver thousands of meals and groceries to those in need. The YMCA of Greater Boston is the “staging location for these vehicles to be loaded up with food deliveries,” Baker said.

“The initiative underscores the importance of collaboration between community organizations, municipalities, and the Commonwealth to help many of our most vulnerable residents during these unprecedented times,” Baker said.

For more information and updates from the Baker-Polito administration, visit mass.gov.

SJC issues order for slowly opening courthouses starting July 13

Staff report

The Supreme Judicial Court on Wednesday, June 24, issued an updated order regarding the operation of Massachusetts state courts and courthouses during the ongoing COVID-19 pandemic. The order will go into effect July 1, 2020.

Under the new order, courthouses will physically reopen to the public for limited purposes, including some in-person proceed-

ings, on July 13, but courts will continue to conduct most business virtually. The number of in-person proceedings will further expand during a second phase beginning on August 10, 2020. In advance of each phase, the Trial Court departments will identify the new matters they will be addressing in person on the court system’s COVID-19 webpage.

Until July 13, clerks’, registers’, and recorder’s offices will continue to conduct business virtually,

except in certain emergency situations. Beginning on July 13, all of these offices will physically reopen to the public, while still endeavoring to conduct business virtually as much as possible.

When courthouses reopen on July 13, entry will be limited to persons attending in-person proceedings, persons conducting business with a clerk’s, register’s, or recorder’s office, persons meeting with probation, and persons conducting business at other open

offices in the courthouses. Persons seeking to enter will be screened to prevent the spread of COVID-19.

Beginning on July 13, cell phones will be permitted in all courthouses, subject to compliance with certain rules set forth in a new Trial Court policy (Trial Court Emergency Administrative Order 20-10). The new policy will be posted on the court system’s COVID-19 webpage and at the entrance to each courthouse.

Jury trials in both criminal and

civil cases in state courts continue to be postponed to a date no earlier than September 8, 2020. Starting July 13, judges may begin to schedule civil and criminal bench trials. No new grand jury can be empaneled prior to September 8, unless the Supreme Judicial Court so orders. Existing grand juries are extended until the date of that new empanelment or the date of the October 2020 empanelment in the relevant judicial district, whichever occurs first.

Pressley and Markey unveil bold legislation to invest in public transit as a public good

Staff report

Congresswoman Ayanna Pressley (MA-07) and Senator Edward J. Markey (D-MA) unveiled the Freedom to Move Act, bold legislation to support state and local efforts to promote public transportation as a public good and provide fare-free public transit systems.

“Our public transit systems are meant to provide communities with the mobility and freedom to access critical services, but far too many in the Massachusetts 7th and across the country lack reliable, safe, and affordable transit service,” said Congresswoman Pressley. “The Freedom to Move Act invests heavily in our public transit systems so that states and localities can offer safe, high-quality, and fare-free rides, and would ensure that everyone in community—including our essential workers who depend heavily on public transportation—can access jobs,

food and essential services like education and health care.”

“Affordability and accessibility must define our public transit systems to ensure they truly spur economic growth and community development,” said Senator Edward J. Markey. “By supporting state and local efforts to implement fare-free public transit systems, we can provide low-income workers and families, seniors, and individuals with disabilities with improved access to jobs, education, and medical care, all while simultaneously reducing traffic congestion and greenhouse gas emissions. I’m proud to introduce the Freedom to Move Act with Congresswoman Pressley and look forward to fighting together for this critical legislation.”

“Transit justice is fundamental to economic empowerment and racial equity across every neighborhood,” said Boston City Councilor At-Large Michelle Wu. “When we remove barriers to reli-

able, safe, convenient public transit, all communities benefit with cleaner air, safer streets, and faster commutes. Public transportation is a public good, and I am grateful for the leadership of Representative Pressley, Senator Markey and this coalition to move us closer to realizing the promise of equity and opportunity for every community.”

Before the COVID-19 pandemic, workers and families were spending more time and money commuting to jobs, education and other critical services than ever before. Data shows that low-income families in particular bear the biggest financial burden—spending nearly 30 percent of their household income on transportation expenses. At the same time, increased traffic congestion is contributing to growing greenhouse gas emissions and pollution, exacerbating climate change and contributing to health disparities like asthma and lung cancer in commu-

nities already at the margins.

Increasing access to free, safe, reliable and accessible public transit systems will help improve community livability and mobility, increase connectivity to critical services—particularly for low-income workers and families, seniors and individuals with disabilities—and address many of our nation’s most severe inequities.

The Freedom to Move Act would help to support state and local efforts to promote public transportation as a public good for all by:

Supporting state and local efforts to implement fare-free public transportation systems. The bill establishes a \$5 billion competitive grant program, known as Freedom to Move Grants to offset fare revenues for transit agencies.

Investing in efforts to improve the safety and quality of public transportation service, particularly in low-income and historically underserved communities, includ-

ing by:

- Covering operational costs, including the hiring and training of personnel, fuel costs, and maintenance.

- Investing in public health emergency response efforts, including personal protective equipment and administrative leave for operational personnel.

- Improving the safety and accessibility of bus stops, pedestrian and bike shelters.

- Redesigning bus routes to improve service, modernizing and improving the accessibility of signage; and

- Modernizing surface infrastructure such as painted bus lanes and signal priority systems to alleviate traffic congestion and improve multi-modal accessibility.

- Requiring grantees to utilize funds with a particular focus on addressing transit equity gaps. Grantees would be required to

(INVEST, Pg. 11)

For the Record

C O R O N A V I R U S

UPDATE: Due to public health concerns, the hearings that normally would be held on a week have been postponed or canceled due to the guidance of Mayor Martin Walsh and the order of Gov. Charlie Baker. Some meetings, however, have been moved to an online or teleconference format under the emergency order on the Open Meeting Law issued by Gov. Baker.

From the July 7 Zoning Board meeting, 10 a.m., online via Webex:

- 81 Warren Ave., South End. Applicant: Eben Kunz

Purpose: Install roof deck with access hatch. Install bracketed rear deck.

- 190 West Brookline St., South End. Applicant: Reilly SLR Architecture

Purpose: Replacement of existing roof deck with a new roof deck to match existing.

From the July 7 South End Landmarks meeting, 5:30 p.m., online via Zoom ([HTTPS://US02WEB.ZOOM.US/J/86049455630](https://us02web.zoom.us/j/86049455630)):

DESIGN REVIEW

- 566 Columbus Avenue (Tentative; pending subcommittee review). Previously reviewed at the 5/05/2020 and 5/18/2020 SELDC Public Hearings; 6/18/2020, 6/25/2020, and 6/30/2020 Subcommittee Public Meetings. Proposed Work: Construct a new building

- 22 Braddock Park. Proposed Work: At the front façade all lev-

els, replace eight (8) curved sash windows in kind and install new window grilles at the basement level; at the garden level entrance replace entry door in kind; construct a roof deck with skylight access; and install new fencing at the front yard; at the rear façade, rebuild rear wall (including cornice line).

- 23 Upton Street. Proposed Work: Construct a head house and roof deck.

- 45 West Newton Street. Proposed Work: At the rear façade which faces a public street, construct a roof deck on an ell; construct a fire escape for deck access; remove one (1) window and install a door.

- 1721A Washington Street. Proposed Work: At the Washington Street ground floor replace entry doors and transom; install a fence and gate.

- 776 Tremont Street. Proposed Work: Install new signage at storefront.

- 785 Tremont Street. Proposed Work: Modifications to gas station signage and finishes associated with updated corporate branding.

- 211 West Springfield Street. Proposed Work: At the mansard level (front and back of property), replace windows and modify the mansard (amend Certificate of Design Approval).

- 213 West Springfield Street. Proposed Work: At the mansard level (front and back of property), replace windows and modify the mansard (amend Certificate of Design Approval).

ADVISORY REVIEW

- Allan Rohan Crite Park. Proposed Work: Modifications to hardscaping at

park and sidewalk.

From the July 8 Back Bay Architectural Commission, 5 p.m., online via Zoom ([HTTPS://US02WEB.ZOOM.US/J/84423856489](https://us02web.zoom.us/j/84423856489)):

DESIGN REVIEW

- 285 Clarendon Street: At roof install air-conditioning condensers.

- 184 Beacon Street: At rear addition reconfigure roof deck railings and install screening wall,

- 126 Marlborough Street: At roof install headhouse, mechanical equipment and outdoor kitchen.

From the 1 p.m. July 9 CITY COUNCIL COMMITTEE ON PUBLIC HEALTH HEARING:

A hearing regarding the reopening of colleges and universities amid the COVID-19 pandemic. The Chair of the Committee is Councilor Ricardo Arroyo, and the Sponsors are Councilors Liz Breadon, Kim Janey, and Kenzie Bok.

BOSTON FIRE DEPARTMENT UPDATE ON PERMITS

Due to the harsh economic impact of the COVID-19 pandemic on businesses, the Boston Fire Department is extending the expiration date on all existing Place of Assembly and Annual Permits from June 30, 2020 to September 30, 2020. Any issued Place of Assembly Permit or Annual Permit stating an expiration date of June 30, 2020 will now automatically be valid in the City of Boston until September 30,

2020. The invoices for renewal will be mailed out in mid-August, and the permitting cycle for both Place of Assembly and Annual Permits will become October 1 to September 30 of the following year from this point forward.

REPORTING WORKPLACE SAFETY CONCERNS

- Workers in any size organization have options if they feel they are being pressured into an unsafe situation. Attorney General Maura Healey has created resources for workers to report safety concerns during reopening. They include an online form at the [Attorney General's website](#) and a dedicated Fair Labor hotline at 617-727-3465. People can also find those resources by calling 311.

HOW TO REPORT A PROBLEM PROPERTY

Since taking office in 2014, Mayor Walsh has made fixing quality of life issues a priority in his administration. From investing in Public Works to making sure community policing is a staple in every neighborhood, we are making sure every neighborhood is clean, safe and a great place to live and work in. Unfortunately some properties in Boston need more help than others, and that’s why we are here. If you know of a property that fits one of the following criteria: multiple calls to 911, one that’s blighted or just a general concern, we encourage you to reach out to your neighborhood liaison.

ATTENTION TO DETAIL

BY PENNY CHERUBINO

THIS WEEK'S ANSWER



The wrought iron door detail in the last clue is on 168 Bay State Road built in 1901 and designed as a townhouse by architect Arthur Vinal. It is an example of the French Classical Beaux-Arts style. Today the building is a Boston University dormitory.

The next clue will be found In the South End.

Do you have a favorite building or detail you would like featured? Send an email to Penny@BostonZest.com with your suggestion.

THIS WEEK'S CLUE



Real Estate Transfers

BUYER 1	SELLER 1	ADDRESS	PRICE
BACK BAY			
Bialas, Jessica	Zipp, Sara	281 Beacon St #17	\$535,000
398 Beacon Street NT	Barkley Development LLC	398 Beacon St #1A	\$6,000,000
Culbert, Michael	Albano, Julianne E	400 Beacon St #211	\$840,000
Cline, Erik C	Mccarthy, Richard D	11 Dartmouth Pl #3	\$1,195,000
BAY VILLAGE/SOUTH END/KENMORE			
Worhach, Michael R	Roberts, Aaron	62 Chandler St #2	\$1,035,000
Fourth Wall Equity LLC	PVD 228 Tremont St LLC	228 Tremont St	\$3,800,000
5 Star RT	Wotiz, Robert	34 Yarmouth St	\$3,520,000
Rondeau, Kim	Lee, Shiuh K	461 Beacon St #5	\$1,367,500
Chen, Corinna	Hooks, Matthew L	484 Columbus Ave #4	\$1,065,000
Agbaria, Lobna	Peerhossaini, Sina	484 Massachusetts Ave #3	\$822,000
Todd, Samuel S	Logan, Prescott H	29 Milford St #3	\$1,325,000
Lobkowitz, Richard	Maglathlin, Peter	37 Milford St #1	\$1,662,500
Mornington RT	Todd, Samuel S	303 Shawmut Ave #12	\$1,175,000
Maglathlin, Peter	Saffi, Alexander	123 W Newton St #1	\$2,575,000
Xu, Daisy	JP Property 1 LLC	3531 Washington St #401	\$705,000
WATERFRONT/DOWNTOWN			
Krikorian, Steven H	Trojan, Brian	45-63 Atlantic Ave #5E	\$649,000
Reynolds, Gregory P	Evans, Kelly A	17 Clark St #1	\$660,000
CSLF Alamosa LLC	Malu LLC	220 Commercial St #1R	\$795,000
Mckerracher, Lisa	Auyeung, Kris L	1 Franklin St #2608	\$2,175,000
Curtis, Michael	120-7a Fulton Street LLC	120 Fulton St #7A	\$2,450,000

INVEST (from pg. 10)

work in partnership with community advocates and stakeholders to report on how resources will be used to improve the reliability of transit service for low-income and historically underserved communities.

The Freedom to Move Act is endorsed by LivableStreets Alliance, Alternatives for Community and Environment, Transport Workers Union of America International Union, Allston Brighton Health Collaborative, Institute for Transportation and Development Policy, Massachusetts Senior Action Council, Action 4 Equity, Mattapan Food and Fitness Coalition, Green Newton, Boston Cyclist Union, Massachusetts Bicycle Coalition, WalkBoston, Transit Matters, Community Labor United, Green Roots Chelsea, Bikes Not Bombs, 350.org MASS, Conservation Law Foundation, MASS-PIRG, Massachusetts Sierra Club.

“In this time of crisis, transit has proven itself as a critical lifeline, allowing essential workers to get to their jobs and enabling thousands of people to access health care across the country. Well before COVID-19, many people were struggling to pay their transit fares. Now, with significant unemployment and a likely slow recovery, many more could be cut off from our vital transit systems. We must ensure access to safe and reliable transit, especially for our most vulnerable—our recovery as a

nation depends on it,” said Stacy Thompson, Executive Director at LivableStreets Alliance.

“The Transport Workers Union is proud to support the bicameral Freedom to Move Act, which would expand access to safe, accessible, reliable, and fare-free, public transportation around the country without threatening any funding for existing transit service. The legislation would allow public transit to live up to its promise of improving the quality of life for everyone. It is time for Congress to act to ensure a more equitable transportation system. We applaud the work done by Representative Ayanna Pressley and Senator Ed Markey in bringing light to this critical issue,” said Transport Workers Union President John Samuelsen.

“Everyone – no matter their race, age, physical ability, or income – should be able to move freely between the places they live, learn, work, worship, and play. Riders deserve a transit system that is efficient, reliable, and affordable,” said Staci Rubin, Senior Attorney at Conservation Law Foundation. “The MBTA has not had the resources to make that a reality. Congresswoman Pressley’s bill would help fund much-needed improvements for the MBTA and regional transit agencies throughout the country, while cutting air

and carbon pollution in our neighborhoods.”

“Public transit has long been least accessible, reliable, and affordable to those residents who need it most - communities of color, low income, and frontline communities. These communities routinely receive lower levels of public investment, while facing the most direct health and environmental impacts of our dirty fuel economy. The Freedom to Move Act will bring critical investments that improve the safety and quality of public transit and most importantly, uplift these historically underserved communities through the opportunities that come with clean, reliable and fare free transit,” said Veena Dharmaraj, Director of Transportation, Massachusetts Sierra Club.

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UNMATCHED VIEWS OF THE CITY

1 FRANKLIN STREET #3605
2 BEDS | 2.5 BATHS | 1,609 SQFT
\$3,350,000



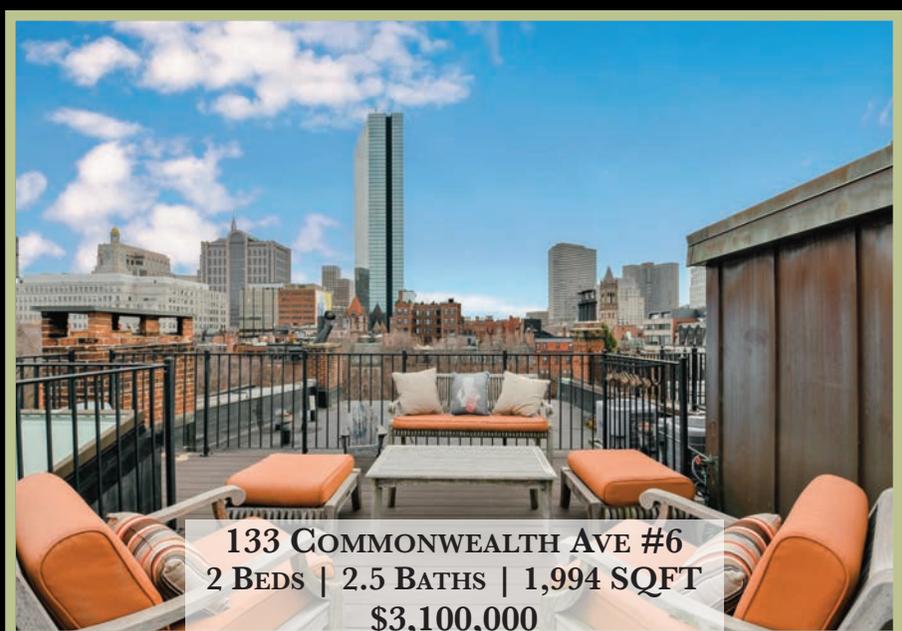
2 BATTERY WHARF #3311
2 BEDS | 2.5 BATHS | 2,039 SQFT
\$3,990,000



15 SLEEPER STREET #502
LOFT | 1 BATH | 1,450 SQFT
\$1,299,000



20 ROWES WHARF #707
2 BEDS | 2 BATHS | 1,188 SQFT
\$1,990,000



133 COMMONWEALTH AVE #6
2 BEDS | 2.5 BATHS | 1,994 SQFT
\$3,100,000

