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THE BOSTON SUN

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SERVING BACK BAY - SOUTH END - FENWAY - KENMORE

Developer files RFP for proposed 1033-1055 Washington St. project

By Sun staff

A developer filed a Request for Proposals (RFP) with the Boston Planning & Development Agency on Tuesday, Feb. 7, for the proposed 1033-1055 Washington St. project in the South End.

The Druker Co. is proposing a project comprising two life science/office buildings (with an above-grade connection between the buildings) approximately 150 feet in height with an aggregate gross floor area of approximately 588,000 square feet. The

project will include ground-floor retail/restaurant space, community/non-profit space, two levels of below-grade parking, a landscaped pedestrian plaza between the buildings connecting Washington Street and Shawmut Avenue, and related site improvements and amenities.

The public comment period is open through March 9, although the comment period can be extended, if necessary, according to the BPDA. To submit public comments or to

(WASHINGTON ST. PROJECT Pg. 4)



COURTESY OF THE BOSTON PLANNING & DEVELOPMENT AGENCY

A rendering of the 1033-1055 Washington St. project proposed in the South End.



COURTESY OF DOYLE

A rendering of Doyle auction house's popup showroom at 236 Clarendon St. in the Back Bay.

Doyle Auction House expands to the Back Bay

By Dan Murphy

The venerable New York auction house, Doyle, has expanded to Boston, with a popup showroom now open on Clarendon Street that will eventually evolve into a permanent gallery in the Back Bay.

Laura Doyle, the company's CEO and the youngest of 22 Doyle grandchildren, has followed in the footsteps of her father, the late William Boyle,

who started his antique business in 1962. A Newton native, William learned the antique business from two local antique dealers - George Gravert on Charles Street and Jack Yaffe in Chelsea, respectively.

Like the company's headquarters at 175 East 87th St. on Manhattan's Upper East Side, Doyle's Boston outpost is an auction house showroom, as well as an appraiser of fine art, jewelry, furniture, decorations, and other

items.

The Clarendon Street popup location, which spans 2,400 square feet across three floors, opened on Jan. 10, and will remain open through the summer. "We've been looking for long time for the perfect space, and this one was ready to go turnkey as a popup," said Laura. Afterwards, Doyle hopes to find a permanent home in the Back

(DOYLE'S Pg. 3)

In-person and virtual meetings planned for West Fenway zoning

By Dan Murphy

The public will have two opportunities to discuss the future of zoning in the West Fenway at two city-sponsored meetings next week - first, at an in-person meeting on the evening of Monday, Feb. 13, at

the Fenway Community Center, and then, two nights later, on Wednesday, Feb. 15, during a virtual meeting.

District 8 City Councilor Kenzie Bok will join Boston Planning & Development Agency planning staff to discuss West Fenway zoning for in-person meeting on

Monday, Feb. 13, from 6 to 8 p.m. at the Fenway Community Center, located at 1282 Boylston St.

"Our office feels strongly that as we talk about Fenway zoning and planning, and the types

(FENWAY ZONING Pg. 4)

EDITORIAL

NO CHILD SHOULD LIVE IN DEEP POVERTY

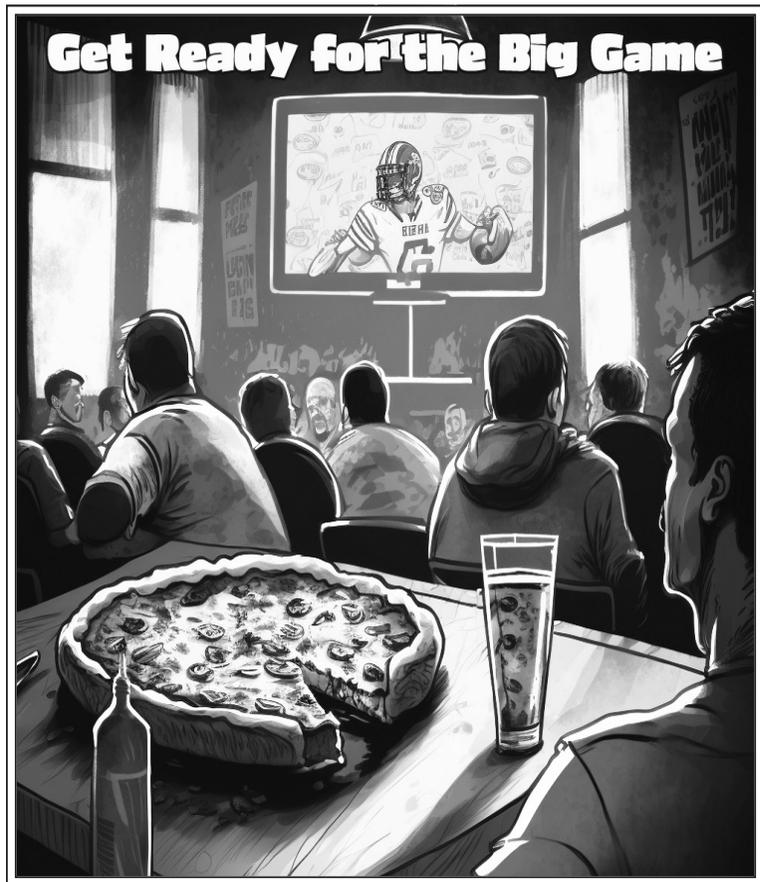
We wish to voice our support for a bill sponsored by State Senator Sal DiDomenico, the Assistant Majority Leader of the Massachusetts Senate, that seeks to accelerate the timetable for lifting children in our state out of what is known as Deep Poverty.

The Act to Lift Kids Out of Deep Poverty would raise the maximum cash assistance grant by 25% a year until it reaches half of the federal poverty level. Families living below half the federal poverty level are considered to be in Deep Poverty. Under Senator DiDomenico's bill, grants would increase each year and would keep pace with inflation as the poverty level goes up.

Senator DiDomenico has been instrumental in leading the charge in the legislature to raise the grant levels three times for a total increase of 32% beginning in January, 2021.

According to the Massachusetts Budget & Policy Center, almost 80,000 children in our state live in Deep Poverty, a situation that not only is unconscionable in 2023, but that also is counterproductive to the future of our society.

We urge the legislature to pass this bill immediately to ensure that no child in our state lacks food, clothing, and the other basic necessities of life.



THE BOSTON SUN

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LETTER TO THE EDITOR

READER EXPRESSES CONCERN OVER POTENTIAL CLOSURE OF PORTION OF DARTMOUTH STREET

Dear Editor,

I write to you today concerning the potential closure of Dartmouth Street between St. James and Boylston streets.

I wanted to give my perspective as both a biker and a driver in the South End/Back Bay area. I have lived in the South End for a few years now and commute daily to Cambridge for work and I typically do it by bicycle. My route takes me through Back Bay via Dartmouth Street and on to

Comm Ave.

Shutting down that 200 feet of roadway will have no appreciable impact on the safety of my commute however I am concerned about the effect it will have on the traffic situation in Back Bay. Indeed, as others have mentioned in previous letters to the editor, there is a real possibility that increasing the traffic load on surrounding streets, particularly at rush hour will create a greater risk. This could come in the form of delays for ambulances and firetrucks getting to emergencies or frustrated drivers making aggressive maneuvers thus endangering bikers.

I am also concerned that the

decision to shut down this connection appears to be under consideration without the voice of the residents in the area being heard. While interviews with random people who happen to have been in Copley as performed by the BPDA are a useful data point, this is a neighborhood and the residents of that neighborhood deserve to have a say in what happens. I would ask any of your readers who live inside or outside the city limits to consider how they would feel if a key street they used daily to commute was shut down without them ever being asked for comment.

Conor Naughton

GUEST OP-ED

What would Rosa Parks think?

By Alison Barnet

That red sticker on buses, “Remembering Rosa Parks and the Montgomery Bus Boycott” makes me long to have a bus boycott in Boston.

I’m sick and tired of waiting half an hour for the #1 bus—which I now call the Minus 1 bus—on Mass. Ave. and Harrison at Boston Medical Center. Especially around 9 in the morning. Something has gone radically wrong with the schedule, and I suspect it’s a new policy because in the not-so-distant past it was maybe a ten-minute wait. When the bus finally comes it’s packed, at every stop, there are crowds of people, and often no seats. A second bus, nearly empty, frequently follows, doesn’t stop and speeds on ahead.

While we endure the wait, standing because there are no longer any benches—removed so the homeless can’t sit or sleep—two or three nearly empty buses go by in the opposite direction. Don’t tell me the new slow schedule has anything to do with a shortage of drivers! And please don’t try to excuse the delay on

traffic coming from Dudley/Nubian Square, which is not far away and traffic is nowhere near as bad as it is on Mass. Ave.

In 1955, Rosa Parks was not just a tired woman who needed to sit down. She was a long-time activist who had been Montgomery’s NAACP branch secretary. The driver told her to move from the middle of the bus to the back with the rest of the black people or face arrest. She continued to sit there and, insulted by this particular driver once before, told him to go ahead and arrest her. “I had been pushed as far as I could stand to be pushed,” she said. Police then took her to the city jail where she was kept pending her trial. A 13-month community boycott ensued, and in 1960 the Supreme Court ruled that segregation on public buses is unconstitutional. It wasn’t easy.

When drivers order us to go to the back of the bus, it’s because the front is jam-packed.

I’ve long thought that here in Boston it’s a race and class issue. It’s entirely possible that the profile of Minus 1 riders is the reason things are so bad. We are largely

low-income, people of color, hospital patients, the homeless, the elderly, people speaking other languages, canes, walkers, baby carriages, wheelchairs and shopping carts—people who need to get to wherever we’re going and can’t afford to be late. If only large numbers of white men in business suits would get on, we’d undoubtedly see an improved system.

All those people talking on cell phones ought to be calling the MBTA complaint line instead of making their loud, annoying personal calls. If they would call the MBTA and all of us could hear it, maybe a protest would begin then and there.

Rosa Parks said, “I’m not the only person who had been mistreated and humiliated.” We have been too.

Sources for Rosa Parks are from Juan Williams, “Eyes on the Prize,” and Jeanne Theoharis, “The Rebellious Life of Mrs. Rosa Parks.”

Alison Barnet is a South End resident and author of four books.

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GUEST OP-ED

Tired of hearing about China? Stop the cash flow

By Dr. Glenn Mollette

Do you get tired of hearing about China? Now we have floating surveillance balloons over our country. We are yet to know for sure what this is about but time will tell. China is probably scouting out the next land or business purchase. They may have come up with an easy way to determine which military bases have available adjacent land. It doesn't matter if it's for sale they can come up with enough money to buy the property. All they have to do is to keep piling up the money from everything they sell to the United States.

Alarms went off in Washington when the Fufeng Group, a Chinese agricultural company, bought 300 acres of land and set up a milling plant last spring in Grand Forks, N.D. The plant is a 20-minute drive from an Air Force base that, according to North Dakota Sen. John Hoeven, hosts a space mission that "will form the backbone of U.S. military communications across the globe." Source WSJ

Ten years ago Smithfield Foods was purchased by China's leading pork producer, Shuanghui International Holdings Ltd. (now called WH Group Ltd.), for \$4.72 billion.

Keep in mind China has 1.5 billion people. This requires a lot of people to feed. China would love to gain as much of our farmland as possible to gain more control of our food production. This is one area where China really needs us. Our agricultural exports to them increased by over 27% from 2020 to 2021. They would need us if they can gain control of our farmland. It's also a plus for them if they can have it close to our military bases. This provides a two-fold benefit for them. In the middle of the cornfield, they can watch everything we are doing or even attempt to thwart what we are doing

The U.S. trade summary reveals the depth of our trade with China.

In 2021, U.S. exports to China were \$151.1 billion, a 21.4% (\$26.6 billion) increase from 2020; U.S. imports from China were \$506.4 billion, a 16.5% (\$71.6 billion) increase; and the trade deficit with China was \$355.3 billion, a 14.5% (\$45.0 billion) increase from \$310.3 bil-

lion in 2020.

China was the United States' third-largest trade partner in 2021.

In 2021, 8.6% of total U.S. exports of \$1.8 trillion were exported to China and 17.9% of total U.S. imports of \$2.8 trillion were imported from China.

Mechanical Appliances, Sound Recorders and TV sets were the most traded commodity sectors. In the last five years, U.S. exports of those commodities show an upward trend from \$25 billion in 2017 to \$36.1 billion in 2021. The percentages of imports of those commodities from China out of total imports from the World are impressive with 37.0% in 2017 and 29.3% in 2021.

In 2021, U.S. exports of Agricultural Products to China continue to show an upward trend. In 2021, U.S. exports of Agriculture Products were \$31.6 billion, an increase of 27.5% (\$6.8 billion) from \$24.8 billion in 2020.

In 2021, China remained the major source of U.S. imports of Textile Products. In 2021, U.S. imports of \$50.3 billion of Textile Products from China constituted 32.6% of the total U.S. imports of Textile products.

Additionally, in 2021, China remained the major source of U.S. imports of Furniture, Bedding, Lamps, Toys, Games, Sports Equipment, Paint, and other Miscellaneous Manufactured Items. In 2021, the U.S. imports of \$68.5 billion of Miscellaneous Manufactured Items from China constituted 53.2% of total U.S. imports of those commodities. Source: Government info data

What can we do about China? Try to buy products not made in China. You have to shop but it's possible. Shrinking the cash flow to China is crucial to reducing their growing economic and military power. By all means, please do not sell them your land.

Glenn Mollette is the publisher of Newburgh Press, Liberty Torch and various other publishing imprints; a national columnist – American Issues and Common Sense opinions, analysis, stories and features appear each week in over 500 newspapers, websites and blogs across the United States.

DOYLE'S (from pg. 1)

Bay.

The move to Boston seemed like a logical step for Doyle, said Laura, since Kathryn Craig, the company's New England Regional Advisor since 2012, was already based in Boston, while Chris Barber, who assumed the role of vice president/director of American Furniture and Decorative Arts on March 1 of last year, is a lifelong New Englander who calls Newton home.

Barber also specializes in American furniture and decorative art, as well as American folk art – all of which, he said, can be found in abundance in the Boston area.

Besides providing new opportunities for some of Doyle's staff

members, the expansion to Boston also comes in response to an opportunity they saw in the marketplace, said Laura.

Meanwhile, highlights from Doyle's upcoming auctions in New York are now on display at the Boston store, such as items from an Americana auction set for May 3.

The Boston location will also host special events for the community in the future, perhaps including educational programming and lectures. The store also carries a small array of retail items for sale, including handbags and silver picture frames from the Alice Kwartler Collection.

"We've been thrilled with the

reception we've received so far," said Craig of their expansion to Boston. "The neighborhood has been so inviting, as well as people coming in from out of town."

Barber added, "Plenty of people who've stopped by know us as a New York auction house and are really thrilled now that we have a tangible Boston presence. We've also met people from the neighborhood who were happy to talk to us about the services Doyle provides."

Doyle's popup showroom is located at 236 Clarendon St. in the Back Bay. Visit <https://doyle.com/locations/boston-new-england> or call 617-999-8254 for more information.

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Council President Flynn pens letter to other city officials expressing his concerns with Copley Connect project

Special to the Sun

In a letter dated Feb. 7 to Jascha Franklin-Hodge, the city's chief of streets, and Arthur Jemison, chief of planning for the Boston Planning & Development Agency, City Council President and District 2 City Councilor Ed Flynn wrote:

"I am writing today in regards to the Copley Connect project. Over the last year, I received many calls, emails, and letters from nearby residents and busi-

nesses, as well as members of the Neighborhood Association of Back Bay (NABB), expressing significant concerns and opposition to the Boston Transportation Department's (BTD) Copley Connect Project. Their primary concern is how a permanent closure of Dartmouth Street between the Boston Public Library and Copley Square will negatively impact first responders, traffic, and commute times in the Back Bay, St. Botolph,

and South End. In the feedback I have received from residents in the area, a consistent theme has emerged regarding transparency and concerns about the community process, with their position being that it has been completely bypassed with minimal neighborhood engagement.

"Based on the feedback I have received from first responders, neighbors and civic organizations, I would like to make clear that I remain opposed to any permanent vehicle closure at this section of Dartmouth Street. I respectfully request that any future movement on this project include meaningful input from neighbors and the business community, who will be most directly impacted by this plan, as well as engagement with their elected officials.

"To begin, while I understand the inclination to connect two of Boston's most well-known public spaces through pedestrianization, chief among my concerns is always public safety. Dartmouth Street, along with Berkeley Street, are two of the main thoroughfares for residents traveling north from South End and St. Botolph into Back Bay. Our first responder units - Boston Police Department D-4, Boston Emergency Medical Services headquarters, and two supporting arms of the Boston Fire Department at Bay Village (Engine 7 Ladder 17) and South End (Engine 22) - are all located south of Back Bay. Currently, in the event of an emergency, these units would utilize either Dartmouth Street or Berkeley Street. Permanently shutting down Dartmouth Street at Copley will not only increase traffic times at an already congested Berkeley Street, but also critical response times. With a significant number of residents, businesses, hotels, schools and colleges interwoven across Back Bay, it would not only be unwise but irresponsible from a public safety standpoint should there be an emergency in the area. Every second is critical when it comes to public safety.

"Secondly, as stated in the Copley Connect findings, traffic times in Back Bay, although minor, have increased during the pilot. Given that the study was conducted in June 2021 - a time when Boston was still emerging from the pandemic, one would



Council President Ed Flynn.

only assume that traffic times and volume would increase as business continues to return to normal. The findings of the pilot therefore remain unreliable, and will need further data to accurately reflect post-pandemic traffic patterns. By funneling traffic east into Berkeley Street or diverting traffic west through Ring Road or Belvedere/Dalton Street - both of which are single lane traffic - vehicles will only pile up to the detriment of surrounding arteries such as Huntington Avenue, further impacting the St. Botolph and South End neighborhoods. At a time when businesses, hotels and restaurants are finally getting back on their feet in this recovery, this proposal could very well hurt the surrounding Back Bay establishments that receive deliveries, goods, and visitors daily. Additionally, stagnant traffic also poses considerable negative quality of life issues for the people who live and work in Back Bay.

"As the BTD and BPDA plan for next steps, I respectfully request both agencies to meaningfully engage with the neighbors of the Back Bay, St Botolph, South End, as well as my office in a transparent manner. I have found communication from the BTD and BPDA to be few and far between, while replete with omissions.

"When my office first met with BPDA and BTD about Copley Connect in June 2021, we were promised that there would be updates when the project gained traction. For ten months, we did not hear anything, and when we eventually heard, it was through NABB, who informed us at the end of April 2022 through hearsay that BTD was launching a pilot. Upon my immediate follow up, BTD confirmed a pilot was indeed happening in June with further dates to follow.

Regrettably, my office did not

hear back from BTD; we received the dates of the actual pilot

through a BPDA newsletter. As the District Councilor representing arguably one of the busiest intersections in the City of Boston, this level of communication from BTD and BPDA is simply unacceptable. In speaking with NABB, they mentioned that their suggestion to have the pilot done in September 2022 was

ignored. It is unconscionable to me that in spite of objections held by Back Bay residents that

BTD and BPDA would claim in the Copley Connect findings that the pilot dates were selected 'in consultation with Back Bay resident and business groups.'

"Moreover, despite a pre-meeting in December 2022 with the BPDA about the Copley Connect findings and my office's continued request to stay connected on any updates, the BPDA failed to disclose that on the same day of the launch of their findings, Copley Connect was in fact appearing as an item before the BPDA Board with a Request for Proposal of \$100,000 for a consultant to engage in further study in preparation of permanent improvements for Copley Connect. It is impossible to interpret the aforementioned omissions and appearance on the Board Agenda immediately after the findings were released as anything other than a deliberate bypass of my office and the community process, which was seemingly in search of both a desired audience and selection of a time for data which would provide a predetermined result.

"Residents and local businesses should have a say in what takes place, gets changed, and piloted in their community. This pilot, at the heart of the City of Boston, is particularly deserving of a robust community process. I share the concerns of my constituents and my view remains that Dartmouth Street at Copley serves as an important thoroughfare into Back Bay and should not be permanently closed. Going forward, it is critical that BTD and the BPDA properly engage with

Back Bay, South End and St. Botolph stakeholders - the people that live, do business, and pay their taxes here - before any decisions get made. If you have any questions, please feel free to contact me at ed.flynn@boston.gov, or at 617-635-3203."

FENWAY ZONING (from pg. 1)

of shared community resources that Fenway needs, it's important to give community members a chance to discuss these topics together in person," wrote Councilor Bok. "We're thrilled that the Fenway Community Center was willing to host such a gathering, and I hope that many residents will take the time to join us on Monday."

The second public meeting on zoning in the West Fenway, sponsored by the BPDA, will take place virtually on Wednesday, Feb. 15, from 6 to 8 p.m.

"The team will review the established neighborhood planning context and community feedback received to date, and

introduce draft recommendations for revisions to Article 66," according to the BPDA's project website for Fenway-Kenmore Planning at <http://www.bostonplans.org/planning/planning-initiatives/fenway-kenmore-planning>.

Presentation materials will be translated into Cantonese and Mandarin with simultaneous interpretation in those languages provided for the meeting. Materials from the meeting, including a recording of the event, will be posted on the project website when available.

Visit <https://www.zoomgov.com/j/1604416159#success> to attend the virtual meeting.

WASHINGTON ST. PROJECT (from pg. 1)

learn more about the project, visit the BPDA's project website at https://www.bostonplans.org/projects/development-projects/1033-1055-washington-street?utm_source=Neighborhoods&utm_campaign=15d6e87b75-1033-1055_

Washington_Street_PNF_2023_02_07&utm_medium=email&utm_term=0_bccda74844-15d6e87b75-%5BLIST_EMAIL_ID%5D&mc_cid=15d6e87b75&mc_eid=677d31e68f.



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Representatives for lululemon detail plans to bring entertainment to Newbury Street store

By Dan Murphy

Representatives for lululemon were on hand at the Monday, Feb. 6, virtual meeting of the Neighborhood Association of the Back Bay License and Building Use Committee to discuss their plans to seek an entertainment license from the city for the athletic-apparel retail chain's Newbury Street location.

Attorney Dennis Quilty said the proposed entertainment offerings would all take place on the store's second floor, which is home to a café, along with a yoga workout area and small common area.

The proposed entertainment programming would only take place between the hours of 9 a.m. to 9 p.m., said Quilty, with no events scheduled after 9 p.m.

The second-floor space where entertainment offerings would take place has a capacity of less than 50 individuals, said Quilty, who added that the number is probably closer to 30.

Moreover, the requested entertainment license would only apply only to lululemon, said Quilty, and it couldn't be transferred to another applicant, who would have to go through the same process with the city to obtain their own entertainment license.

No alcoholic beverages would be served at any of the proposed entertainment events, added Quilty.

If lululemon can secure an entertainment license for the space, possible entertainment offerings would include a day playing pre-recorded music to accompany yoga or exercise

routines; a musician singing and playing an instrument; or a spoken-word performance, said Quilty.

Laura Blanchard, director of operations for experiential stores at lululemon, said the company makes products for yoga, running, and "sometimes tennis," so entertainment offerings would likely be programmed around those activities.

Entertainment offerings also wouldn't be unique to lululemon's Boston location either, said Blanchard, since the company's stores in other major North American cities, as well as in major cities globally, already program entertainment.

Asked about the potential noise impact of entertainment offerings at the Newbury Street location, Blanchard said the second-floor space has no windows and is soundproofed.

Entertainment offerings are also not expected to result in any excessive foot traffic or long queues outside the store, said Blanchard, since the events, both free and paid, would require advance registration "so we can manage capacity and who is coming."

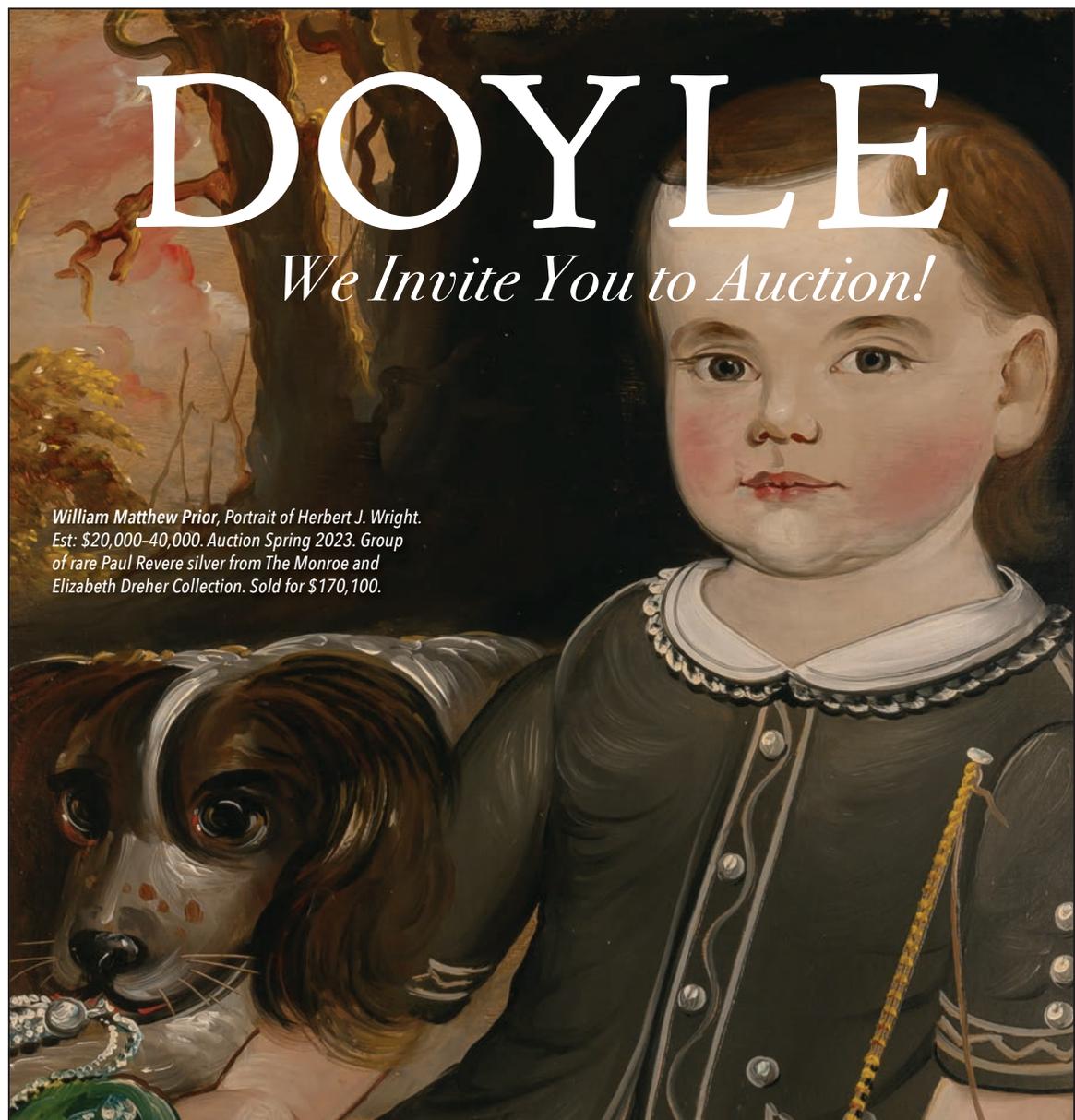
Blanchard said lululemon would like to program entertainment events around the Boston Marathon, perhaps including a panel discussion.

Representatives for lululemon's Newbury Street location, including Attorney Quilty, appeared before the committee at its virtual monthly hearing on June 5 of last year when the store sought to legalize the existing second-floor café previously occupied by Nourish Your Soul

juice bar. The committee didn't oppose lululemon's application at that time, and the applicant

said then they would return to the committee in the future to discuss the specifics of their plans

to acquire an entertainment license for the Newbury Street store.



William Matthew Prior, Portrait of Herbert J. Wright. Est. \$20,000-40,000. Auction Spring 2023. Group of rare Paul Revere silver from The Monroe and Elizabeth Dreher Collection. Sold for \$170,100.

American Paintings, Furniture & Decorative Arts Exhibition - Feb 1-16

10am - 5pm

Consignment Day - Thurs, Feb 16

10am - 4pm, By appointment only



LOCATION

236 Clarendon Street, Boston

CONTACT

Kathryn Craig & Chris Barber
617-999-8254 / Boston@Doyle.com

Our New England Regional Advisors are always available to discuss Doyle's full range of appraisal and auction services.

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D. MURPHY PHOTO

lululemon at 208 Newbury St.

Boston Public Schools add electric buses to its fleet

Staff Report

Mayor Michelle Wu celebrated the arrival of the first two electric school buses to the Boston Public Schools (BPS) school bus fleet. An additional 18 buses will arrive in the coming weeks and are expected to be in use following the February school vacation. This is a major milestone in creating a Green New Deal for the City of Boston, leading to immediate health and quality-of-life improvements for Boston students, workers, and residents, while advancing climate action. Mayor Wu joined BPS Superintendent Mary Skipper, Green New Deal Director Oliver Sellers-Garcia, BPS Director of Transportation Dan Rosengard, bus driver trainers, and community members at the Readville bus yard in Hyde Park to see how these electric buses are being integrated into the fleet.

"I'm grateful to the many people who have been instrumental in getting Boston to this point and helping us demonstrate the many overlapping benefits of moving to a green economy and ensuring that our kids and our workforce are at the center of that transition," said Mayor Michelle Wu. "Today is one of many steps we are taking to make Boston a Green New Deal city and to move with the urgency that our communities and residents deserve. From cutting down on emissions from every part of our education infrastructure – where our students learn and how they get to class – to preparing our next generation of workers to build and sustain cleaner, greener infrastructure for all of us, we're so excited about

where this will lead Boston."

"Our children deserve to learn, grow up, and play while enjoying clean air and experiencing a healthy environment free of air pollution," said Boston Public Schools Superintendent Mary Skipper. "When these buses hit the road, they will operate with zero emissions and significantly lower noise levels than their diesel-fuel counterparts. So when you see the buses with the green bird with a plug logo on each side, be sure to wave and smile as they and the children inside represent our great city's future."

"As a City, we know we must prioritize the development of electric vehicle infrastructure to support the future of green mobility in Boston to advance our Green New Deal for all of our residents," said Green New Deal Director Oliver Sellers-Garcia. "I'm grateful to Boston Public Schools for their leadership in making critical climate investments while supporting the health of our communities and growing our green workforce trained with these skills."

The BPS Department of Transportation carefully selected the first routes – 111 trips, across 42 schools – to run electric school buses based on a variety of factors, including distance from the dispatch yard charging station, total length of route, and the expected traffic patterns along the route, with a preference for stop-and-go traffic rather than highway driving. Additionally, the cold weather deployment was factored into route selection to ensure power supply for battery conditioning and bus heating. Routes travel through nearly



Boston Mayor Michelle Wu (speaking), joins Superintendent Mary Skipper, Green New Deal Director Oliver Sellers-Garcia to celebrate the start of school bus fleet electrification.

all of Boston's neighborhoods.

BPS is finalizing installation of 20 charging stations at the Readville bus yard, utilizing increased charging capacity that was added with support from Eversource. Each electric bus will have a dedicated charger and be charged every day. The total time to charge each bus is about three to four hours. The learnings from this first phase of electric school bus deployment will support the City in designing and implementing future electric school bus fleet expansion.

Prior to integrating the 20 buses into the fleet, BPS is training driver trainers, drivers, mechanics, operations staff, and emergency responders to ensure familiarity with the bus design and operation. During the upcoming February vacation, drivers will test routes to ensure they are comfortable driving the new buses in advance of students boarding later this month. An estimated 2,561 students across 42 schools will be riding the 20 buses each school day. BPS currently has 620 buses on the road each day.

Boston's Green New Deal works to address climate change with positive co-benefits including creating good jobs, enhancing public health, and transforming structures to promote racial and economic justice. School bus electrification will protect children from diesel particulate matter, eliminate tailpipe emissions,

address air quality and noise concerns around school pick-up and drop-off, and offer a healthier work environment for bus drivers and monitors. The City of Boston is fostering the Green New Deal by leveraging funding to invest in solutions that improve the lives of Bostonians and catalyze the transition to a just, green City.

In April 2022, Mayor Wu first announced that up to 20 electric school buses would be deployed during the 2022-23 school year. These electric buses will replace existing diesel buses. These buses were funded through the BPS operating budget and the federal American Rescue Plan Act. Mayor Wu previously shared the goal that BPS will work to replace additional big buses each year, and then move to replacing smaller buses until the entire fleet is electrified by 2030.

Additionally last spring, the Public Works Central Fleet Maintenance Division introduced the first ever train-the-trainer class for fleet mechanics from the Public Works Department (PWD) and BPS on how to safely service and repair electric vehicles at Madison Park Technical Vocational High School. To date, eight mechanics from the PWD and two from BPS have completed the course and continue to take online classes to keep pace with the ever-changing technology. Beginning in the fall of this year, electric vehicle main-

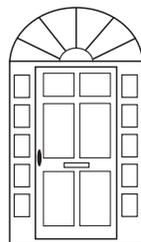
tenance will be added as part of the core curriculum for seniors participating in Madison Park's automotive program.

Today's celebration will lay the foundation for the future of the Boston Public Schools bus fleet. The City intends to use federal funding from the Environmental Protection Agency and Inflation Reduction Act to further expand the number of electric buses in the fleet and enhance training for staff.

The City has been making progress on its commitment to installing electric vehicle (EV) charging stations throughout Boston's neighborhoods for both municipal use and residents. The City currently operates 66 LV II EV charging plugs across 14 municipal parking lots. There are plans to add an additional 18 LV II EV charging plugs, and four high-speed LV III DC fast chargers this year. This investment in public charging, along with the City's EV readiness policy for new development and right-to-charge rules for condominium residents provide a foundation for the rapid, equitable electrification of transportation in Boston. The City also continues to electrify its vehicle fleet, adding charging plugs where City vehicles are garaged, prioritizing EVs in its replacement cycle, and adding its first all-electric street sweeper last year.

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CELEBRATING BLACK HISTORY MONTH

BPS lifelong educator Cynthia Grant-Carter

Story by Marianne Salza

Cynthia Grant-Carter has been a Boston Public Schools teacher since the late 1970s, empowering her students to voice their opinions, and be courageous, responsible, generous people. Although the Dorchester resident retired in 2021, she serves as a substitute nearly every day of the week, starting each morning with gratitude (and a chocolate chip muffin).

“Give me the strength and patience to deal with what’s going to face me,” Grant-Carter prayed softly. “Help me to listen before I react. Protect me traveling back and forth.”

Grant-Carter has predominantly taught in elementary schools, in grades 1-5, with a concentration in second and third grade. At the beginning of her career, she worked at elementary and high schools in Dorchester, Jamaica Plain, Roxbury, and Roslindale.

“It was good because I got to see what was happening at each school, the different styles of teaching, and the ways headmasters run their particular schools,” said Grant-Carter, who has been a fixture in East Boston’s Patrick J. Kennedy Elementary School (PJK) for three decades.

Uninterested in soap operas and daytime television, Grant-Carter cringed remembering the quiet first two weeks of her retirement. She did enjoy purging her home of 30 years, and donating items that she was no longer using to The Salvation Army. Retirement also afforded her more quality time to distribute home cooked meals to neighbors at a local church.

“You have to keep your mind active,” advised Grant-Carter, who began noticing the gentrification of her neighborhood, with the integration of young business professionals and families. “Otherwise you become isolated from what’s happening in the community.”

Grant-Carter realized that she must return to her passion: teaching.

“If you love what you’re doing, no matter what the obstacles may be, do it with love,” Grant-Carter urged. “Mom said, ‘God has given everyone a talent. Once you find what it is, the

resources will be there. Talent doesn’t develop overnight. People will come into your life and help and support you through the process.’ That’s a community.”

Grant-Carter instructs through hands-on activities. She aspires to provide students with real-life experiences, and implores them to ask questions.

“I try to break down what life is about, so they can understand on their terms,” explained Grant-Carter. “Appreciate what you have and be exposed to different types of living.”

The adventurer enjoys delving into the beauty and history of diverse cultures, avidly sharing her discoveries and photographs in the classroom.

“I love to travel. It makes me appreciate what we have,” revealed Grant-Carter, who has vacationed with friends in five continents; and most recently visited Dubai. “When I went to China, I didn’t realize that black people – slaves – helped build the Great Wall.”

Grant-Carter encourages students to be grateful for their food, clothes, warm homes, and the love of family. She emphasizes how receiving an education – with the advantage of having school supplies and resources available to them -- is a gift.

“Treat people the way you want to be treated. Be kind to people -- not because you want something in return -- but because you’re doing it from the kindness of your heart,” listed Grant-Carter.

Grant-Carter advises her students to strive to be their best selves; especially while exploring during field trips, as they are representing the school.

“I’m teaching them that manners go a long way,” asserted Grant-Carter, who demands that girls and boys behave as respectful ladies and gentlemen.

The self-proclaimed field trip queen believes that it is important to expose students to new educational activities throughout Boston, such as meeting former president, Barack Obama, at the Reggie Lewis Center, in Roxbury, during his candidacy.

“I have eyes on the back of my head,” turned Grant-Carter, ruffling her hair; then leaning forward with stern eyes. “I say,

‘I want you to listen. When I was growing up, the community took care of everybody. Everyone looked after each other. One day, I was outside, playing with friends, acting like a fool. When I went upstairs, my grandmother knew I wasn’t being good, and that my mouth was awful. That’s what it means that I have eyes on the back of my head.’”

Seeking support and caring for members of one’s community are vital to Grant-Carter. She became an instant mother of her then 10-year-old niece, Shauneequa, with the passing of her twin sister. It was then that she fully realized the value of her compassionate neighbors.

“It was tough, but we made it through. I thank God for my neighbors,” Grant-Carter shared. “You cannot take the journey by yourself.”

Grant-Carter has been a writing and soccer coach for grades 3-5 for 18 years with American Scores, a before and after school enrichment program for urban youth. She also teaches social, emotional learning through community service, such as handing bagged lunches and poems to the homeless in Central Square while on route to the soccer field at LoPresti Park.

“I always remember a line from a student’s poem: ‘Justice is doing the right thing when no one is looking at you,’” recited Grant-Carter, who boasted that two of her students had competed in a national poetry competition in New York City. “That’s powerful. This student was 10, and quiet. Through poetry, he was able to express himself.”

Having taught three generations of PJK students, Grant-Carter has developed lasting relationships with families. The most rewarding aspect of her career is when she meets a former student.

“You never know who you’re going to touch. Sometimes if I’m walking down the street in East Boston, I’ll hear, ‘It’s Ms. Grant-Carter! How are you doing?’” shouted Grant-Carter. “It brings me joy that they remember me. Recently, one student saw me. He gave me a hug. He is teaching math at East Boston High School. Three of my former students are in his classroom. He made my day.”

Grant-Carter was raised by



PHOTOS PROVIDED BY CYNTHIA GRANT-CARTER

Cynthia Grant-Carter (left) sitting at the Taj Mahal, in India, with friend, Dolores Johnson.

her grandmother, Jane, mother, Colentary Marie, and step-father, John, in Harlem, and The Bronx, New York. Dedicated and selfless, they are Grant-Carter’s role models, and the inspiration for the morals she instills in her students.

“They were helping their community while they were working. I try to bring their habits and traditions to the next generation,” said Grant-Carter. “You have to work for what you need. Keep pushing. Be strong and patient. Life isn’t instant gratification. If you have faith in yourself, plant the seed, water it, and it will come.”

Grant-Carter believes that black history should be incorporated into daily curriculum, and celebrated throughout the year. People, Grant-Carter asserts, make history every day when

they advocate for justice.

“Black history is every day,” said Grant-Carter, frankly. “We live it. We see it. The people who invented the clock, hair brush, computer chip, and traffic light were black. We didn’t get credit for a lot of the inventions because we weren’t allowed to get patents.”

Grant-Carter recommends Boston Public School teachers of color to contact the Black Educators Alliance of Massachusetts for support and resources.

The most important lesson that Grant-Carter has taught her students is to remain focused during life’s challenges.

“Believe in God, and have faith that things are going to be okay,” maintained Grant-Carter. “Dream, believe, and achieve. There is always something good, even from a bad situation.”

Feature of the Month!

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NEWS IN BRIEF

THIRD BACK BAY FENS PATHWAYS DESIGN MEETING SET VIRTUALLY FOR FEB. 16

The third Back Bay Fens path-

ways design meeting will take place virtually on Thursday, Feb. 16, from 6 to 8 p.m.

The project, which began this summer, looks at accessibility at pathway entrances; site entrances that touch the pathways; site furnishings, like benches, trash

receptacles, and lighting; and the health of trees along the pathways. In addition to the pathways themselves, the project will include the World War II Memorial, along with its paths and accessibility; the John Boyle O'Reilly Memorial; and the new

Evans Way Bridge. Construction is expected to get underway this summer, said members of the project team on hand for the second pathways design meeting, which took place virtually on Jan. 10.

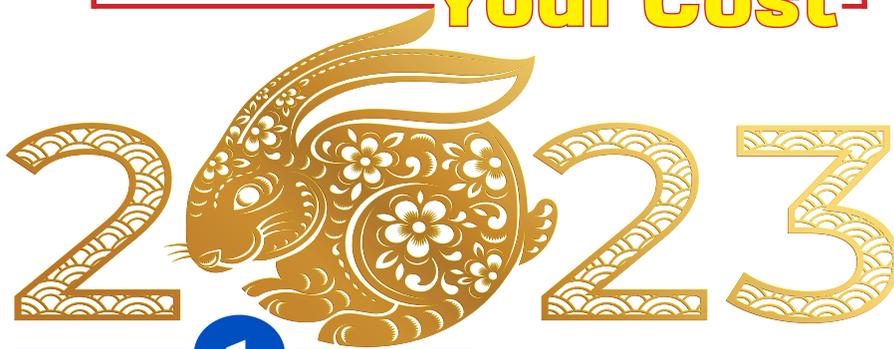
Interpretation and translation

services are available at no cost by contacting lauren.bryant@boston.gov, LCA@boston.gov, or 617-961-3019 by Feb. 9.

Register for the meeting at <https://tinyurl.com/fens-pathway-feb-16>

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Publisher David Godine to receive award from French Library of Boston

Staff Report

David R. Godine, founder of Boston publishing house David R. Godine Inc., will receive the Mosaïque Award for Exceptional Achievement on Friday evening, Feb. 10, at the French Library in Boston.

In selecting Godine to receive the award, the French Library cited his more than 50 years of excellence in publishing books of literary fiction, nonfiction and poetry, according to a press release.

"David has devoted his career to publishing carefully selected authors and beautifully presented books," said Barbara de Bragança, chairwoman of the French Library's Mosaïque Cultural Committee. "Moreover, David's was the very first publishing house to offer English translations of works by such prominent modern French authors as Jean-Marie Le Clézio, Patrick Modiano, Sylvie Germain, Jean Echenoz and Georges Perec."

This is the latest of many honors that Godine has received over the years, including the title of Chevalier dans L'ordre des Arts et des Lettres, conferred by the French Government.

The evening's events will include an interview of Godine by Mark Polizzotti, biographer,

critic, translator, editor, and poet. Polizzotti was editorial director for David R. Godine Inc. and is currently publisher and editor in chief at the Metropolitan Museum of Art.

Polizzotti has translated over 50 books from the French, including works by Modiano, Marguerite Duras, Jean Echenoz, Raymond Roussel, Andre Bréton, and Gustave Flaubert. Polizzotti's essays and reviews have appeared in The New Republic, Bookforum, The Nation, The Wall Street Journal, Parnassus, Partisan Review, and elsewhere.

Founded in 1945 and located at 53 Marlborough St. in the Back Bay, The French Library provides cultural programs and French language lessons and is home to the largest private collection of French volumes in the United States.

The Mosaïque Award for Exceptional Achievement is conferred to an individual who has excelled in the humanities, the sciences, or the public interest, and who reflects the humanitarian spirit of French culture. David Godine is only the second person to receive the award. The first recipient, in 2018, was world-renowned French pianist Jean-Yves Thibaudet.

OBITUARIES

All obituaries and death notices will be at a cost of \$150.00 per paper. Includes photo.No word Limit. Please send to obits@reverejournal.com or call 781-485-0588

Mayor Wu appoints Director of People and Culture and City Registrar

Staff Report

Mayor Michelle Wu last week announced her appointment of Brenda Hernandez as Executive Director of People and Culture for the People Operations Cabinet. As the City's Human Resources (HR) leader, she will work to strengthen the City's organizational culture and the ways the City's workforce is supported. She will develop all centralized employee-related policy and will oversee essential HR functions including recruitment, job and organizational design, performance management, talent management, health benefits, and employee experience. Additionally, Mayor Wu today announced Paul Chong's appointment to serve as the City of Boston's next Registrar. Chong will ensure Boston's constituents' needs are at the forefront. As a key leadership role in the City's People Operations Cabinet, the City Registrar will set the policies, vision and strategy for access to vital records for the City of Boston. This includes managing a team of employees who provide essential documents to constituents during critical times in their lives.

"A well-functioning government has a responsibility to serve both its workforce and constituents through easy-to-access, supportive services," said Mayor Michelle Wu. "I am confident that Brenda's vast Diversity, Equity, Inclusion, and Belonging and cultural transformation experience will make Boston a desirable employer for both future employees and current staff. Her work internally will complement Paul's work to enhance residents' experience when they visit City Hall for the most essential and foundational constituent services."

Hernandez comes to the job as a Diversity, Equity, Inclusion, and Belonging (DEIB) expert and culture transformation pro-

fessional with over a decade of experience in the higher education and nonprofit sectors. Most recently, Hernandez served as the inaugural Chief of Equity and Engagement at Planned Parenthood League of Massachusetts. Hernandez began her role on January 4.

"I'm honored to join the Wu administration and Chief Lawrence in the People Operations Cabinet," said Brenda Hernandez, Executive Director of People and Culture for the People Operations Cabinet. "My goal is to center equity through the entire employee life cycle and lead the cultural transformation necessary to execute on Mayor Wu's commitment to making the City of Boston an employer of choice and one that reflects the diversity of its constituents."

Chong comes to the role following a number of roles for the Commonwealth of Massachusetts, including managing strategy and analytics for the School Building Authority and serving as the Finance Director for the Executive Office for Administration and Finance. During the initial stages of the COVID-19 pandemic, Chong worked with leaders across the Commonwealth to manage \$300 million in federal relief funds and led efforts to stand up compliance and risk management around federal funds. Chong began this role Monday, January 30.

"It's a privilege to be a part of the Wu administration and to serve the City of Boston. The Registry provides services to residents at crucial moments in their lives," said City Registrar Paul Chong. "I am excited to work with Chief Lawrence and the Registry staff to make residents' experience with vital records simple, accessible, and secure."

"I am thrilled to welcome both of these talented leaders to such important functions of local government," said Chief People Officer Alex Lawrence.



Brenda Hernandez, Director of People and Culture for the People Operations Cabinet

"Both Brenda and Paul appreciate the amount of transition and challenges our workforce has undergone in the last few years, and have the deep experience in culture building and organizational change that the City needs to help the Mayor achieve her ambitious vision for Boston."

The Director of People and Culture for the People Operations Cabinet oversees, develops, and coordinates the policies, activities, and staff for the centralized Office of Human Resources (OHR). The Office of Human Resources partners with all City departments to attract and develop diverse, qualified, and productive employees to serve Boston's residents. OHR is also responsible for benefits administration and compliance with the policies, laws, and ordinances governing municipal government.

Hernandez received her BA in women's studies from Mount Holyoke College and her JD, cum laude, from Pace University School of Law. She is a feminist activist and has presented on issues of reproductive justice, abortion support, and street harassment at several universities and conferences. Hernandez is a trained yoga teacher and practitioner and brings mind-



Paul Chong, Registrar for the City of Boston.

fulness into her equity practice. She enjoys performing and attending live music. A native of Northampton, she currently resides in Roslindale with her husband, daughter, and their cat Amethyst.

The Registrar will advance the City's goals of record modernization and digitization and ease of access to public records. The Registrar will continue to develop consistent processes and practices for the department and ensure organizational compliance, while maintaining a customer focus. The Registrar is responsible for birth, marriage and death certificates. In 2022, 4,489 marriages were registered in Boston.

Chong started his career as a student volunteer and later as a parking analyst in his hometown of San Rafael, California. Born to immigrants, he has seen first hand how government services can improve the lives of people. Chong is a collaborative leader who believes that government is a powerful tool for good. He brings to the Registry a passion for building cohesive teams and strong institutions that work for employees and the public alike. Chong is a graduate of the Harvard Kennedy School of Government and Northeastern University. He lives in West Roxbury

with his wife and two children.

In addition to new departmental leadership, Mayor Michelle Wu announced several new employee transit benefits, including the City of Boston's MBTA Passport Program, free Bluebikes memberships, and an expanded fitness reimbursement to include active mobility expenses. Mayor Wu is focused on supporting the City workforce and making the City of Boston an employer of choice while building on her commitment to active and sustainable transportation. Inspired by specific asks organized by City of Boston employees, Mayor Wu launched the following employee programs:

The City Of Boston's MBTA Passport Program: Through the City of Boston's MBTA Passport program, the City of Boston will pay for 65% of the monthly MBTA pass of an employee's choice (up to \$232). The program received over 900 new sign ups since its launch.

Free Bluebikes Memberships: The City of Boston is now offering free annual Bluebikes passes to full-time, benefits-eligible City employees, and discounted memberships to part-time and non-benefits-eligible employees. Since the launch of the program in September, over 1,100 employees have signed up.

Expanded Fitness Reimbursement To Include Active Mobility Expenses: The Mayor also announced that in partnership with City of Boston health partners, the City has expanded employees' annual fitness reimbursement to include active mobility expenses including:

- **Vehicles:** Purchase of active mobility vehicles including bikes, cargo bikes, and scooters
- **Equipment:** Purchase of equipment for active mobility vehicle such as helmets, parts, and gear
- **Maintenance:** Payment to have active mobility vehicle equipment repaired or inspected

FEMA awards over \$1.3 million to City of Boston for winter storm plowing costs

Staff Report

The Federal Emergency Management Agency will be sending more than \$1.3 million to the Commonwealth of Massachusetts to reimburse the City of Boston for some of the costs of clearing snow after Winter Storm Kenan in January 2022.

Kenan caused record or near record snowfall in four counties in Massachusetts. This created an immediate threat to the health and

safety of the public and improved property, requiring emergency response and protective measures.

The \$1,351,689 Public Assistance grant will reimburse the City of Boston for 22,777 overtime hours worked by employees and for contracting for plowing services between Saturday, Jan. 29 and Monday, Jan. 31, during which time it had to clear 785 lane miles continuously.

The city also had to clear park-

ing lots, building entrances and walkways at 73 fire station, 121 public schools, 25 libraries, five municipal facilities, 35 Boston Center for Youth and Families Community Centers, 16 stations for 26 Boston EMS ambulances, and the harbor.

President Joe Biden's disaster declaration made federal funding available to commonwealth, tribal and eligible local governments, and certain private nonprofit

organizations on a cost-sharing basis for emergency work and the repair or replacement of damaged facilities in Bristol, Norfolk, Plymouth and Suffolk counties, and for the Mashpee Wampanoag Tribe.

FEMA has awarded almost \$25 million in Public Assistance grants to state and local governments for the disaster to date.

"FEMA is pleased to be able to reimburse the City of Boston

for the costs incurred recovering from Winter Storm Kenan," said FEMA Region 1 Regional Administrator Lori Ehrlich. "Re-opening highways for public safety vehicles required extraordinary measures deserving of federal assistance."

FEMA's Public Assistance program is an essential source of funding for states and communities recovering from a federally declared disaster or emergency.

Wu announces members of Reparations Task Force

Special to the Sun

Mayor Michelle Wu on Tuesday announced the ten individuals that will serve on the newly formed Reparations Task Force, created to study the lasting impact of slavery in Boston. The formation of this task force follows Mayor Wu signing a 2022 City ordinance, sponsored and led by Councilor Julia Mejia and co-sponsored by Councilors Tania Fernandes Anderson and Brian Worrell, to study the impact of slavery in Boston. Mayor Wu joined members of the City Council, Reparations Task Force, and Equity and Inclusion Cabinet at the African Meeting House to announce the establishment of the task force.

"For four hundred years, the brutal practice of enslavement and recent policies like redlining, the busing crisis, and exclusion from City contracting have denied Black Americans pathways to build generational wealth, secure stable housing, and live freely," said Mayor Michelle Wu. "Our administration remains committed to tackling long standing racial inequities and this task force is the next step in our commitment as a city to advance racial justice and build a Boston for everyone. I'm grateful to the City Council, advocates and task force members for their critical work to strengthen our communities and ensure that Boston documents and addresses the historical harms of slavery and its continued impact on our Black residents."

"As the lead sponsor of this ordinance, I want to thank Tanisha Sullivan of the NAACP for inviting our office to lead this effort and to Dr. Kamara and Yvette Modestin for their leadership in drafting the ordinance," said Councilor Julia Mejia. "We



MAYOR'S OFFICE PHOTO BY JOHN WILCOX
Mayor Michelle Wu (at podium) participates in the Reparations press conference at the Museum of African American History on Beacon Hill.

are extremely proud of the work we did alongside the community and look forward to monitoring the processes moving forward"

"The forming of this reparations task force is an important step in the ongoing process of bringing justice to the Black community of Boston," said Councilor Tania Fernandes Anderson. "This is so both for the historical legacies of anti-Black racism going back to the enslavement of kidnapped Africans, to the current manifestations of structural and systemic white supremacy that are embedded and entrenched within the political and economic status quo."

"This is a major step forward for the City of Boston," said Councilor Brian Worrell. "I would like to thank the Mayor and my City Council colleagues for helping bring this important conversation to the top of the agenda. Since the late Senator Bill Owens began this journey, we are proud to now have a diverse group of people working towards a solution that will address past injustices in this

City. As the representative of one of the most diverse districts in Boston, I look forward to bringing new opportunities to the district and fixing previous disenfranchising to build up what makes Boston diverse."

The members of the task force are community leaders in law, academia, community organizing, and education and represent diversity in age, gender, and discipline to fully encompass the Black experience in Boston. The task force's duties will include leading research on the historical impact of slavery in Boston and exploring ways the City can provide reparative justice for Black residents. Over the next 18 months, the task force members will convene and work on proposing recommendations to Mayor Wu for reparative solutions for the descendants of enslaved persons.

The individuals appointed to the task force include:

- Chair Joseph D. Feaster, Jr., Esq., Attorney, former President of the Boston branch of the NAACP, current member of

City's Black Men & Boys Commission

- Denilson Fanfan, 11th grader at Jeremiah E. Burke High School

- L'Merchie Frazier, Public historian, visual activist, and Executive Director of Creative and Strategic Partnerships for SPOKE Arts

- George "Chip" Greenidge, Jr., Founder and Director of Greatest MINDS

- Dr. Kerri Greenidge, Assistant Professor of Studies in Race, Colonialism, and Diaspora at Tufts University

- Dr. David Harris, Past Managing Director of the Charles Hamilton Houston Institute for Race and Justice

- Dorothea Jones, Longtime civic organizer and member of the Roxbury Strategic Master Plan Oversight Committee

- Carrie Mays, UMass Boston student and youth leader with Teen Empowerment

- Na'tisha Mills, Program Manager for Embrace Boston

- Damani Williams, 11th grader at Jeremiah E. Burke High School

"I am honored to be asked by Mayor Wu to chair this Reparation Task Force and serve with such distinguished people," said Joseph D. Feaster, Jr., Chair of Reparations Task Force. "We are looking forward to determining recommendations for how we reckon with Boston's past while charting a path forward for Black people whose ancestors labored without compensation and who were promised the 40 acres and a mule they never received."

The task force will be housed within the City of Boston's Equity & Inclusion Cabinet and work closely with Lori Nelson, the City's Senior Advisor on Racial Justice. In the coming weeks, the

City and task force will launch a request for proposal (RFP) to select a research partner to study the legacy of slavery in Boston and produce a report on its impact. The results of the report will inform recommendations brought forth by the task force. For more information about the task force, visit boston.gov/reparations.

"This is a historic moment for Boston, for this nation," said Mariangely Solis Cervera, Chief of Equity and Inclusion. "We are creating an opportunity to intentionally address harms of the past and embed racial equity into the fabric of our city. I am thankful for the leadership, expertise, and lived experience this task force brings to the table and I look forward to working beside them."

"This important initiative will center the truth, acknowledgment, and reconciliation that history once ignored," said Lori Nelson, Senior Advisor on Racial Justice. "The task force will give us the chance to fully engage and challenge policies that have harmed and marginalized Black people in Boston for generations. I am eager to collaborate with the task force with the goal of repairing and restoring injustice to move our city forward."

This action builds on Mayor Wu's work to acknowledge historic harms and build an equitable Boston for all. Last year, Mayor Wu established the Office of Black Male Advancement and the Commission of Black Men and Boys to create initiatives to improve outcomes for Black men and boys. The Office of Economic Opportunity and Inclusion has made strides to increase supplier diversity to include more businesses of color in City contracting and to close the racial wealth gap across the city.

Mark your calendars: the Earth Day Charles River Cleanup is back

Staff Report

Registration is now open for the 24th Annual Earth Day Charles River Cleanup on Saturday, April 22. Each year, the Charles River Cleanup brings together over 3,500 volunteers to improve the parks, forests, playgrounds, and paths and keep the Charles River clean, safe, and beautiful for all.

The Charles River Cleanup builds on a national effort as part

of American Rivers' National River Cleanup, which, to date, has removed over 32.5 million pounds of trash from America's waterways. Since 1999, Charles River Cleanup volunteers have gathered each Earth Day to pick up litter, remove invasive species, and assist with park maintenance along all 80 miles of the Charles River and the 1,100 acres of Emerald Necklace parkland surrounding the Muddy River, a trib-

utary of the Charles.

Volunteers have a long-lasting impact—the Charles River Cleanup empowers ordinary river lovers to give back to their communities in a tangible way, forge new connections with nature and each other, and become life-long stewards of our river.

"Each year, we are so humbled by the extraordinary efforts of our community to care for our beloved Charles River," says

Emily Norton, Executive Director of Charles River Watershed Association. "Thanks to the generosity of time and effort of our volunteers, we are able to transform our parks and forests, restoring our river's ecosystem for people and wildlife alike."

"Litter not only poses a threat to the environment but also makes the parks less welcoming. Through this important annual event, thousands of pounds of

trash are removed from the parks and shoreline. Volunteers are able to see first-hand their impact upon the environment, all while fostering a connection to their community and urban parks," says Charles River Conservancy Executive Director Laura Jasinski.

"The Muddy River, which runs through the Emerald Necklace, carries Boston and Brookline's stormwater to the Charles River,

(CHARLES RIVER CLEANUP Pg. 11)

Real Estate Transfers

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Robert D Walter RET	122 Comm Ave Unit Ph Nt	122 Commonwealth Ave #PH	\$14,400,000
Quintana, Ester	Mcgee, Kelleen C	28 Dartmouth St #5	\$410,000
Brown, Nathaniel S	Peter Mauch RET	12 Fairfield St	\$5,150,000
BEACON HILL			
Omni Rt	Papadopoulos, Alexandros	45 Hancock St	\$4,388,000
BAY VILLAGE/SOUTH END/KENMORE			
Theall Realty Group LLC	Menounos, Theodore C	431 Columbus Ave #4	\$877,402
Hanratty, Teresa	Szabla, Philip J	505 Tremont St #405	\$2,925,000
Mei, Anna	Susen, John W	41 Warren Ave #3	\$700,000
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Saf Boston LLC	Tsai Tsung-Hsing Est	90 Gainsborough St #303E	\$490,000
Saf Boston LLC	Tsai Tsung-Hsing Est	95 Gainsborough St #204	\$525,000
Saf Boston LLC	Tsai Tsung-Hsing Est	103 Gainsborough St #307	\$610,000
Bradley, Brendan O	161 West Canton LLC	161 W Canton St	\$5,945,000
Larivee, Brien J	Jafry Ft	77 Worcester St #4	\$1,780,000
WATERFRONT/DOWNTOWN			
Qu, Ruochen	Miller Ft	2 Avery St #22H	\$1,678,000

CHARLES RIVER CLEANUP (from pg. 10)

critically linking the Necklace's park health to that of the Charles River watershed," says Karen Mauney-Brodek, President of the Emerald Necklace Conservancy. "We are thrilled to be celebrating our 15th annual Muddy River Cleanup in partnership with the Charles River Cleanup. These much-anticipated Earth Day cleanups remind us how interconnected our urban ecosystems are. Please come join us, take care of and celebrate our green and blue

spaces!" "We are thrilled to once again participate in the Annual Earth Day Charles River Cleanup. It is a day that reminds us of how important it is to maintain our parks and public spaces while also bringing the community together. This volunteer effort is vital to the management of litter and debris in the Esplanade" said Samuel Englert, Programs & Partnerships Manager at the Esplanade Association.

"The Waltham Land Trust is proud to have been participating in this amazing watershed-wide effort for over a decade. To see so many people removing litter and invasive plants from along the Watch City's riverbanks makes my heart swell with happiness!" said Sonja Wadman, Executive Director of Waltham Land Trust.

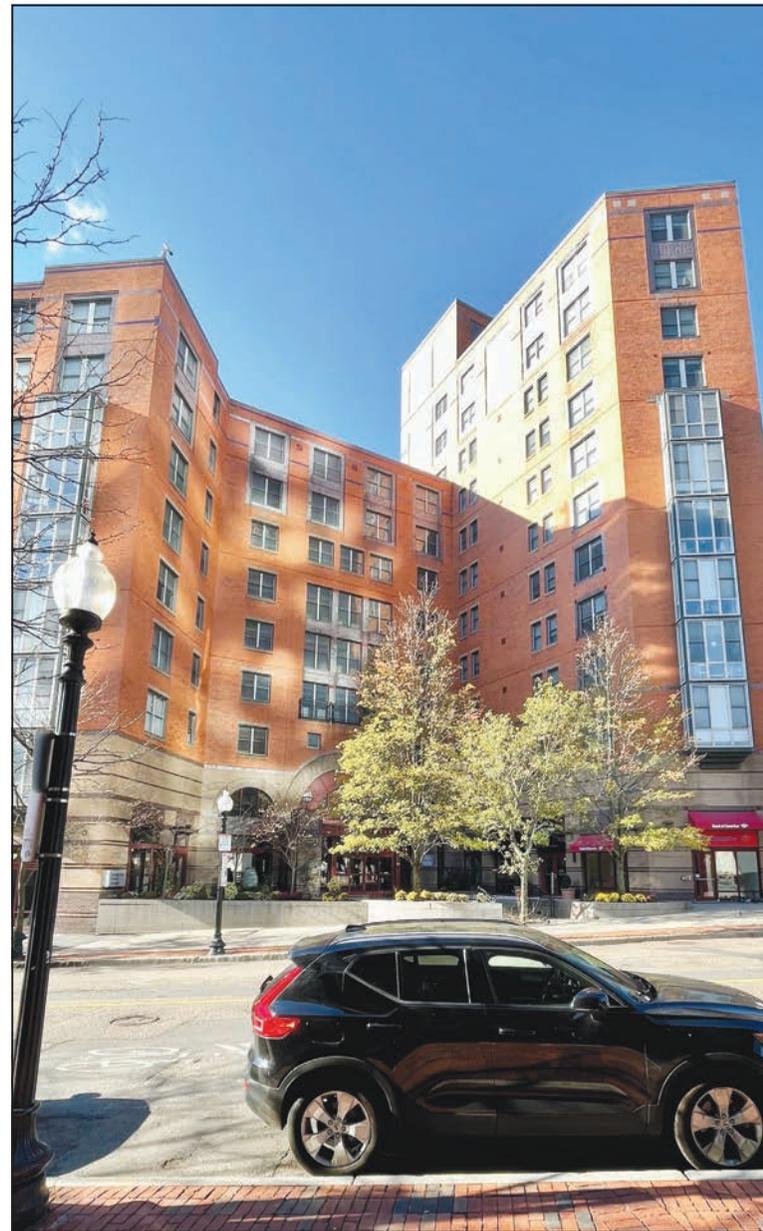
Learn more and register for the Charles River Earth Day Cleanup at charlesrivercleanup.org.

The Charles River Cleanup is organized by the Charles River Conservancy, the Charles River Watershed Association, the Emerald Necklace Conservancy, the Esplanade Association, and Waltham Land Trust in partnership with the Massachusetts Department of Conservation and Recreation and Sen. Will Brownsberger.

Attention to Detail

PHOTOS AND TEXT BY PENNY CHERUBINO

THIS WEEK'S ANSWER



The stonework detail in the last clue is on 150 Dartmouth Street, built 1986–1988, and designed by Goody, Clancy, and Associates. The complex is called Tent City to honor the work of activists who created a temporary tent city in 1968 and spent a long weekend gaining support for their cause of building affordable housing on this site.

You'll find the next clue in the Back Bay. 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



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