

THE BOSTON GUARDIAN

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Esplanade Is Having Accessibility Issues



Photo: Bob Henry

By Dan Rabb

A new Department of Conservation and Recreation (DCR) policy to reduce the number of vehicles on the Esplanade is creating new barriers for sailors with disabilities.

Until recently, DCR routinely permitted residents with limited mobility and other handicaps to

access the park by car to attend programming at Community Boating Inc. (CBI). The sailing center serves over 300 people with disabilities through its Universal Access Program and veteran partnerships, and many used group vans or personal vehicles to reach CBI's

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Jaywalking Fine Is Only One Dollar

By Joe Walsh

It's a law that residents openly mock, activists call antiquated and police officers do not even bother enforcing.

Jaywalking is a time-tested local custom in Boston. Pedestrians

here are uniquely willing to dart across the street with little regard for oncoming traffic, and no-walk signals are often treated as vague suggestions rather than serious commands. All those jaywalkers are technically eligible for fines,

but the penalty is tiny.

The state authorized Boston and other cities to fine jaywalkers just \$1 for their first three offenses. For any brazen scofflaw who jaywalks four or more times in a single year, the fine

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Charles St. Was Once Haight Ashbury East

By Joe Walsh

Charles Street's mix of expensive boutiques, chic cafes and ornate brick manses has made the road synonymous with affluence and tourism.

But 50 years ago, the street became an epicenter for Boston's hippie community, drawing thousands of young people who clashed with the area's well-heeled residents and old-fashioned sensibilities.

Hippies from around the country began arriving in "Boss-town," as they called it, in the lead up to the summer of 1968, drawn to the city's music scene and unusually cheap illicit drugs. They set up an encampment on the Common and frequented Charles Street, where passersby initially saw them as a source of entertainment. According to the *Boston Herald Traveler*,



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Collapsible Trash Barrels on Trial

By Dan Rabb

A South End pilot program to test whether collapsible trash barrels cut down on the debris and rodents plaguing curbside garbage pickup begins Tuesday morning and may soon spread to other

downtown neighborhoods.

"We started talking about this four years ago," said Steve Fox, founder of the South End Forum and one of the pilot's lead proponents. "All of the downtown areas, the North End,

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Jaywalking

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doubles to \$2.

Punishing jaywalkers through fines is not a Boston Police Department (BPD) priority, says Sergeant John Boyle, a department spokesperson. Instead, BPD officers focus their attention to vehicle traffic rules.

"The safety of pedestrians is a priority in the city of Boston," Boyle said.

Boston could tame its rampant jaywalking culture by making it easier for pedestrians to cross the street, not by punishing them, says Brendan Kearney, a spokesperson for pedestrian

advocacy group WalkBoston. Bostonians often choose to jaywalk, he says, because sidewalks are inconveniently located or because traffic lights are inconsistently timed. By making streets work better for pedestrians, jaywalking would be less necessary, he says.

"It's kind of a policy failure if there are lots of people crossing outside of a crosswalk," Kearney said.

Pedestrian focused design would reverse decades of efforts to establish cars as the dominant users of city streets.

Anti-jaywalking laws date back to the early 20th century, when a mix of pedestrians, trolleys and merchants began contending with private automobiles, often with fatal results. Some locales considered banning automobiles,

but automakers and their allies launched advertising campaigns and legal efforts encouraging pedestrians to yield to cars, according to Kearney.

Auto industry promotional material called a person who freely walked into the street a "jay," which meant ignoramus or rube, suggesting that streetwise urbanites stayed out of the way of cars.

"The word 'jaywalking' is probably the greatest marketing effort ever concocted," Kearney said.

The Boston City Council joined this nationwide effort in 1964, passing an ordinance that allowed the police to fine jaywalkers. Thousands of \$1 jaywalking tickets were written in the law's early years, the *Boston Globe* reported at

the time. But state legislators never increased the maximum penalty even as inflation grew more than eightfold in 50 years, so jaywalking remained a local tradition.

For advocates like Kearney, this stubborn refusal to pay attention to crosswalks and walk signals is not necessarily a problem. In fact, Massachusetts has one of the nation's lowest rates of traffic fatalities, he notes. While other cities hand out double- or triple-digit jaywalking fines, Boston's pedestrians are willing to reclaim city streets.

"In Boston, it's kind of scattershot," Kearney says. "People really take over the streets sometimes, which I don't think is a terrible thing."

Barrels

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Beacon Hill, Chinatown and the South End, all were wrestling with trash issues, and the main issues with downtown areas is that we don't have containerization."

Anyone who has taken an early morning walk through the South End or Beacon Hill before garbage collection knows the problem. With no space to store traditional plastic trash barrels, residents are forced to place bagged garbage directly on the curbside for pickup. Within hours, rats and individuals searching for recyclables tear through the plastic

bags, leaving refuse scattered across the street and sidewalks. The city's new 6 am collection time may have exacerbated these issues by forcing residents to put trash out the night before pickup.

The upcoming South End pilot, spearheaded by Fox and East Brookline residents Dan Riviello and David Stone, will evaluate collapsible trash bins that fold down to a flat ring for easy storage in a home, apartment or a small outdoor space. The containers, designed for campsites, are roughly the size and shape of an outdoor residential trash can when expanded. Made of a thick plastic fabric supported by a wire coil, they look like an oversized version of the collapsible laundry

baskets found in nearly every college dorm room.

In the South End, containers will be issued to 20 volunteers in different buildings on East Brookline Street between Albany Street and Harrison Avenue. The pilot starts with trash collection this Tuesday and will last six to eight weeks. Volunteers will fill out surveys detailing their experience with the collapsible barrels.

"The city's excited," said Brian Coughlin, the city's superintendent of waste reduction. "We know the challenges that the South End and all the downtown areas face, so this could be the next big thing going."

Organizers hope feedback from volunteers, combined with input

from city officials and contractor Capitol Waste Management, will clarify whether the containers are an effective measure against trash woes. The barrels will be evaluated on a wide range of criteria, from their effectiveness at limiting trash-day messes to weather resistance and ease of use for trash collectors.

"Six to eight weeks should give us a pretty good picture of how well it's adopted, whether or not it's actually having the desired effect that we're looking for, whether people are saying it just doesn't work, it's too dirty, or whatever else," Fox said. "We want all the hiccups and all the dirty details so we can think about whether we want to expand it to a larger, more robust group of people."

The city is also prepared to run a similar pilot on Beacon Hill, according to Coughlin. While no specific street has been selected, Coughlin hopes to try the collapsible bins on the hill itself, where the streets present unique issues for trash collectors. He says it is now up to the Beacon Hill Civic Association to move the project forward.

Coughlin insists that, unlike the decision to move trash pickup an hour earlier, the final call on whether the collapsible bins are adopted across the downtown neighborhoods will not be made by the city unilaterally.

"It's going to be a collaborative decision," he said. "We want what's best for the neighborhood."



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Esplanade

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boathouse on the Charles River basin.

Over the past year, DCR enacted stricter protocols to curtail growing automobile use by businesses and non-profits like CBI that call the Esplanade home. Personal vehicles, even those with handicap permits, are no longer allowed in the park, and group vans carrying disabled passengers have often been forced to unload far from CBI's boathouse.

While CBI officials acknowledge that cars on park pathways created safety concerns for pedestrians, they say the new restrictions make the sailing club practically unreachable for some disabled sailors.

"I want to make sure that our mission doesn't get curtailed," said Charlie Zechel, CBI's executive director. "Things got out of control with people driving onto the Esplanade, so I get this is a reaction, but I want to sort out what makes common sense. All we want is to keep running our programs."

With personal vehicles effectively

banned from the park, many sailors in the adaptive program must now use street parking across Storrow Drive. A CBI employee pushes them in a wheelchair nearly 1,000 feet over the Appleton Bridge and down the Esplanade to the sailing center. Adaptive sailors say it's an inefficient process that can be humiliating.

"It's demoralizing," said Susan Coughlin, who until recently parked at CBI's boathouse for her adaptive sailing appointments. "The young folks are kind enough to get me in the wheelchair, but it's embarrassing as hell."

Andrew Alletag, CBI's director of operations and universal access program, says Coughlin's reaction is common.

"When you have a disability, you don't want to burden other people," he said. "Everyone has pride, so this creates an awkward situation for them."

DCR's new rules have also forced disabled sailors to increasingly rely on The RIDE, the MBTA's handicap accessible car service. While The RIDE can still drive onto the Esplanade, its notorious tardiness makes it ill-suited for sailors with busy

schedules or limited by a caretaker's availability.

"We regularly have people who wait two plus hours to get picked up," Alletag said.

"Last week we had a woman abandoned here by The RIDE for hours. We had to break the rules and walk a private car onto the Esplanade to get her."

While DCR declined multiple requests for comment, CBI's Zechel says the agency has been receptive to criticism of its new policy. He says CBI and DCR share a strong working relationship, and he is confident of reaching an agreement.

The nonprofit Esplanade Association supports DCR's new vehicle policy but sees room for compromise, according to Executive Director Michael Nichols. Both Nichols and Zechel point to the former site of Lee Pool, set to open as a new access ramp and parking area in the coming weeks, as a possible pick up and drop off zone for disabled patrons.

But to Coughlin, the potential solutions will be too little, too late.

"There was no plan in place for us. It felt like we were non-people, like we don't matter."



Residents Against Digital Billboards

By Dan Rabb

Downtown Crossing may be one of the city's fastest growing commercial districts, but when it comes to large digital billboards, some area residents and business leaders want to pump the breaks on becoming Boston's Times Square.

One proposed sign in particular is raising the hackles of Downtown denizens: a planned 25 foot-tall video billboard that would hang above the sidewalk at the corner of Washington Street and Temple Place.

Both the Downtown Boston Residents' Association (DBRA) and Downtown Boston

Business Improvement District (BID) oppose the sign, which they claim violates zoning and creates light pollution. Downtown leaders also argue that the sign, combined with the other digital displays popping up nearby, risks permanently over-commercializing Washington Street while the city completes a formal process to develop a clear vision for the area.

"The digital sign for the location proposed does not meet the city's signage guidelines and therefore we are unable to support it,"

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Iconic Clock May Become Reliable



Courtesy of Simpson Gumpertz & Heger

By Dan Rabb

The iconic yet frequently inaccurate clock adorning one of Boston's oldest skyscrapers will soon have a new set of hands that experts say will make the city's most famous timepiece more reliable.

The four-faced clock atop the Custom House Tower is one of the largest clocks in the U.S., a symbol of Boston since its construction in 1915. While it may be instantly recognizable to generations of Bostonians, the Custom House clock has never been particularly effective at

measuring time. Ice, snow and wind often bring its massive hands to a standstill, but even in good weather the clock runs slow and requires frequent adjustments.

Now, the building's owners, who operate the tower as a collection of timeshares called "The Marriott Vacation Club Pulse at Custom House," are targeting one of the main culprits keeping the tower's ticker tardy: the hands themselves.

"It doesn't keep accurate time right now," said Susan Knack-Brown, senior principal

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Community Meeting

Greenway Parcel 2 Park Design

Parcel 2 Project Kick-off

Wednesday, August 14

6:00 PM - 7:30 PM

Courtyard Boston Downtown/North Station

107 Beverly Street, Floor 4, Hanover Room
Boston, MA 02114

Event Description

Please join the Boston Planning & Development Agency (BPDA) to kick-off the design process for a new Greenway Park at Parcel 2. The BPDA has partnered with the Massachusetts Department of Transportation and the Rose Kennedy Greenway Conservancy to design a park on the vacant site located between North Washington Street, Anthony "Rip" Valenti Way, and Beverly Street. Join us to learn more about the design process, share your ideas, and discover how you can participate in shaping the park design or tweet your ideas to the BPDA (@bostonplans) using the hashtag #GreenwayP2.

Contact:

Kennan Rhyne
Boston Planning & Development Agency
One City Hall Square, 9th Floor Boston, MA 02201
617-918-4421 | kennan.rhyne@boston.gov

bostonplans.org |  @bostonplans

Teresa Polhemus, Executive Director/Secretary



Community Meeting

Downtown Waterfront Planning Initiative

Downtown Municipal Harbor Plan Zoning

Monday, August 12

6:30 PM - 8:00 PM

1 City Hall Square

City Hall, Floor 5, Piedmonte Room
Boston, MA 02201

Event Description

In April 2018 Secretary Beaton approved the Downtown Boston Municipal Harbor Plan (MHP). The Secretary's decision requires that the BPDA modify existing zoning to reflect the approved MHP. The BPDA reviewed and updated a draft zoning amendment for consistency with the MHP. The draft zoning amendments to Article 42A—Harbor Park District is available on the BPDA website for review and comments through September 4, 2019. The BPDA will host a public meeting on August 12, 2019, from 6:30–8:00 pm for community members to learn more about the draft zoning amendments to Article 42A.

Contact:

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One City Hall Square, 9th Floor Boston, MA 02201
617-918-4421 | kennan.rhyne@boston.gov

Close of Public Comment Period:
09/04/19

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Teresa Polhemus, Executive Director/Secretary

CRIME & PUNISHMENT

POLICE LINE DO NOT CROSS

By Jason Carlton

District 4: 650 Harrison Avenue, 617-343-4457

District A-1: 40 New Sudbury Street, 617-343-4627

Robbery Muffled by Morning

Around 9:12 am on July 9, two officers responded to a call for armed robbery from Berkshire Bank at 1320 Washington Street.

After arriving, officers spoke with one of three witnesses. She told them that the suspect entered the bank just after opening, then approached the counter with sunglasses and a partially covered face. When she asked the suspect to remove his glasses, he slid her a note that said "Put the money in the hard hat I have a gun," placed a hard hat on the table and pointed a black firearm at her.

The witness told the suspect her cash drawer was empty, and even pulled it open when he became enraged and shouted. His anger in vain, the suspect moved to the second witness and demanded the same. The second witness did not have cash either, but not to be a liar, surrendered an overnight deposit to appease his anger.

The assistant manager, the third witness, told officers that the drawers were empty

because the bank had just opened.

This is a tactful change for the early morning's reputation. Normally, early mornings can be counted on to deplete police concentration, ensure quick getaways and require a pre-chase coffee break. But in a rare moment of grace, July 9's early morning appears to have muffled the severity of the robbery.

After securing the unknown sum, the suspect fled the building toward Washington Street and evaded capture. Who knows what treasures his hard hat would have held had he waited for lunch.

Was That Easy?

Around 11:45 am on July 12, an officer responded to a call for a motor vehicle accident at Clarendon Street and St. James Avenue.

On the scene, officers noticed a large red Staples truck next to a Toyota Corolla, a most unusual couple. The Corolla driver

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was quick to inform officers that she was minding her own business on the road when the red behemoth arbitrarily commandeered her lane, steering directly into her vehicle.

After showing officers her damaged Corolla, the woman claimed she injured her left side and was whisked to Tufts Medical Center.

Officers then met with the truck driver, who countered her story by claiming he was simply driving around the double-parked Corolla when it accelerated and slammed into the passenger side of his vehicle.

The man insisted he had done nothing wrong and affirmed that Staples continues to make everything easy. However, it seems they have no tolerance for double-parked perjurers.

Daddy Issues

Just after midnight on July 18, two officers responded to a report of a fight at 110 Huntington Avenue.

On the way, officers were briefed that the street tussle involved two men and one woman, and that Prudential Center security was at the scene. On arrival, the woman was in tears and visibly under the influence of alcohol, but told officers that her boyfriend and father were fighting and that her boyfriend ran down Huntington Ave.

Officers stopped the boyfriend and made multiple attempts to speak with him, but he wouldn't come out of his argumentative mood and continued the temper tantrum. Frustrated, officers attempted to place the young man in time out, but finally resorted to handcuffs.

The boyfriend shouted obscenities and wrestled around to avoid the handcuffs, which left officers no choice but to guide him to the ground and demand identification. The young man then yelled a certain obscenity that The Guardian cannot reprint. The Guardian can report, however, that the boyfriend kicked the officer's leg and was forcibly restrained.

Inside the Marriott Hotel, officers spoke with the girl's father. His shirt was torn and battered, much like his dignity, and he told officers that his daughter's boyfriend became angry at him after having too much to drink. The boyfriend apparently threw the father on the ground and attempted to break the Golden Rule of dating, namely, thou shalt

refrain from punching thy girlfriend's father. Luckily, the girlfriend broke up the fight before any punches landed.

In the end, the boyfriend was restrained and the father checked for injuries.

Hit and Run

Around 9:22 pm on July 18, two officers responded to a call for a hit and run at 50 Dalton Street.

The victim met the officers at the scene, explaining that he was sitting in his car at Dalton Street when a green BMW sideswiped the driver's side of his vehicle. Although the victim reportedly did not get a great look at the suspect, we can only assume that, in the wake of the accident, both men met eyes in an intense moment of betrayal and drama.

The suspect then fled down Dalton and escaped onto Boylston Street, speeding into the sunset.

Officers noted the damage on the vehicle and searched the area to no avail.

Silver Star

Around 1:46 am on July 23, a pair of officers responded to a call for a person with a gun at the corner of Hemenway Street and Westland Avenue.

After arriving, a dispatcher told officers the victim refused to give his name and insisted he would not meet with officers, but nevertheless recounted the holdup.

According to the victim, he rode into Hemenway Street late at night, looking for a meal and some rest. He directed his mechanical steed toward the curb to pick up food when a stranger approached, brandishing a hoodie and blue shorts. The stranger requested a cigarette and, not one to remember stranger danger, the victim rolled down his window.

The stranger immediately pulled his shirt to reveal a silver revolver and demanded the victim exit the vehicle. The victim was both stunned to encounter the Bostonian Jesse James but also in no mood for highway robbery.

Roaring his stallion to life, he shifted gear and reversed back into the intersection at full speed, while the stranger fled on foot toward Boylston Street. Officers searched the area to no avail. If this sort of activity continues, the Commonwealth must turn to a Texas Ranger.



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Charles St. May Close to Vehicles

By Joe Walsh

Pedestrians could replace cars and trucks on Charles Street for one Sunday afternoon this fall.

Modeled after the Back Bay's Open Newbury Street and Beacon Hill's longstanding annual Holiday Stroll, the plan would close Charles Street to car traffic for a few hours on September 22, allowing pedestrians to walk in the middle of the street while businesses enliven parking areas. Organizers hope to bring life to Charles Street, reintroducing residents to one of the city's signature shopping and business districts.

The proposal earned a largely favorable response from residents and businessowners at a Beacon Hill Civic Association (BHCA) traffic committee meeting Tuesday night. While the plan still needs city and BHCA approval, supporters are optimistic they can organize and publicize the event in less than two months.

The planned street closure would coincide with Fall HillFest, an annual community event that fills part of Mount Vernon Street with food, live music and family-friendly activities,

shutting down that street as well. Both of these outdoor events could complement each other, says BHCA Executive Director Patricia Tully.

"I think this can be mutually beneficial," Tully said.

Businesses on Charles Street are broadly supportive of the street closure plan. Members of the Beacon Hill Business Association (BHBA) voted overwhelmingly to support the idea, which could bring new activity to area stores and restaurants, says Ali Ringenburg from the BHBA.

If the plan takes the same course as Open Newbury Street, these businesses will be allowed to serve food and set up programming in the parking spots outside their front doors. Ringenburg supports this idea, as long as it is restricted solely to businesses with brick and mortar locations on Charles Street.

The closure would fall on Car Free Day, an international event that encourages commuters and travelers to leave their cars at home. Ringenburg says businesses were reluctant to support a daylong parking ban proposed for

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When the Ship Comes In

Hundreds of residents attended The Esplanade Association's ninth annual summer dock party last week. The evening of food, drink and dancing along the Charles River supported the organization's efforts to maintain and enhance the Esplanade.



Photos: Joe Walsh

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Mayor Martin J. Walsh



Public Works

CITY OF BOSTON



Photo: Joe Walsh

Cutting Plants Has Reduced Fens Crime

By Joe Walsh

A new city program to control invasive plants in the Back Bay Fens is leading to a surprising reduction in crime in the park, Fens users say.

The city's Parks and Recreation Department began plowing down invasive phragmites reeds along the Muddy River in the Fens earlier this summer. This pilot program has removed many of the notorious hiding spots scattered amongst the reeds, discouraging after hours loitering and criminal activity.

The park sees an uptick in crime every summer, says Fenway Victory Gardens President Elizabeth Bertolozzi. But the severity of problems like vandalism, littering and trespassing in the Victory Gardens, which occupy a large portion of the Fens, declined when the reeds were plowed down, she says.

"Our safety and security in the gardens have increased substantially," she said. "There seems to be a direct relationship between the height of the reeds and the incidences of security and safety problems."

This effort has also brought more recreational users to the Fens, Bertolozzi noted, because runners and picnickers feel more comfortable in the park without tall reeds that block lines of sight.

Boston Police Department spokesperson John Boyle is unsure whether the lack of tall reeds has directly impacted crime rates in the Fens, though he says a general perception of hiddenness can lead to more criminal activity.

"Physical barriers can be problematic," said Boyle.

The reeds have formed a formidable physical barrier for decades. A foreign species, they took over the banks of the Muddy River and prevented native plants from taking root, says Margaret Dyson, the city's director of historic parks. Removal will allow a diverse ecological mix to spring up, which creates a more robust habitat for native wildlife and increases the river's capacity to absorb.

And with fewer tall reeds blocking the view across the river, the park's newfound openness is an added benefit. The city has heard positive feedback from the community so far, according to Dyson.

"It really does provide a better sense of connection between areas in the park," Dyson says.

The Parks and Recreation Department plans to mow down phragmites in the Fens again later this summer, Dyson said.

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PIPES ON THE PLAZA

Organ Concerts at The Mother Church
The First Church of Christ, Scientist, Boston

Tuesday, August 13
12:15–12:45 p.m.

Mitchell Crawford
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Old South Church, Boston

Free and open to the public!



Photo: Zach Carmosino

WGMS Recognizes Nonprofit Boomerangs

By Zach Carmosino

For Cierra Peters, manager of Boomerangs' South End location, receiving community acknowledgement affirmed the importance of the thrift store's work.

"It's just recognition for the ability to keep people alive," she said.

On Monday, Washington Gateway Main Streets (WGMS), a civic organization that promotes economic growth in the South End and Lower Roxbury, recognized

Boomerangs as the recipient for their business of the year award.

In a speech in front of Boomerangs, Bud Larievy, WGMS president, cited the store's commitment to AIDS healthcare and prevention, as well as its role in the community as a vendor of affordable merchandise, as the reasons his organization chose to recognize Boomerangs.

"I'm very proud to have them in our community," he said.

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Neighbors Object To Ming's Expansion



Photo: Dan Rabb

By Dan Rabb

The proposed expansion of Ming's Supermarket into an adjacent warehouse is raising the ire of East Berkeley Street residents who say the grocer has long been a nightmare neighbor.

Ming's filed a petition last month with the city's zoning board to allow the use of a garage on East Berkeley Street as a warehouse for food storage. The market illegally used the garage as a warehouse for years without proper permits, the company's lawyers acknowledge, but after a series of city

citations, it is seeking to bring its operations in line with zoning and health codes.

Yet many residents of the surrounding area have voiced strong opposition to the plans, which they say will reward a business that has routinely ignored city regulations and tuned out complaints about trash and odors emanating from the property.

"An operator of a food establishment shouldn't have to be told to keep your place clean," said resident John Connelly at a city-led abutters meeting on Wednesday.

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SATURDAYS • SUNDOWN • SOUTH GARDEN

8/3 HOW TO TRAIN YOUR DRAGON: THE HIDDEN WORLD

8/10 SMALLFOOT

8/17 ALICE IN WONDERLAND

8/24 HOTEL TRANSYLVANIA 3

8/31 DUMBO

Family Film Festival

All movies are free, plus there's entertainment, games and gift card giveaways that start at 6pm. Spend just \$10 and receive discounted parking in the Prudential Center Garage.

BACK BAY

PRUDENTIAL CENTER

Rain date is the following Tuesday.

#PRUFLICKS

Hippies

Continued from Page 1

tour guides pointed the hippies out to gawking out-of-town visitors.

"The area has become a tourist attraction," the *Boston Globe* reported in 1968, "as the hippies perambulate barefooted along Charles St., toting their bedrolls on their backs and purposely tattered dungarees swirling around their ankles."

But the relationship between these new arrivals and longstanding residents quickly became fraught. Their new-age style and free love mentality proved a caustic pairing with the neighborhood's wealthy Brahmins and elderly pensioners.

Amid this clash, the *Globe* wrote that hippie encampments had cast a "shaggy shadow" over Beacon Hill. Businesses on Charles Street claimed the slovenly crowds drove away customers, residents insisted their new neighbors left messes and realtors said property values took a hit.

Authorities were reluctant to control the "love-ins" on the Common at first, realizing that idleness was not a crime, but the police eventually broke this truce. One Saturday, officers used dogs and night sticks to sweep thousands of hippies out of the Common. They temporarily dispersed from a corner of the park dubbed "hippieville," amid snide and unsympathetic media coverage, but eventually returned.

Politicians could no longer ignore these encampments. One state representative was

arrested for assaulting a group of hippies, whom he referred to as "parasites." Mayor Kevin White, a Beacon Hill resident, vowed to clean up Charles Street, admitting that the city failed to address the supposed blight.

"[The city] made a mistake in its handling of the hippies," White told the *Globe* in 1968.

Despite the Mayor's efforts, hippies continued to occupy Charles Street, and the Common remained the site of antiwar protests and countercultural revelry until the hippie population began dissipating in 1969.

Charles Street picked up a new reputation, however, as a center of drug dealing. One dealer told the *Globe* that up to \$50,000 in marijuana, LSD and other drugs changed hands on Charles Street every Friday. Residents drew a distinction between hippies and the dealers who had opportunistically followed them into the area.

"These are not young people with a philosophy," one resident said in 1969. "These are bums who have been given a new lease on life by acquiring the title 'hippie,' which carries with it some sort of identifiable status."

With the area's reputation scarred, concentrated police efforts eventually drove out both the drug dealers and any remaining hippies. As the street reclaimed its affluent character, its connection with Boston's countercultural history became a vague memory.

"The street is more relaxed now," Patrolman Jerry Bowen said in 1971. "The police did one hell of a good job cleaning up the hippies along here."

Custom Clock

Continued from Page 3

at Simpson Gumpertz & Heger (SGH), the engineering firm hired to oversee the restoration. "There are issues with operations with both the minute and hour hands, and it's due to the weight of the hands."

According to Knack-Brown, the clock's eight hands are water logged after withstanding decades of New England weather, slowing the timepiece's century old mechanics.

The wooden hour hands, thought to be the originals from 1915, are particularly saturated and heavy. Although the 14-foot minute hands are made of fiber glass after a 1988 restoration, they suffer from the same problem. Cracks have formed in the hands' outer shells, allowing water to seep into their internal insulating material.

Along with the mechanical concerns, weather damage has also created aesthetic issues, as the gold leaf covering the hands has faded and completely worn off in many places.

Charles Street

Continued from Page 5

Charles Street that Sunday, but a few hours without vehicles of any kind seemed beneficial.

"Parking on Charles Street is extremely valuable," Ringenborg said.

Some residents at the BHCA meeting noted traffic concerns. Without Charles Street as an outlet, cars could spill off Storrow Drive and the Longfellow Bridge and percolate into neighborhood side streets. A traffic plan for the event has not yet been devised, but Sunday afternoon

SGH plans to fully replace all eight clock hands with lighter, more durable hands made out of epoxy and wrapped in carbon-Kevlar, which they say will keep the clock ticking accurately and better withstand the test of time. Instead of using gold leaf, the carbon-Kevlar shells will be gold in color, making the hands more resistant to fading. The \$350,000 project, outlined before the Boston Landmarks Commission in late July, is set to begin this fall if approved.

Knack-Brown says Bostonians will notice few differences once the project is complete, aside from the hands pointing in the right direction and having a more brilliant finish.

"The hands will have the same profile and shape as they do now," she told the Landmarks Commission. "But this will improve the operation and performance of the clock."

SGH predicts the new hands will last for at least 35 years before any major restoration or replacement is required. Marriott, which manages the Custom House Tower, has agreed to restore the four original wooden hour hands and display them in the building.

traffic is typically light, so organizers may reuse traffic plans from the Holiday Stroll, which closes the street for an evening every December.

The city has not committed to the Open Charles Street concept yet, says Public Realm Director Jacob Wessel, but it could see a fate similar to Open Newbury Street, now in its third year. Back Bay residents and businesses shared concerns in the runup to Open Newbury, he noted, but many of those worries have faded.

"Once it took place and people saw the fun and joy that everybody got out of a car-free environment," Wessel said, "people really got into it."

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Ming's

Continued from Page 7

"That's indicative of not being a good neighbor."

The state of the property surrounding Ming's has long been a frustration for many residents. They point to the market's front driveway on Washington Street, which is often strewn with litter, broken equipment and other refuse. Other neighbors say the store makes no effort to maintain the appearance of its building, ignoring graffiti and neglecting basic aesthetic maintenance. Strong odors from a dumpster near the store's entrance also led to neighborhood complaints and, eventually, a citation from the city's Inspectional Services Division.

While Ming's opened in the South End in 1988, residents say the problems began when the company was sold to the out-of-state New York Mart.

"They're a New York company, so they're not invested in the neighborhood," said resident Arthur Coe. "They don't listen to anyone in the neighborhood."

The market has also run afoul of city regulators. City food inspectors temporarily revoked the store's operating permit in March, citing rat droppings, dead bugs and a lack of food safety training, among a host of other violations.

Ming's Store Manager Eddie Deng told Wednesday's abutters meeting that despite what may have occurred in the past, he is committed to serving as a liaison to neighbors and maintaining the property. He has only been on the job for a year, he says, and will make sure to personally respond to any complaints. He also says the store will make sure to abide by city health codes.

Ming's Market's warehouse proposal will now head to the city's Zoning Board of Appeals, although no hearing date has been set.

friends, business associates and politicians here shopping together," he said.

Donations to Boomerangs come largely from people who live in the neighborhood. Tidwell said the store recently acquired a mid-century plate set through a donation. It is just one example of the fascinating donations Boomerangs receives from South Enders.

"What's really special about this store is that you never know what you're going to get," Tidwell said.

Gerrick Durst, WGMS board of directors vice president, said that along with its expanding variety of products, he appreciates the community value that he finds in Boomerangs' products.

"There's something cool about buying something with a story," he said.

WGMS is supported by Boston Main Streets, a commercial revitalization project operated by the mayor's office. It began in 1983 when Councilor Thomas Menino established the first Main Street program in Roslindale.

Although it has since expanded to 20 districts, including Washington Gateway, Larievy still emphasizes the importance of the community work that was the network's original inspiration.

"We want to work as a unit with the mayor, as one team," said Larievy.

Durst said that he thinks the core mission of community vitality in the South End has been fulfilled by Boomerangs.

"They really care about the people here."

Boomerangs

Continued from Page 7

The thrift store, which operates as one of four locations in Boston, was established by AIDS Action. AIDS Action is a provider of HIV prevention and treatment services, which is operated by Fenway Health, an LGBT health care clinic.

The Washington Street location sells a variety of used items at affordable prices. Although best known for selling clothing, customers will also find a variety of other items, including furniture and household items.

Boomerangs is entirely nonprofit and its proceeds directly help prevent the spread of HIV and provide treatment to those living with HIV and AIDS in Massachusetts.

Tams Tidwell, the general manager of Boomerangs' South End location, said the store makes an effort to establish relationships with clients, many of whom are regular customers. Larievy said that he and his husband visit Boomerangs at least twice a week and are impressed by its atmosphere.

"When you enter the store, you're really greeted as if you're family and are welcome to come again," Larievy said. "They make sure you found everything you needed."

According to Larievy, WGMS chose to recognize Boomerangs not only because of its mission, but because of its evolution into a community center.

"Many times, we'll meet our neighbors,



'Uncle Jimmy' Keough (1942-2019)

By Joe Walsh

Coworkers remember James Keough as a tenacious real estate broker, but his clients and friends remember "Uncle Jimmy" best for the elaborate stories he told.

Keough died in his Bay Village home last week, at the age of 77. He leaves behind several siblings, more than a dozen nieces and nephews, and many close friends and colleagues.

Colleagues say Keough was an honest

broker who worked loyally on his clients' behalf. And, in an industry where personal connections are essential, he came to every real estate showing with a story.

"He had a phenomenal sense of humor," said Dan Mullin, who worked with Keough for 30 years. "He always had a story to tell, no matter where you were or what you were doing."

A longtime Boston resident, Keough grew up in the Hyde Park neighborhood of Readville with six brothers and sisters. Yet he quickly moved away from the city's southernmost neighborhood.

"At an early age, he knew he was a downtown boy," Mullin said. "He got out of Readville as fast as the speed of light."

Keough spent time downtown with his mother, who would spring him from high school to embark on elaborate adventures, Mullin said. His mother rewarded him with muffins from Jordan Marsh, and Jordan Marsh eventually rewarded Keough's patronage with a job. After that, Keough joined the Air Force and served in Italy, where he discovered a lifelong love for the city of Venice.

He eventually settled in Bay Village with his fleet of vintage cars, and he spent large amounts of time in Provincetown. Keough went to work for Mullin's Boston real estate firm by the 1990s, where Mullin says he was an "old-fashioned broker" with a loyal and friendly attitude.

Keough's gregarious personality was also evident in his love of entertaining, Mullin says. He enjoyed music and the theatre, especially during trips

to Manhattan, and he "solved every problem in the world with baked lasagna," according to Mullin.

"He had the best sense of humor of anybody," said Suzanne Iannella, a longtime coworker. "He gave nicknames to everybody."

For his 60th birthday party, Keough traveled to Venice with legions of his friends. He brought musician friends from New York to perform at his party, an endeavor that required a baby grand piano to be lifted from the city's canals to the ballroom on the top floor of the Hotel Danieli.

More than anything, Keough is remembered for his generosity. He helped friends during the AIDS epidemic, Mullin said, and he once worked doggedly to find an ailing friend tickets to see his last Red Sox game.

This generosity extended to colleagues, says realtor Linda Barrett. At one point, Keough rented out an entire restaurant for Barrett's 50th birthday party, an elaborate event with more than 100 attendees.

"It was like a wedding," Barrett said.

After realtor Maureen O'Hara met Keough, they often grabbed dinner and socialized after work, even though they worked for different firms. Later, O'Hara sent apartment-hunting friends to a Back Bay rental property that Keough managed because she knew they would enjoy living in his building. That ability to build relationships and make people comfortable, she says, made him a skilled broker and a loyal friend.

"He made you feel like you were part of his family all the time," O'Hara said.

Digital Billboards

Continued from Page 3

Downtown BID CEO Rosemarie Sansone said in a written statement.

"It doesn't seem like this is the right project or the right time," agreed Rishi Shukla, who heads the DBRA. "There are over saturation issues when it comes to signage, so we need to balance out how much advertising is okay."

Yet the idea that the planned billboard is anything like the massive video displays that light up Times Square is fiercely disputed by Domenic and Jonathan Serra of Media Vision, the brothers behind the proposed sign.

"It's not like that at all," said Domenic Serra. "The Paramount sign down the street is like a lit-up skyscraper compared to what we want to put up."

In addition to being smaller than other digital signage in the area, the brothers say their sign would not significantly increase light pollution. They plan to install a half-million dollar "smart" display that automatically dims to match surrounding light. The sign emits less light than a single street lamp, they say, and the billboard would be reduced to 4% of its full brightness at night. The brothers also say they purposely sited the sign away from condos and apartments.

"We took the area into consideration, so it's not shining in anyone's windows," Domenic Serra said. "Look, I own a house and I don't want a digital billboard across the street from my house either."

Opponents of the sign insist they are against any change to the area that violates zoning while the city is still reviewing zoning guidelines for the neighborhood, a process officially known as PLAN: Downtown. They say granting zoning exemptions, known as variances, risks permanently changing the area's character while a long-term vision for the neighborhood is still in the works.

"To grant variances before PLAN: Downtown is complete makes no sense," said George Coorssen, a co-founder of the DBRA who sits on the PLAN: Downtown advisory committee. "We're in the middle of a lot of people trying to do a professional job to envision what Downtown will look like."

Yet to Jonathan Serra, the sign is a natural fit in Boston's central business district. He says a healthy Downtown will include signage just like his, a symbol of Boston's growth and economic prosperity.

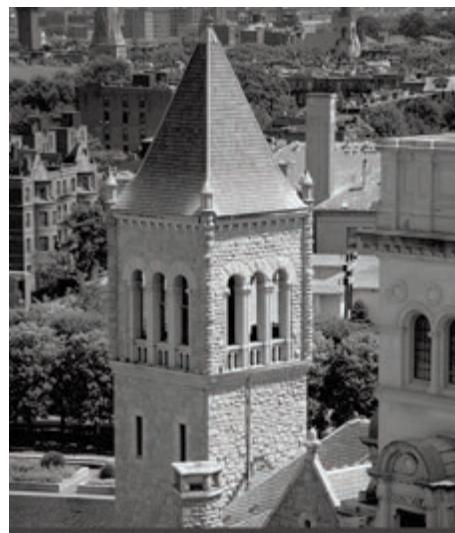
"Boston's a real city now. If you walk down that corridor at night now it looks dead, and this brings vibrancy and light to the area," he said. "I mean this is Downtown Crossing, are you kidding me?"

Fens Crime

Continued from Page 6

Mowing efforts could take place as many as six times per year, depending on how quickly the reeds grow back.

This mowing program is just one part of a large park restoration process. The federal Army Corps of Engineers plans to eventually excavate the banks of the Muddy River and remove the phragmites reeds, eliminating



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Our Local Real Estate

10 Bowdoin Street



By Caroline Broderick

Situated perfectly between the Financial District and edge of Beacon Hill, Bowdoin Street is near all necessary amenities. With public transportation, restaurants and shopping only blocks away, the city is at your doorstep but with seclusion and peace.

Prior to the construction of Bowdoin Place in 2003, Bowdoin Street was the home to many historical buildings from the 1800's such as the Bowdoin Street Church, erected in 1831. The church stands tall as the St. John the Evangelist Episcopal Church today, and although it is now closed, the architecture and beauty designed by Solomon Willard can still be appreciated.

Bowdoin Street is tucked between the popular Cambridge and Beacon Streets, creating the perfect connection between two main streets. The location was even fit for John F. Kennedy who kept his Bowdoin apartment as his registered address from 1946 until his death, even when he lived in the White House.

10 Bowdoin Street, Unit 12 is a modern two bedroom, three bathroom home with high ceilings and lots of natural light. Part of the professionally managed Bowdoin Place, this duplex's private entrance makes it feel like a personal townhouse.

A foyer with an adjacent powder room and closet welcomes residents home before stepping into the spacious living

area. The space is large enough for a relaxing living room and dining room, the area is fitted with a ceiling fan as well. Dark oak wood flooring spans the first floor and the second floor has wall to wall carpeting.

The kitchen has wood cabinetry with plenty of space and stone countertops. Additional room next to the kitchen allows for a smaller, casual dining area. The kitchen is fitted with a dishwasher, refrigerator, microwave and range oven. The first floor has extra storage room accessible from the living area.

The second floor of this duplex contains the master bedroom and second bedroom. Both bedrooms have en suite full bathrooms. The master has a custom walk-in closet with hanging and shelving space. Both bedrooms have wide windows.

A washer and dryer are located on the second floor and this residence has central and forced air. In the attached garage, there is one parking space available for residents. This 1,405 square foot home has a concierge available, an on-site storage unit, highway and T-station access, and is nearby local parks and stores.

This home is listed at \$1.395 million. Contact Paul Whaley at (617) 460-4238 or Charlie Ring (617) 699-2597 of Coldwell Banker for more information.

BEACON HILL OPEN HOUSES

Price	Address	Type	Pkg	Beds	Baths	SF	Open House	Phone
\$2,549,000	1 Franklin St #3505	C	0	2	2.5	1,626	Sat, Sun 12-1	(978) 771-3319
\$2,445,000	1 Franklin St #3607	C	1	2	2.5	1,432	Sat 12-1	(781) 626-2015
\$2,150,000	108-110 Mt Vernon St #1	C	0	3	3	1,626	Sun 1-2:30	(617) 901-7882
\$989,000	71 Marlborough St #1	C	1	2	1	942	Sat 12-1	(857) 222-3987
\$759,000	151 Tremont St #20B	C	0	1	1	675	Sat 12-1	(781) 244-2642
\$619,000	145 Pinckney St #712	C	0	0	1	530	Sun 11:30-1	(617) 861-3636

BACK BAY OPEN HOUSES

Price	Address	Type	Pkg	Beds	Baths	SF	Open House	Phone
\$4,999,000	175 Marlborough St #2	C	2	5	3.5	4,171	Sun 12-1:30	(617) 686-4966
\$2,898,000	413-415 Comm Ave #2	C	0	2	2.5	1,929	Sun 1-2:30	(617) 429-3041
\$1,600,000	298 Marlborough St #4	C	2	3	2	1,502	Sun 11:30-1	(617) 320-6708
\$1,400,000	401 Beacon St #B	C	1	2	1	878	Sun 12-1	(617) 896-5006
\$1,269,000	286 Beacon St #9	C	1	1	1	1,067	Sun 12-1	(617) 206-3333
\$1,200,000	345 Comm Ave #8	C	1	2	1	1,125	Sat, Sun 12-1	(617) 908-4000
\$999,900	236 Beacon St #2A	C	1	1	1	790	Sun 12-1	(617) 206-3333
\$989,000	71 Marlborough St #1	C	1	2	1	942	Sat 12-1	(857) 222-3987
\$900,000	401 Beacon St #A	C	1	1	1	407	Sun 12-1	(617) 896-5006
\$779,000	313 Beacon St #14	C	0	1	1	657	Sat, Sun 11-1	(617) 480-0414
\$779,000	160 Comm Ave #521	C	0	1	1	701	Sun 12-1	(857) 222-3987
\$775,000	259 Beacon St #71	C	0	1	1	715	Sun 11:30-1	(617) 230-2829
\$675,000	362 Comm Ave #5B	C	0	1	1	581	Sat 11:30-12:30	(617) 270-1188
\$549,000	351 Comm Ave #5	C	0	1	1	575	Sat 1:30-2:30	(610) 780-8764
\$549,000	351 Comm Ave #5	C	0	1	1	575	Sun 11:30-12:30	(610) 780-8764
\$510,000	325 Comm Ave #1	C	0	0	1	524	Sun 12-2	(617) 699-7154

SOUTH END OPEN HOUSES

Price	Address	Type	Pkg	Beds	Baths	SF	Open House	Phone
\$2,999,000	245 W Canton St	SF	1	4	4.5	2,142	Mon 5:30-6:30	(617) 834-3298
\$2,999,000	245 W Canton St #A	C	1	4	4.5	2,142	Mon 5:30-6:30	(617) 834-3298
\$2,650,000	15 Braddock Pk #1	C	2	3	2.5	2,370	Sun 11:30-1	(617) 861-3636
\$2,575,000	112 W Concord St PH	C	1	3	3	2,107	Sat 1-2	(617) 908-4000
\$2,575,000	112 W Concord St PH	C	1	3	3	2,107	Sun 12:30-1:30	(617) 908-4000
\$2,490,000	593 Tremont St #1	C	1	4	3	2,281	Sun 2-3	(617) 309-9495
\$2,295,000	52 Piedmont St	SF	1	2	3.5	1,960	Sat 12-1	(617) 784-8635
\$1,995,000	26 Rutland Sq #3	C	1	2	2.5	1,640	Sun 1:30-3	(617) 861-3636
\$1,849,000	31 Winchester St	MF	0	4	3.5	2,256	Sat 2-3	(617) 549-2078
\$1,249,000	9-11 Harcourt St #501	C	0	1	1	926	Sun 11:30-12:30	(617) 678-6923
\$1,199,000	485 Harrison Ave #501	C	1	2	2	1,417	Fri 5:30-8:30	(617) 417-2047
\$1,095,000	1313 Washington St #304	C	0	1	1	1,099	Sun 1:30-3	(617) 861-3636
\$995,000	4 Worcester Sq #5	C	1	2	1	982	Sun 12-2	(617) 721-2143
\$975,000	524 Tremont St #3	C	0	2	2	977	Sun 11:30-1	(617) 861-3636
\$915,000	300 Columbus Ave #5	C	0	2	1	894	Sun 1:30-3	(617) 861-3636
\$849,000	691 Mass Ave #208	C	1	1	1	909	Sat, Sun 12-2	(617) 515-6930
\$849,000	1721 Washington St #509	C	0	2	1	808	Sun 11:30-1	(978) 335-0807
\$729,900	27 Worcester Sq #2	C	0	2	1	843	Sun 11-12	(617) 834-8985
\$639,000	2 Clarendon St #208	C	0	1	1	826	Sat 1-2	(617) 861-3631
\$625,000	683 Mass Ave #5	C	0	1	1	713	Sun 11-12:30	(617) 480-7775

WATERFRONT OPEN HOUSES

Price	Address	Type	Pkg	Beds	Baths	SF	Open House	Phone
\$2,695,000	110 Broad St #301	C	0	2	2.5	1,906	Sun 12-1	(617) 266-4430
\$1,349,000	90 Commercial St #4B	C	0	2	2	1,718	Sun 11-12:30	(617) 840-8332
\$1,099,000	338 Commercial St #401	C	0	2	1.5	1,137	Sun 11-12	(617) 270-5598
\$765,000	9-15 Battery St #VIII	C	0	2	1	854	Sat 12-1	(617) 834-1180

SOUTH BOSTON OPEN HOUSES

Price	Address	Type	Pkg	Beds	Baths	SF	Open House	Phone
\$1,049,000	9 W Broadway #107	C	1	2	2	1,498"	Sun 12-2	(617) 510-7098
\$825,000	141 Dorchester Ave #504	C	0	1	1	969	Sat, Sun 11:30-1	(781) 603-8702

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Beacon Hill Townhouse - 160 Mount Vernon Street

This inviting and aesthetically pleasing four story townhouse built in 1871 is in excellent condition. The current owners, who have resided there for 34 years, have brought the house into the 21st century while retaining historic details. There is sensational light and lovely views from both the front and rear. The house has a wonderful, spacious roof deck, gracious rooms, central a/c and a beautiful garden which has been on The Beacon Hill Garden Tour. The building foundation has been underpinned and the garden level has been totally renovated. There is a full on-site parking space. This is a "must-see."

\$6,250,000

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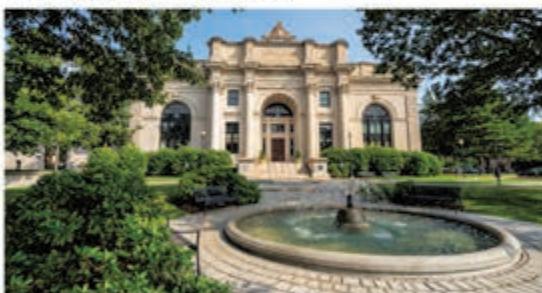
BACK BAY | \$5,495,000
400 Stuart Street #26E
Lili Banani 617-407-0402



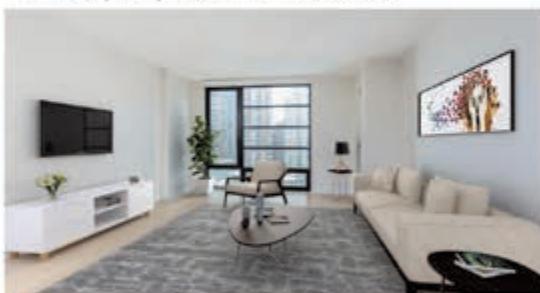
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