



Fenway News

COVERING THE FENWAY, AUDUBON CIRCLE, KENMORE SQUARE, UPPER BACK BAY, PRUDENTIAL, LONGWOOD, AND MISSION HILL SINCE 1974 • VOLUME 45, NUMBER 10 • OCTOBER 4, 2019 - NOVEMBER 1, 2019

Fensfest Ushers In Fall



The Fenway Garden Society hosted FensFest on Saturday, Sept. 7. The annual harvest festival in the Victory Gardens featured food, music, a raffle, and a white elephant sale. (Photos courtesy of the Fenway Garden Society)

Meeting Will Test Support for Extending Urban Renewal

BY ALISON PULTINAS

The Boston Planning and Development Agency (BPDA) plans to hold a meeting on Oct. 28 at the Fenway Community Center “Inviting the surrounding community to a meeting to discuss updates....” Although this might not sound important, it begins a community engagement process for determining whether residents want the Fenway Urban Renewal Plan extended past 2022.

All of Boston’s 16 urban renewal areas exist under state law, and as a condition of the expansion granted in 2016, the state’s Department of Housing and Community Development (DHCD) required BPDA to submit a three-year update. The agency will incorporate feedback from this meeting into its next update report. The condition imposed by DHCD during the last extension requires a report on what the BPDA intends to do with its urban renewal plans over the remainder of the six-year extension granted in 2016. Nine larger urban renewal districts, including the Fenway and the South End, have not begun the community-meeting process. The BPDA intends to complete those by the end of

2019 and submit a final proposal to the state by August 2020.

Chris Breen at the BPDA summarized feedback from six summer meetings in other city neighborhoods for the city council’s Committee on Planning, Development, and Transportation in a presentation on Sept. 19. Councilor Lydia Edwards said, “these meetings can’t be called successful” and argued that “BPDA staff should co-host with local community groups [because] access is social justice.” The process began in June and will run through December; slide decks from the summer meetings are available online at www.bostonplans.org/planning/urban-renewal/overview.

Urban renewal districts were created in the 1960s and 70s, presumably based on agreed-upon community goals defined in the plans. Urban renewal powers give the BPDA tools for eminent domain takings and pre-empt standard zoning. Typically, urban renewal projects are built on BRA-owned property and create special tax arrangements to encourage development that allegedly would not happen without government assistance. (The Boston Redevelopment Authority,

the BRA, continues to operate as a legal entity under state law, even though the agency changed its operating name to BPDA two years ago.)

Legally, the state agency that oversees urban renewal requires approval from the local government body—in this case, Boston City Council—before it will accept major modifications of urban renewal plans. Readers might recall the tense 2016 process, when the BRA asked for a ten-year extension, but the city council only agreed to a six-year extension with bi-annual updates.

The report submitted in August of this year to DHCD noted that “it is anticipated, but subject to the community engagement and recommendations, that the BPDA will seek an extension of the term... for most, if not all of the above nine Urban Renewal Plans.”

The disposition of BRA-owned parcels and accurate documentation of land disposition agreements (LDAs) have been cited to justify continued extensions for urban renewal. An LDA inventory has been completed, according to comments from BPDA staff at the September hearing. These

agreements—generally for affordable-housing creation or establishment of community gardens and public access—were recorded at the Suffolk Registry of Deeds at the time of the land transfers, but apparently the BRA did not maintain an accurate, reliable list. The project of cataloging all previous LDAs was a major rationale for extending the plans six years ago.

The City Council’s Planning, Development and Transportation Committee held two public hearings this year, in May and September. Councilor Michelle Wu, the committee chair, asked in May how the public can review the LDAs and the amendment process for modifying UR plans, such as boundary changes or added community goals. Devin Quirk, BPDA director of real estate, explained that LDAs could be accessed through the agency’s Zoning Viewer. However, BPDA Attorney Renee Le Fevre said the agency didn’t have the manpower to create all the links for a complete online inventory.

Most members of the public who testified at the two hearings supported “sunsetting” the plans as “obsolete, artifacts of a bygone time.” At the September hearing, Martyn Roetter, chair of the Neighborhood Association of the Back Bay, asked, “Why not terminate everything right now?”

What projects did the Fenway Urban Renewal Plan enable in the 1970s and ‘80s on BRA-owned parcels? The extensive list presented to the City Council committee last year included 116-120 Huntington Avenue; Symphony Plaza Towers East and West [affordable senior housing]; St. Botolph Assisted Living (the Susan Bailis Center); St. Botolph Terrace Apartments [affordable housing]; the Westland Avenue structure housing Whole Foods (formerly a Stop & Shop) and a parking garage; the Carillon Condominiums on Mass. Ave. [almost entirely market-rate]; the new location for Morville House; Symphony Park; the Edgerly Road Playground; the New Research Building at 77 Avenue Louis Pasteur (former Boston English High School site); the Symphony Road Community Garden; and easements at the Church Park apartments.

Only two BRA parcels remain in the Fenway: the plazas at Symphony Towers, which are scheduled to be transferred to the MBTA as part of the redesign process for accessibility improvements at the Green Line’s Symphony Station.

Alison Pultinas lives in Mission Hill.

FROM MANSION TO FRAT HOUSE TO SHORT-STAY SUITES: CITY OK’S ROOFTOP ADDITION AT HISTORIC 28 THE FENWAY

BY ALISON PULTINAS

The elegant, four-story house with a prominent rooftop balustrade at 28 The Fenway, has gone by different names—the Stephen Van Rensselaer Thayer Jr. House in the National Register; Fiji House in MIT’s *The Tech*; and now Maverick Suites/Fenway featuring “boutique short term rentals.”

Maverick Management operates furnished studios in Boston and Brookline. The property received permits in August for total interior renovations, façade restoration, and a new rear garage.

However, on Sept. 17 the owners submitted an unusual request to the Zoning Board of Appeals: adding two floors and a roof deck to create two three-bedroom apartments, both 2,800 square feet. Attorney John Pulgini said Maverick Management’s owners, Frank Hoff of Ipswich and Bruce Miller of Newton, plan to live there.

The wealthy Thayer family were the first owners in 1899; when they weren’t abroad, undoubtedly the second-floor ballroom was well used. Stephen Thayer’s mother, Alice Robeson Thayer, lived next

door at number 30, and they shared a party-wall agreement. In 1921 Julia Thayer sold the house for \$1 to the Malcolm Cotton Brown Corporation, an MIT alumni organization. The Phi Gamma Delta fraternity occupied the building for decades.

The property is infamous for another reason: MIT freshman pledge Scott Krueger died there of alcohol poisoning and aspiration in September 1997. An 11-month criminal investigation under District Attorney Ralph Martin led to the first time a fraternity was ever charged with manslaughter. No convictions resulted. MIT responded with its own investigation, subsequent changes in housing policies and a settlement with Scott Krueger’s family, who had sued the institute.

After the Phi Gamma Delta chapter was dissolved, Sigma Nu fraternity moved in. More recently, the Malcolm Cotton Brown



PHOTO: ALISON PULTINAS

Corporation sold the property, and in 2018 the Boston Licensing Board approved a license change from dormitory to lodging house of 42 rooms with individual bathrooms.

At the ZBA hearing, Shanice Pimentel of the mayor’s office spoke in support

of the addition, referring to a letter of non-opposition from the Fenway CDC and Maverick Management’s promise not to rent to students. The ZBA approved the change unanimously.

Pulgini said negotiations with the Boston Parks Department are ongoing. A state law requires its approval for any development within 100 yards of certain Boston parks, including the Fens.

Alison Pultinas lives in Mission Hill.

PHOTO COURTESY OF JENNIFER NASSOUR



Jennifer Nassour

Questions for the District 8 Finalists

In the preliminary election on Sept. 24, 4,149 votes were cast in the District 8 City Council race. The top vote-getters were Kenzie Bok, receiving 2,032 votes, or 50.4 percent, and Jennifer Nassour, receiving 740 votes, or 18.4 percent. H  lene Vincent placed third (14.6 percent); Kristen Mobilia placed fourth (13.7 percent); and Montez Haywood placed fifth (3.7 percent).

Bok and Nassour will go on to the final election on Nov. 4. Prior to the election The Fenway News asked all five candidates to answer four questions about affordable housing, climate change, transit and bike infrastructure, and Fenway Park impacts. Here are the answers from Bok and Nassour.



Kenzie Bok

PHOTO COURTESY OF KENZIE BOK

Q1 Affordable housing remains an obstacle to the city’s economic health, social equity, and the economic success of tens of thousands of Boston residents (or would-be residents). What are two to three things the City can do to improve housing policy? These could be broad policies, such as instituting rent control, or specific steps, such as imposing a tax to discourage the purchase of high-cost housing units by nonresidents for investment purposes.

Kenzie Bok

The fight for an affordable Boston, where people from all walks of life can continue to live, is what drove me to run for City Council. I have devoted myself to this cause as a citizen in a variety of ways—from helping to lead the successful Community Preservation Act campaign, which secured more funds for affordable housing, to working to preserve public housing at the Boston Housing Authority, to supporting affordable homeownership initiatives as a board member at the Massachusetts Affordable Housing Alliance (MAHA). I also teach a class at Harvard on “Justice in Housing.”

I think the struggle to keep families of every background and seniors on fixed incomes in Boston is a struggle for the soul of the city, and there’s much we can do on a public policy front to diverge from the path that cities like San Francisco, Vancouver, and London have already traveled.

I support the proposed transfer tax on high-value property sales, to discourage speculation (Nantucket and Martha’s Vineyard already have this in place), with proceeds to go to affordable housing. I think we should also think creatively about how to discourage the conversion of housing stock into vacant investment properties, and I will work for strong enforcement of new tight regulations on short-term rentals. I support the recent home-rule petition to increase IDP and linkage, and also support community-led efforts to deepen affordability of IDP units, increase their number, and insist that they stay on site. MAHA, in partnership with the City of Boston, the Massachusetts Housing Partnership (MHP), and the Greater Boston Interfaith Organization (GBIO), has just launched the ONE+ Boston Mortgage to make affordable homeownership more achievable in the city—I’d like to scale that up, especially in Mission Hill and the Fenway, to anchor another generation of families in Boston and help close the racial wealth gap.

I think that to create long-term affordable housing that is more detached from the speculative market, we need to get creative about the use of public land, set up land trusts, and make it easier for cooperatives to function financially. I want to see us invest significant city capital in the preservation of public housing and the “project-basing” of new vouchers within Boston wherever possible (a method of anchoring more deeply-affordable units in the city). I was involved in such efforts at the Boston Housing Authority, and also in a policy change to allow low-income families to use their federal housing vouchers in more neighborhoods, including the higher-cost parts of the city, such as many parts of District 8. I support Rep. Adrian Madaro’s bill to help seniors facing eviction due to major

rent increases, and believe that we need to work with renters and owners to find ways to better stabilize tenancies in general, since eviction—and the family homelessness that often results—comes at enormous personal and public cost.

As I’ve knocked doors across District 8, I’ve met many owner-occupant landlords who are continuing to charge below-market rents to long-time tenants in order to keep them in our community, and I’d like to find ways to support and incentivize such action, through property-tax reductions or other measures. I supported the Jim Brooks Act and was disappointed when the State House denied us its tools for data-collection about housing displacement; I also support a tenant right-to-counsel. We can only effectively tackle housing affordability by tackling it at every income level, thereby unshackling our whole economy by enabling people to allocate a more reasonable share of their income to rent. Keeping truly diverse communities in the city is an essential goal for me, and I will make it a focus of my work on behalf of District 8 on the City Council.

Jennifer Nassour

Keeping our neighborhoods affordable for a diverse range of incomes should be a priority for the City Council. I am not in favor of rent control, which can lead to disinvestment in our neighborhoods and higher property taxes. I am in favor of increasing the amount of workforce housing created within larger developments, as well as the creation of smaller units and transit-oriented development that does not require a parking space to be allocated for each unit.

Q2 The Intergovernmental Panel on Climate Change has set 2030 as a target for the entire planet to make drastic reductions in greenhouse gas emissions. Does the City have in place the right set of policies to “decarbonize” new development, building operations, utilities, transportation, and stewardship of open spaces? What are a few policies or programs you would commit to promoting as a member of the council?

Jennifer Nassour

The city can be doing more to encourage residents to make climate-conscious decisions. For example, the city needs to install more charging stations for electric vehicles. Additionally, the city needs to improve our maintenance of streets and sidewalks to reduce pollution that can be carried away by storm water runoff. Congestion on our streets, and the resulting idling vehicles in our neighborhoods, also needs to be addressed in order to reduce our impact on the environment that contributes to climate change. More four-way walk signals is one means to reduce congestion that merits study and implementation where appropriate.

Kenzie Bok

The City has many important climate-related goals, including the objective of reaching net-zero carbon emissions by 2050, but we’re not currently doing enough to

meet them. I am a strong supporter of Mothers Out Front and have protested natural gas leaks with them in Boston; as someone whose grandmother went door-to-door convincing her neighbors to give up coal so they could all breathe better air, I know we can and must make this transition away from fossil fuels in our own generation. It will take ambition and collective action.

I am in favor of changing the building codes for new buildings so that we stop putting fossil fuel infrastructure into new construction, and also in favor of making major investments in retrofitting Boston’s old building stock; serious changes on this front are the only way we can make a Net-Zero city a reality. I want to see Boston use its Community Choice energy program, as a municipal aggregator, to aggressively pursue more renewable energy sources for our grid. I will advocate for congestion pricing at the state level, and (as detailed below) I support major investments in public transit and in infrastructure that encourages transportation mode-shift away from cars.

District 8 is bordered on one side by the Charles River, and contains the kind of public open spaces—such as the Fens and the Esplanade—that are essential to climate resilience (in their ability to absorb flood waters), to more breathable air, and to restful rejuvenation for the residents of a busy city. As the councilor for District 8, I will do everything in my power to support investment in these areas—including the design of a real park at Charlesgate—and will encourage investment in resilient public green space generally, whether along the harbor or at infill sites in our dense urban neighborhoods. Having grown up in the heart of Boston myself, with the public parks as my only ‘yard’, I know what essential public resources they really are.

Q3 A recent report found that 21 percent of all daily car trips in the area are one mile or shorter, and nearly 50 percent are 3 miles or shorter—distances easily covered on bikes or e-scooters. Not only would increased use of micromobility reduce greenhouse gases, but it would also help untangle near-chronic congestion. The Walsh administration appears reluctant to move quickly to challenge

the cars-first thinking that has ruled transportation planning for the last 60 years. Should the City commit to building a fully connected and protected network for micromobility over the next five years? What other policies would you support to help reduce the use of cars on city streets and boost transit and micro-mobility?

Kenzie Bok

Boston has now passed the 700,000 mark and our population continues to grow. The only way we can move that growing population around the city efficiently, in ways that save everyone’s time and improve the air quality in everyone’s lungs, is by encouraging as many people as possible to switch to micro-mobility, transit, and walking.

For those who do continue to drive, such mode-switching by others benefits them too. I am strongly in support of a fully connected and protected micromobility network that allows bikes and scooters to travel our main thoroughfares protected from cars and without any need to resort to the sidewalks. This encourages use of these modes by families and less-confident cyclists, as one sees in the Netherlands and other places with robust cycling infrastructure. It also accommodates increased use of e-scooters and e-bikes, both of which can reach higher speeds and therefore should be separated from pedestrians, but whose riders are still vulnerable to cars.

We have seen too many tragedies at unsafe intersections in District 8, including Paula Sharaga’s death in the Fenway earlier this year. Giving micro-vehicles their own genuinely protected space reflects a real commitment to Vision Zero for their riders, and also should make our seniors who walk on the sidewalks feel more safe—an important element of supporting those aging in place in our urban neighborhoods. As a citizen, I’ve successfully advocated to fix an unsafe crosswalk and to widen public sidewalks, and I consider great walking infrastructure to be another key piece of the puzzle in making a more livable city.

Transit is a central part of the equation here as well. I am in favor of much more capital investment in the MBTA at the state level, and in the project to connect the Red and the Blue lines specifically, which

CANDIDATES on page 3 >

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> **CANDIDATES** from page 2
would happen in District 8. In my role at the Boston Housing Authority, I worked to expand utilization by low-income youth of the MBTA's "Youth Pass" program, and as a citizen I have advocated for fare reductions and for extensions of the MBTA's hours. But we can also do a lot at the city level to support use of the transit system. For example, we should implement more rapid bus lanes—a #39 bus stuck in traffic on Huntington Ave often contains more riders than the cars in each direction for many blocks. I strongly support experimenting with rapid bus lanes as a way to alleviate commuter delays during the planned Orange and Red Line closures later this year.
For more on my views on transit and micro-mobility infrastructure, please see my questionnaire for the MA Vision Zero Coalition.

Jennifer Nassour

The conditions of our sidewalks need to be improved to ensure that everyone in Boston – including our children, seniors, and persons with disabilities, can use our sidewalks to safely get where they are going. Curb cuts must be clear in the wintertime, and sidewalks must be repaired with like materials in a timely manner. Dockless bikes and scooters are not a good option for our neighborhoods at this time, and would limit the usability of the sidewalks. I also believe strongly that a thorough public information campaign is needed in order to educate drivers, cyclists, and pedestrians on how to share our roads safely and effectively as we encourage more people to choose alternative forms of transportation.

Q4 *The Boston Red Sox contribute many positive things to the city, but they also bring enormous challenges—snarled traffic, crowded Green Line trains, quality-of-life issues in the neighborhoods around the ballpark. Immediate neighbors trying to control the number of summer concerts at the ballpark have repeatedly found at-large city councilors unwilling to say “no” to the team’s ownership.*

How would you balance the competing demands of neighbors concerned about ballpark operations and the “just say yes to the Red Sox” culture in City Hall?

Jennifer Nassour

The role of the District City Councilor is to advocate on behalf of neighborhood residents. My focus as City Councilor will be on community development, and creating more opportunities for programs that serve our residents and improve their quality of life. I would like to hear from neighbors what community benefits they would like to see out of any future development in the neighborhood and be sure to begin advocating for their needs earlier in the proposal process than has been done to date.

Kenzie Bok

People often comment on the variety of unique neighborhoods in District 8, but one feature they share is the struggle of balancing neighborhood life with the activities and ambitions of Boston's largest institutions, from hospitals and universities to the Red Sox. My view is that it's the role of the district councilor to be an ombudsman for the neighbors in this dynamic—because, as the question alludes to, these large institutions are very capable of making their own voices heard at City Hall. This is also why I think it is important to be a voice for employees at these institutions, and I'm proud to have received the endorsements of nurses at Brigham & Women's, academics at Boston University, and workers at Fenway Park. While we feel affectionately about the core purposes of many of these institutions, we also have to think of them as large corporations, and be able to push back on them when necessary.
I think that the permanent easement granted to the Red Sox for Jersey St., for example, was a mistake and an enormous undervaluing of a public asset. As the Councilor for District 8, I will be an advocate first and foremost for the people who live in the district, and will seek to make sure that neighbors are always at the table when institutions are making decisions that affect the quality of life in our neighborhoods.

¡Viva Nuestra Cultura! Kicks Off Latino Heritage Month



Sociedad Latina kicked off Latino Heritage Month with ¡Viva Nuestra Cultura! on Sept. 12. The event took place at One Brigham Circle and included live performances by a band from Berklee College of Music, Sociedad Latina's Alumni Band, and headliner 3nity by Zayra Pola. They were joined by UMASS Extension's Education and Nutrition Program and the Museum of Fine Arts. Here, a young participant anticipates a face painting.

@ THE CENTER

These highlights from the Fenway Community Center's calendar are free unless otherwise noted. Visit the Center at 1282 Boylston or check out the full calendar at www.fenwaycommunitycenter.org/calendar
• Tue, 10/1, 10/8, 10/15, 10/22, & 10/29 at 10am: MOTHER GOOSE ON THE LOOSE. Parents and caregivers are invited to bring babies and toddlers to this award-winning early learning program, which includes rhymes, reading, and rhythm. This activity is free and open to the public.
• Thu, 10/10 at 6pm: PARIS TO PITTSBURGH: THE CLIMATE FOR CHANGE IS NOW. PARIS TO PITTSBURGH celebrates how Americans are

demanding and developing real solutions in the face of climate change. Following the documentary, local experts will lead breakout discussions on Energy; Environment & Open Space; Health Policy; Transportation; and Waste Reduction.
• Thu, 10/17 at 5:30pm: HEALTH AND WELLNESS FOR ALL. The Fenway Community Center kicks off its campaign to provide quality, affordable health and wellness experiences with a free open house for residents, visitors, and friends. A variety of practitioners and experts will be on hand with information and activities for all ages.

Community Economic Empowerment Series

Oct 12, 26 & Nov 9 • 10am–12:30pm

If you're 55+, join this three part series to gain knowledge to make better informed financial decisions, identify any gaps or needs in your existing plan, and get yourself on the road to economic empowerment and wellness. Space is limited. Refreshments will be served.

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FENS VIEWS

Get Riverway-to-Yawkey Path Back on Track

Recent and planned construction in the Fenway neighborhood has been explosive. The already-underway Fenway Center over the Mass. Turnpike on Beacon Street, recent Landmark Center renovation, and construction of the Pierce Condominium Tower at the corner of Brookline Ave. and Boylston Street are visible examples.

Phase 1 of the Muddy River Flood Control Project reconfigured the Sears Rotary to improve the automotive traffic flow.

However, there has been no effort to improve the east-west pedestrian and bicycle flow.

One plan, officially designated as the Fenway-Yawkey Multi-Use Path, would construct a path under Park Drive using the MBTA right-of-way next to the Fenway station. This project has been in the planning stage for a decade. As a MassDOT project funded under the Transportation Improvement Program (TIP Project

#607888), plans have been developed to the 75 percent level as of March 2018. But no visible progress since then.

A direct link under Park Drive would offer a safe bike and pedestrian access to Fenway and Lansdowne stations which could promote higher transit ridership, and offers an alternative route for pedestrians and bicyclists to avoid heavy traffic at Park Drive where it meets the Muddy River.

This Fenway-Yawkey Multi-Use Path project needs to be completed to complement and link the substantial development recently completed or now underway. If you agree that the need for this direct connection under Park Drive is urgent, sign the petition to Mayor Walsh, MassDOT and the MBTA at www.tinyurl.com/fenwayconnector.

Hugh Mattison is a park advocate and Brookline Town Meeting Member.

LETTERS

Theater Proposal Stints on True Commitments to Performing Arts

Fenway resident Tim Ney submitted this comment letter to the Boston Planning & Development Agency during the comment period for the Fenway Theater on Ipswich Street. The BPDA board approved the proposal in August.

TO THE BPDA:

I am writing on behalf of FENSFund to advocate for a concrete commitment from the Fenway Theater proponents for the use of the space by performing artists other than commercial music bands booked by LiveNation and for financial support of arts in the Fenway.

At the second public meeting on July 1 for the proposed theater, the proponents, who described the project as an “arts project,” outlined community benefits with no details other than support of Boston Arts Academy.

Numerous Fenway residents and members of the IAG have submitted comments that, for the Fenway Theater to be a true performing arts center and one of value to the neighborhood and city, the facility should host performances other than popular music presented by Live Nation and House of Blues.

Dance and children’s theater companies, orchestras, and other performing artists all would provide community benefit with performances in the new theater and enhance its long term cultural value. One local non-profit company suggested in written comments and at the July public meeting is Boston Lyric Opera, which does not have a regular performance home.

Taking inspiration from the new Shed in New York City, designed by Diller Scofidio + Renfro, it is entirely possible with thoughtful interior technical design, i.e., a sprung floor for dance, a variable lighting plot and staging for theater and opera, projection for cinema, that the new space at 12-28 Lansdowne St. can be suitable for performances other than touring musical acts.

There will be dark nights in the facility. Some number of nights annually should be guaranteed for multicultural use with financial and in-kind underwriting to offset the negative impact of the concert audiences on traffic and on the nearby Victory Gardens parkland.

A commitment on the part of the Red Sox other than “subject to availability” is needed for the building to benefit the arts community. Non-profit dance, opera, theater, and music ensembles also plan their seasons in advance and need firm advance dates in the theater to sell subscriptions and confirm artists contracts.

The community benefits as presented by the proponents mention Boston Arts Academy, but are vague and do not specify the inclusion of other performing arts and non-profit organizations’ use of the Fenway Theater. Certainly, the Mayor’s Office for Arts and Culture and FENSFund can advise the proponents on collaboration with Boston arts organizations in addition to the Boston Arts Academy and the large institutional members

of Fenway Arts Alliance.

It is disappointing that no one from Live Nation, to my knowledge, has attended the public meetings to discuss programming or community benefits, particularly since they have generated profits from concerts in the neighborhood for years.

I am writing to encourage the city and proponents to address the use and programming of the theater stated above to make Fenway Theater a true cultural asset to the Fenway and City of Boston.

**TIM NEY
WEST FENS**

City’s Rubber Stamp Makes Life Unbearable in Audubon Circle

TO THE CITY COUNCIL:

My name is Katherine Greenough and I have lived in the Audubon Circle neighborhood of the Fenway since 1972—47 years. I have been a community activist for decades and, with other neighbors, founded the Audubon Circle Neighborhood Association (ACNA) in 1978 and am still serving on its board. I’ve also been on the Fenway CDC Board since 2002.

My goal has always been to preserve and improve the quality of life in Audubon Circle, a delightful and convenient pocket neighborhood west of Kenmore Square.

While all city residents expect some level of noise higher than in the suburbs, over the last two decades, the noise has increased dramatically in terms of frequency and decibel level. On many days, it has become unbearable and may actually force me to leave my beloved home.

In the 1970s, ‘80s, and ‘90s, there was the noise of street repairs, utility replacements, sirens and horns honking on a regular, but certainly not a daily, basis. It was actually a pleasant experience to live on Beacon Street, one of Boston’s major, busiest thoroughfares.

However, since 2000, that is no longer the case, and Audubon Circle residents are subjected to excessive noise every day, all day, six days a week (as developers’ requests from the Inspectional Services Department for non-emergency construction on Saturdays and at night are **never** denied).

For example, after promising me in an email on Sept. 14 that he would carefully consider requests for weekend permits in the future, the new Inspectional Services Department Commissioner, Dion Irish,

promptly issued three weekend construction permits for Sept. 21 and 22, all for projects within one block of my apartment. They were for the new building at 839 Beacon St., preparation construction for another new building at 401 Park (formerly the Landmark Center), and nighttime construction on the MBTA Riverside line. I understand that the MBTA construction is a state matter, but the City of Boston should coordinate with the state when multiple projects affect one neighborhood.

The noise is now 24/7—yes, through the night and on weekends.

When I describe the noise as unbearable, I am referring not only to the decibel level, but also to the sound itself (often screeching or piercing back-up horns), and its frequency.

Put together, the cumulative effect of all this noise is very stressful, anxiety-producing and, as has been extensively documented, harmful to human health, causing increased blood pressure, damage to the nervous system, and cardiovascular issues.

In fact, residents in Audubon Circle have had to endure continuous construction since 2006—that’s 13 years, all day, every day without a break except on Sundays.

Eight large new building projects, plus the constant, daily replacement and upgrading of utilities serving these new buildings, a project separating sewer lines from storm drains, reconstruction of the Audubon Circle intersection and nearby streets and sidewalks, helicopters and small planes circling overhead for hours with no restrictions (a state and federal matter), MBTA construction on the D Line in the middle of the night, and on and on.

This constant cacophony is totally unacceptable, and the City must make sure to stop multiple projects from happening simultaneously within a small neighborhood.

This scheduling and coordination of construction is exactly the job of the Office of Neighborhood Services—to protect residents from such intrusive noise—and it has never been undertaken, ever.

The City can maintain an acceptable, tolerable level of noise with laws and ordinances already in place, plus coordinating projects, limiting and enforcing hours of construction, fining violators, abiding by zoning laws, and listening to the concerns of residents, taking those concerns seriously and implementing much-needed reforms.

**KATHY GREENOUGH
AUDUBON CIRCLE**

Since construction began in 2018, work has progressed significantly on the first two buildings of the long-planned Fenway Center on Beacon Street. At 345,000 square feet, the development is one of the largest of eight projects under way in and around Audubon Circle.



THE Fenway News

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www.fenwaynews.org**

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“Comforting the afflicted and afflicting the comfortable.”

The founders of The Fenway News adopted this motto to express their mission of exposing and opposing the dangers the neighborhood faced in the early 1970s—rampant arson, predatory landlords, and a destructive urban renewal plan. If the original motto no longer fits today’s Fenway, we remain committed to its spirit of identifying problems and making our neighborhood a better and safer place to live.

► FREQUENCY ◀

The Fenway News reaches distribution sites on the Friday closest to the first of each month. Our next issue will appear **Friday, November 1.**

► DEADLINE ◀

The deadline for letters, news items, and ads for our next issue is **Friday, October 25.**

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IN CASE YOU MISSED IT

A LOT HAPPENED IN OUR NEIGHBORHOODS SINCE THE LAST ISSUE, INCLUDING...

More than a century after its dedication, Frederick Douglass Square—a block from the Carter Playground and directly across Tremont Street from the Douglass Park Apartments—will get a statue of Douglass, the self-taught former slave who became the face of African-American emancipation in the 19th century. The City and a Roxbury advisory committee chose Sasaki Associates to design the site and frame the statue, designed by a Los Angeles sculptor in collaboration with Roxbury artist Paul Goodnight. ➡

Restaurant news: Rochambeau, with a decidedly casual take on French dining, opens this month in the old Towne Stove & Spirits space at the Hynes. On the other side of the Pru, LUCIE Drink + Dine will take over the empty Brasserie Jo space at the Colonnade later this fall, according to Boston Eater. Just up the street, the longtime Boston Market outpost at Church Park has closed. And in the West Fens, Tapestry has closed after three years. ➡

Following more than two decades at the helm of MCPHS University [né Mass. College of Pharmacy], Charles Monahan Jr. will step down as president in January. Since his arrival in 1997, Monahan has overseen a major expansion of the school, with a sixfold growth in enrollment and the addition of campuses in Worcester and Manchester, NH. ➡

Boston Sports Group, which owns the Red Sox, announced its first concert booking for summer 2020 (without yet having secured a license—but when has the City ever said no to the Sox?). A dream team of Green Day, Fall Out Boy and Weezer will bring their Hella Mega Tour to the ballpark on August 27. ➡

The commonwealth moved closer to selling the money-losing Hynes Convention Center on Boylston Street. Proceeds from a sale of the facility, 6 acres in a desirable part of the city, would underwrite the costly expansion of the city’s main convention center in the Seaport. Pulling convention business out of the Back Bay, however, might not sit well with area hotels, but one developer thinks he’s got a solution. Thomas Hynes wrote in the *Globe* that the deal would only make sense if the state introduced an efficient way to move convention-goers in the Seaport to and from the Back Bay’s 5,000-plus hotel rooms. The solution, says Hynes—who happens to be the nephew of former Mayor John Hynes, namesake of the Back Bay facility—lies in reactivating Track 61, a rail line that runs from the Seaport to Back Bay Station and on to Allston. ➡

In addition to work on the D line’s portal (see letter on p4), shuttles will replace trains between Kenmore and Newton Highlands on weeknights and weekends through December 20 while the T continues to upgrade signals and tracks. ➡



Farmers' Markets

With fall in full swing, expect broccoli, bok choy, horseradish, swiss chard, spinach, and, of course, pumpkins, pears, and cranberries.	ROXBURY CROSSING T STATION (ORANGE LINE)	
	Tuesday & Friday	11:00 a.m.–7:00 p.m.
	COPLEY SQUARE	
	Tuesday & Friday	11:00 a.m.–6:00 p.m.
	B.U.: 775 COMM AVE AT MUGAR MEMORIAL LIBRARY	
	Thursday	11:00 a.m.–3:00 p.m.
MISSION HILL: VETERANS MEMORIAL PARK (HUNTINGTON/FRANCIS)		
	Thursday	11:00 a.m.–6:00 p.m.
SOUTH END: 500 HARRISON AVENUE (AT SOWA ARTS MARKET)		
	Sunday	10:00 a.m.–4:00 p.m.

Neighborhood Newsline

Local Non-Profits Moving to Mission Hill

The Boston Cyclists Union will move its offices from 385 Dudley St. in Roxbury to 1419 Tremont St., across from the Roxbury Crossing MBTA station. BCU asked for volunteers to help with the move on two wheels on Oct. 4 from 2pm to 6pm. The move comes on the heels of the Boston Debate League’s moving its offices from the South End to 1542 Tremont St. The league was the first in the country to have a Spanish-speaking division. The league’s first high school tournament of the school year took place Sept. 27; both Fenway High School and the EMK Academy have participated in past years.

MBTA Holds Green Line Upgrade Meeting in Mission Hill

On Sept. 26, the MBTA’s senior leadership for the Green Line Transformation project came to the Tobin Community Center in Mission Hill to share a future vision with E line riders. “Are we on the right track?” asked Angel Peña, chief of the project. A standing-room-only audience agreed that it’s positive news that the Huntington Avenue platforms will get solar-powered information boards and that traffic signals will give E line trains priority at intersections. But the overriding question in the room was what happens to the line beyond Brigham Circle. The Green Line Transformation Project promises full accessibility at all stops, level boarding, and future “Supercar” trolleys, 40 feet longer than the current cars for all the routes. But can these improvements really happen on Huntington? Would the future E line terminate at Brigham Circle and riders have to transfer to route 39? Audience members expressed concern that the “Transformation” doesn’t apply to the street running segment of the route. And what happens to the vision of continuing the route past Heath to Hyde Square in Jamaica Plain, a concept that planners and some residents have discussed for years. Staff members Desiree Patrice, Tamioka Thibodeaux, and Kimberley Woollard took turns responding to the question, saying that “We have no plans to cut service. We’re neighbors, we have a personal stake.” Peña explained that meeting represented just the beginning of outreach. Desiree Patrice noted that MassDOT will issue an RFP within six weeks for a consultant to conduct a feasibility study for the improvements, including the idea of moving the tracks.

Kilmarnock Street Development Wins ZBA Approval

In early September, the Zoning Board of Appeal approved Cabot, Cabot & Forbes’s plan to build 440 apartments and condos in three eight-story buildings on Kilmarnock and Queensberry streets in the West Fens. The project includes 37 affordable units and a \$6 million payment to a City affordable-housing fund, which will be used to maintain the affordability of the Newcastle/Saranac Apartments in the South End. The developer will reserve space in one of the buildings for the K Street Clubhouse, which hosts recovery meetings for the LGBT community. While the project will include resident parking, it will also eliminate 300 existing parking spaces used for Red Sox games. CC&F framed the removal of those spaces as a community benefit, as it will decrease game-day traffic.

DASHBOARD

➔ STREET CLEANING (APRIL 1-DECEMBER 1)

- Fenway streets get cleaned 12-4pm on the first and third Wednesdays of each month (odd-numbered side) and the second and fourth Wednesdays (even-numbered side). More info at 617-635-4900 or www.cityofboston.gov/publicworks/sweeping. Along the Back Bay Fens:
- **SECOND THURSDAY**
The Riverway, 12:00–3:00pm
 - **SECOND FRIDAY**
The Fenway (includes inside lane), Charlesgate Extension to Forsyth Way, 8:00am-12:00pm
 - **SECOND FRIDAY**
8 to 54 The Fenway (includes inside lane) and Charlesgate Extension, 12:00–3:00pm
 - **THIRD TUESDAY**
 - > Park Drive (includes inside lane), upper Boylston Street, 8:00am-12:00pm
 - > Park Drive, from Holy Trinity Orthodox Cathedral to Kilmarnock Street and from the Riverside Line overpass to Beacon Street, 12:00–3:00pm
- Visit www.mass.gov/dcr/sweep.htm for a schedule and maps..

➔ TRASH & RECYCLING PICK-UP

- **BACK BAY:** Trash and recycling on Monday and Thursday
- **FENWAY:** Trash and recycling on on Tuesday and Friday
- **MISSION HILL:** Trash and recycling on Tuesday and Friday

Building The Fens/Higginson Circle Bridge

BY GRAEME MILLS

Editors note: This is the final part of an occasional series on the Olmsted bridges in the Back Bay Fens written by Vassar College student Graeme Mills. The first provided background on the three bridges; the second discussed the Boylston Street Bridge; the third piece examined the Agassiz Road Bridge; and this article looks at the Fens/Higginson Circle Bridge.

In its simple charm and rustic structure, the Fens Bridge recreates the Agassiz Bridge’s informal masonry, tactile, variegated Roxbury Puddingstone facing, and implanted vegetation.

A 15-foot-long connector between The Fenway and Avenue Louis Pasteur, the Fens Bridge highlighted the implications of a rising social elite in an area made newly attractive by the made parklands that had been intended as democratizing environmental oases. By the late 19th century, the Fens was becoming a destination address for Isabella Stewart Gardner’s Venetian palace, Simmons College, Harvard Medical College, the Boston Museum of National History, not to



The Fens/Higginson Circle Bridge

mention a home for the Bridge’s honorary namesake, Henry Lee Higginson. By the time of the bridge’s construction in 1891,

there was little pretense about the priorities of Boston Park Department’s interest in what Kathy Poole terms “cultural patina.” In fact, Poole writes, the goals of aesthetic sanitation had applied to people from the outset. She quotes John C. Olmsted as reporting that the construction and “good occupation” of the Fens required the removal of 40 homes “of the cheapest kind” along with undesirable people described as coming “from the marsh.” With the arrival of the Museum of Fine Arts in 1895, the Fens had become “a backdrop for architecture” with an objectified, visual focus pleasing to Boston’s elite.

Today, the Fens Bridge stands as a central element linking Boston’s hospital and academic institutions with a diverse residential community that is trying to maintain its identity in the face of a mega-building boom surrounding Fenway Park. The bridge’s rough, unpretentious quality and low profile make it a popular photographic backdrop along a newly restored segment of the Muddy River.

Graeme Mills is an urban studies and economics student at Vassar College.

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The Arts

BEAUTY OF KYOTO'S CRAFTS HIGHLIGHTS SISTER CITY CELEBRATION

BY RUTH KHOWAIS

Kyoto is Boston's sister city. To celebrate the 60th anniversary of this historic alliance, a number of events and exhibits are taking place. The Fenway's own Kaji Aso Studio will feature a Kyoto theme at its annual art show at the Prudential Center in November.

In addition, through Nov. 10, there's an exhibit of works from 29 Kyoto artists connected with the craft collective Kogei-Kyoto at the Society of Arts and Crafts—formerly on Newbury Street but now in a beautiful, airy gallery in the Seaport District. The exhibit—only Kogei-Kyoto's third exhibit outside of Japan—features ceramics, woodworking, and fabric dying. Each artist has contributed two pieces.

Ceramics make up the majority of the show and they are unique and dramatic, taking their imagery from nature. "Blue Wave" has a V-shaped base with flowing lines, "Brilliant Wind" recreates the flow of breezes, a porcelain "Waving Plate" is curvy and elegant, resembling a floating scarf. A tall, dramatic black, white, and ochre sculpture by Masami Katyuma called "Signs" features an obelisk with rounded top and tiny ceramic squiggles as design. A flat, round vase for ikebana, Japanese floral arrangement, features wood, metal, shell, abalone gold, silver, and hemp.



A ceramic pitcher by Eiichi Kawano.

Makimasa Imai from the collective specializes in animal ceramics, some sculptural, some functional. He displayed a ceramic dragon with a colorful mosaic shell as sculpture and a bird-shaped incense burner as functional.

Also of note, a nationally known Japanese woodworker, Akira Murayama, considered a "National Treasure" by the government of Japan, contributed a small beautifully lacquered chest and a simple wooden tray.

Tapestries were mainly of silk, cotton, and hemp. "Conflict" is a brightly colored cotton wall hanging with irregular shaped, intricately designed pieces. "It is with Indigo" features a panel of cotton cloth and indigo ink, while a long-sleeved kimono of silk has graceful trees and hand painted cherry blossoms. "Wind to Blow on Me" by Koken Murata is a wall sculpture of wood, metal, gold, silver, hemp, abalone, and shell.

The Society of Arts and Crafts plans several events coinciding with this exhibition, including a tea ceremony, incense ceremony, lecture on the arts and craft of Japan, and kimono demonstrations.

Ruth Khowais lives in the West Fens. This free exhibit runs through November 10 at the Society of Arts and Crafts, 100 Pier 4 Boulevard, suite 200. The location is close to Courthouse stop on the Silver line. For more information, contact societyofcrafts.org.

Trillium Gears Up for Opening at 401 Park



Trillium Brewing Company held a grand opening on Sept. 21, to celebrate its new taproom at 401 Park. The taproom should open officially this month. The glass-enclosed building will be open year-round.

'Taste' Showcases Growing Food Scene



BY RUTH KHOWAIS

If you've lived in the Fenway a long time, you remember the limited restaurant scene not so long ago—six eateries on Peterborough, two on Kilmarnock, two on Jersey. Well, times have changed.

This change was apparent at this year's Taste of the Fenway, an annual outdoor exploration of Fenway's finest food. The festival, sponsored by the Fenway CDC, takes place on one block of Van Ness St. and features, for one ticket price, samples of food, beer, and wine from Fenway restaurants as well as live music.

Twenty-eight restaurants participated in this year's festival, and at least three were brand new in the neighborhood. Notable was Orfano, which opened on Boylston Street at the end of August. Owned by Tiffani Faison, of Sweet Cheeks Q, Tiger Mama, and Fool's Errand, the restaurant served up a delicious mozzarella ball on homemade garlic bread. Also new to the restaurant scene is deli concept Mamelah's, a transplant from Kendall Square and a resident of the Time Out Market. Anoush'ella,

also located in the Time Out Market, presented a Mediterranean appetizer of hummus, falafel, and tahini sauce.

Many tried-and-true Fenway favorites were also present. El Pelon Taqueria always satisfies; Neighborhoods Café from Peterborough Street offered a Nutella-and-strawberry crepe; Honeygrow featured Cobb salad and two spicy stir-fries; and Blaze Pizza introduced its new thicker-crust pizza (and gave away coupons for free pizzas).

Also notable and delicious were lamb balls with tzatziki sauce from Saloniki and goeey, cheesy cheeseburger bites from Wahlburgers. Caffè Nero and Pavement provided coffee and pastries, and there were three wine booths, including one from Target and another from Nathalie Wine Bar. There were two places to get beer, and Beerworks featured a blueberry beer served with a spicy meatball.

A raffle, a ring toss where you could win a bottle of wine, and entertainment by a five-piece Berklee band complemented the food, and was the star of the show.

Ruth Khowais lives in the West Fens.

City Tests Zones for Lyft, Uber Pick-up, Drop-off

BY ALISON PULTINAS

There has been lots of chatter about Lyft, Uber, and traffic congestion. Convenience is the top motivation for rideshare customers. When compared to public transit, group rides for short trips are convenient and more economical than individual rides. Costs can vary, however, and the companies can (and do) raise their prices based on high demand.

To streamline the pick-up and drop-off process and decrease congestion, rideshare companies, also known as transportation network companies (TNCs) are now encouraged to use pick-up/drop-off zones (PUDO).

Traveling to and from West Fens entertainment and shopping destinations on Boylston St., Brookline Ave., and Lansdowne St., it's stop-and-go traffic. Officially, a few bright red meters on Boylston demarcate 10-minute evening PUDO zones, where TNC drivers must remain with their vehicles. The pilot began in March, and Boston Transportation Department public affairs coordinator Tracy Ganiatsos explained that BTD chose Boylston for the pilot because of the observed number of drop-offs and pick-ups happening curbside and in travel lanes.

Samuels & Associates has its own PUDO at the entrance circle for 401 Park, just off Park Drive. On private property, there's no danger of a vehicle getting ticketed by a parking enforcement officer.

Although not a designated PUDO zone, the indented curb in front of the Regal Fenway on Brookline Avenue also remains popular for shuttle buses and TNCs.

Ganiatsos said that Boston's evaluation of the pilot PUDO spots at Boylston/Kilmarnock Street is due later this year. By comparing traffic data generated by the Waze app, pre- and post-installation of the red meters, the report will evaluate whether creating the zones brings additional traffic.

But regardless of the results, if Lyft and Uber drivers continue to stop anywhere, blocking crosswalks or fire hydrants, the zones will likely be deemed a great alternative and could possibly be considered for all-day use.

BPDA development review for residential and hotel projects now includes requests for designated zones. The 29-story, 391-room Kenmore Hotel proposal currently undergoing BPDA review would designate five parking spots on Beacon Street for drop-off, pick-up, and valet. It's not obvious whether this number was determined using metrics for hotel and restaurant use or reflects the existing on-street supply. (Given that TNC drivers use GPS based on street numbers, the hotel's expected address of One Kenmore Square could create



Pick-up/drop-off zone meters outside of Sephora on Boylston Street.

confusion.) Multiple agencies released reports this year on the use of ride-sharing vehicles, including the state Department of Public Utilities (DPU) and the Metropolitan Area Planning Council (mapc.org/TNCs). Lyft and Uber also jointly funded consultants Fehr & Peters to study the two companies' own proprietary data to prove what we already know anecdotally—their drivers have added to Boston's traffic congestion. The data revealed high estimates of mileage while vehicles cruise around empty, waiting for the next passengers to request a ride.

Related to the regional traffic congestion crisis, the advocacy group Transportation

for Massachusetts (t4ma.org) agrees with Governor Baker's support for new requirements for rideshare companies. The state has not changed its regulations on TNCs since 2017. Currently, the DPU collects a 20¢ per-ride assessment on all TNC rides, half of which goes to the municipality where the trip originates.

At a State House hearing on Sept. 24, Sen. Nick Collins presented a bill seeking flexibility for imposing TNC fees. The bill

> **CALENDAR** from page 8 \$45-70-80. Details and tickets at berklee.edu/BPC or at the box office, 136 Mass. Ave. **Fri, 10/18 ➔ Sun, 10/27**

Working from interviews, letters and other primary materials, Jessica Blank and Erik Jensen's 2002 play **THE EXONERATED** "paint[s] a picture of an American criminal justice system gone horribly wrong—and of six brave souls who persevered to survive it." Fri-Sat, 8pm; Sun, 2pm; Tue-Thu, 7:30pm. Booth Theatre, 820 Comm. Ave. Details at bu.edu/cfa/news-events/events/. FREE.

Sat, 10/19 & Sun, 10/20

THE BOSTON BOOK FESTIVAL returns to Copley Square on Saturday, 10am-5pm, and adds a second day in the Bolling Building in Dudley Square on Sunday, 12pm to 5pm. Although the schedule had not been posted by press time, the list of more than 100 of speakers, panelists and readers had. It includes Jill Abramsom, Hallie Ephron, Andrew Bacevich, Chip Kidd, Elizabeth Strout, Chris Ware, and Brittney Morris. Check for the schedule at <https://bostonbookfest.org/>. FREE

Sun, 10/20

THE EUREKA ENSEMBLE opens Music for Food's 10th season. The all-star ensemble of Boston-based classical talent will perform works by Teleman, Betty Olivero, and the premier of Luke Hsu's *Partita*, written for MfF. Tickets \$30+ (suggested donation) or \$10+ for students, with all proceeds benefitting the Women's Lunch Place. 7:30pm at NEC's Brown Hall. Details at musicforfood.net/index.php/boston/.

Fri, 10/25

JEWISH ARTS COLLABORATIVE holds two Fenway events as part of "Arts Matter Shabbat":

- The *Newish Jewish Encyclopedia* presentation by author Liel Liebowitz: 6pm, Temple Israel, 477 Longwood Avenue (corner of The Riverway)
- Spanish Jewish Cooking with Sara Gardner: 7pm, Fenway Community Center, FREE

Fri, 10/25 ➔ Sun, 11/17

Wheelock Family Theatre opens its season with **ROALD DAHL'S WILLY WONKA AND THE CHOCOLATE FACTORY**. Based on the classic children's tale, the musical includes music from the 1971 film and new songs by Lesley Bricusse and Anthony Newley. Fri-Sat,

stipulates that the revenue would go to the affected municipality to address congestion and environmental impacts of vehicle emissions. Incentives that encourage pooled rides, where customers are matched with others travelling in the same direction, could potentially reduce traffic. State Rep. Jay Livingstone also sponsored a bill this summer to track shared rides and encourage lowered charges for pooled trips.

Alison Pultinas lives in Mission Hill.

CALENDAR

7:30pm; Sat-Sun, 2pm (ASL and audio-described performances on 11/10 and 11/16). Tickets \$20 to \$40. 180 the Riverway. Order from the box office (617-353-3001) or at www.wheelockfamilytheatre.org/.

Sat, 10/26 & Sun, 10/27

Portland's inventive **PINK MARTINI** swings through town on a 25th-anniversary tour. Vocalist China Forbes and bandleader Tom Lauderdale lead a trip through the band's nine-album oeuvre, which samples and fuses jazz, classical, pop, and the American Songbook. Sat., 8pm, Sun., 7:30pm. Tickets \$40 to \$79. Details and tickets at Berklee.edu/BPC or at the box office, 136 Mass. Ave.

Wed, 10/30

It's a busy month at Berklee. Jazz legend **DEEDEE BRIDGEWATER** explores her four-decade career in performance Berklee student ensembles. Tickets \$20 to \$30 advance, \$25 to \$35 day of. Details at Berklee.edu/events/. Tickets online or at the box office.

Thu, 10/31

HALLOWEEN EAT & TREAT. Eat at 5:30pm and Treat at 6:30pm. Morville House Community Room, 100 Norway Street, Boston MA. Contact Jasmine Vargas at jvargas@fenwaycdc.org or (617) 267-4637 x13 for more information. FREE


Sat, 11/2

Opening reception for Kaji Aso Studio's annual group art show **"A SPOT OF BEAUTY"** at the Prudential Center. At Newbury Arcade near Lord & Taylor. 3-5pm. The show runs until Nov. 16. FREE

SENIOR EVENTS

Events take place at the Peterborough Senior Center or Fenway Community Center. Find the Senior Center entrance by walking into the alley between 100 and 108 Jersey St. and looking left. For more information, call 617-536-7154.

- **Thu, 10/3, 10/10, 10/17, 10/24, & 10/31 at 1:30pm: Exercise with Simmon's Physical Therapy students.**
- **Tue, 8/8 at 1pm: SHINE (Serving Health Information Needs of Everyone) presentation with Ethos.**
- **Tue, 10/22 at 1pm: Winter Essentials workshop with Katherine Palm, MSW, from Brigham and Women's Hospital.**

 **Public Meeting**

Urban Renewal Community Meeting

Monday, October 28
6:00 PM - 7:00 PM


Fenway Community Center
1282 Boylston St., #123
Boston, MA 02215

Project Proponent:
Boston Planning & Development Agency

Project Description:
The Boston Planning & Development Agency invites the surrounding community to a meeting to discuss updates to the Fenway Urban Renewal Plan Area.

mail to: **Christopher Breen**
Boston Planning & Development Agency
One City Hall Square, 9th Floor
Boston, MA 02201

phone: 617.918.4202
email: chris.breen@boston.gov

BostonPlans.org |  @BostonPlans

Teresa Polhemus, Executive Director/Secretary

COMMUNITY meetings

WED, OCTOBER 2, 16, & 30 Fenway Fair Foods, 3pm to 5pm, Holy Trinity Orthodox Cathedral, 165 Park Drive. Get a bag of fresh seasonal fruits and vegetables for \$2. Everyone welcome! To learn more, contact Helen Murphy, hmurphy@fenwaycdc.org, (617) 267-4637 x21.

THU OCTOBER 3, 10, 17, 24, & 31 Free One to One Financial Coaching, 1pm to 5pm, Fenway CDC's conference room, 70 Burbank Street. To schedule an appointment, contact Kris Anderson at kanderson@fenwaycdc.org or (617) 267-4637 x 29.

MON, OCTOBER 14 Celebrate fall with a delicious, hot, free meal with neighbors at the monthly community dinner. All are welcome! 6pm to 7pm, Holy Trinity Orthodox Cathedral, 165 Park Drive, Boston. For more information Contact

Helen Murphy at hmurphy@fenwaycdc.org, (617) 267-4637 x 21.

TUE, OCTOBER 15 Charlesgate Park public meeting. 6:30pm at The Harvard Club, 374 Commonwealth Ave. Expect an update on the current state of the planning for improving DCR Charlesgate Park, including the MassDOT's plans to reconnect Charlesgate directly to the Esplanade and the Charles River.

TUE, OCTOBER 29 Parents of young children are invited to an open discussion about early education options in Boston at the Fenway Community Center from 5pm to 6:30pm. Light refreshments will be served and children are welcome. The event is organized by Operation PEACE program director Mallory Rohrig and Tim Ney, founder of the [bitsandflow] series. 1282 Boylston St.

October

CALENDAR

THIS SYMBOL INDICATES THAT AN EVENT IS FREE.

arts+ ENTERTAINMENT

Fri, 10/4

Opening reception for **POLAR DREAMS**, a one-woman art show by West Fens resident Ruth Khowais, featuring photographs and paintings from Antarctica and the Arctic. 4-7pm at the Fenway Community Center, corner of Boylston and Jersey Streets.

Exhibit will run through the end of November. FREE.

Fri, 10/4 & Sun, 10/6

HANDEL + HAYDN SOCIETY opens its season with a Mozart Celebration, including the ever-popular *Eine kleine Nachtmusik* and the *Mass in C Minor*. Fri 7:30pm, Sun 3pm, both at Symphony Hall. Tickets (\$24-100) and details at www.handelandhaydn.org.

Sun, 10/6

Join the Emerald Necklace Conservancy for a guided, interpretive **BIKE TOUR** from the Arnold Arboretum to the Back Bay Fens, led by a conservancy docent. 11:30am-1:30pm, starting at Shattuck Visitor Center, 125 The Fenway. \$10, register at emeraldnecklace.org/event/fall-bike-tour-2/.

Fri, 10/4 ➡ Sun, 10/13

- Nora Theater in association with New York's always-innovative Bedlam Theatre, presents **THE CRUCIBLE**. Arthur Miller wrote the play about the Salem witch trials as a parable for McCarthyite anti-communist hysteria, but it still resonates today. Wed-Thu, 7:30pm; Fri, 8pm; Sat, 3 and 8pm; Sun, 2pm. Details and tickets (\$16-63) at centralsquaretheater.org.
- When a documentary film crew and a new member both show up at a small book club, high-minded literary discussion breaks down into comical chaos in the Boston Playwrights Theatre

production of **THE BOOK CLUB**. 949 Comm. Ave. Tickets \$10-35 at the door or from bu.edu/bpt/.

Tue, 10/8

- South End resident and *Fenway News* contributor Alison Barnet celebrates the publication of her new book, **"ONCE UPON A NEIGHBORHOOD."** 6:20pm, South End library, 685 Tremont St. FREE
- Have you ever thought about telling a story on the Moth Radio Hour but felt intimidated by the idea of addressing a big audience? Get you feet wet in the comfortable confines of Trident Booksellers and Café when it hosts the **MASS MOUTH STORY SLAM**. Sign up to tell a story, and see if your name is drawn from a hat. Volunteer judges choose the top two, with a "people's choice" selected by audienc vote. Doors at 6pm, slam at 7pm. Trident, 338 Newbury St. Details at tridentbookscafe.com/event/massmouth-1. FREE

Wed, 10/9

Sociedad Latina is hosting its **50TH ANNIVERSARY GALA**. 6-8pm at the Museum of Fine Arts. To purchase tickets or for information about group reservations, visit tinyurl.com/50thanniversarygala. Tickets \$150-\$350.

Thu, 10/10 ➡ Thu, 10/24

Artist and activist **DOMENIC ESPOSITO** brings his sculpture "FDA Spoon" to B.U. for a temporary installation on the GSU Plaza through Oct. 24. It's part of Esposito's ongoing activism aimed at informing and educating the public about the unfolding tragedy of the opioid epidemic and the deadly and destructive effects it has had on people from all walks of life. An opening reception with the artist take place at 6pm, Oct. 10, on the plaza. FREE

Boston Vegetarian Food Festival



THE BOSTON VEGETARIAN FOOD FESTIVAL returns to the Reggie Lewis Center on Columbus Ave. on Saturday, Oct. 19 and Sunday, Oct. 20. Speakers, cooking demos, discounted shopping, and plenty of free samples highlight this fun annual expo. Sat, 11am-6pm; Sun, 10am-4pm; show preview [\$5 ticket and reservation required] 10-11am on Sat. Much more at <https://bostonveg.org/foodfest/>. FREE

PICK OF THE MONTH

Fri, 10/11 ➡ Sun, 10/13

BU's Opera Fringe presents **LATER THAT SAME EVENING**. John Musto's opera imagines the intersecting lives of people in five paintings by Edward Hopper, master delineator of the alienation of urban life. Fri-Sat, 7:30pm; Sat-Sun, 2pm. Tickets \$10 at the door or through bu.edu/cfa/news-events/events/.

Mon, 10/14

OPENING OUR DOORS kicks off at 10am at the Christian Science Plaza at 235 Huntington Ave. After enjoying a complimentary cupcake from Oakleaf Cakes, walk or bike with Bluebikes to locations throughout the Fenway for art exhibitions and activities, cultural experiences, musical and dance performances, and more. Festival events will take place everywhere from Berklee College of Music, Massachusetts Historical Society, the First Church Plaza, and Mary Baker Eddy Library to institutions along the Huntington Ave. /Avenue of the Arts corridor, with programs at Symphony Hall, New England Conservatory, the YMCA, MFA,

Emerald Necklace Conservancy, SMFA at Tufts, Simmons University, the Gardner Museum, and Evans Way Park. FREE

Thu, 10/17

Wrapping up its year as choreographers in residence, the group **ALL READY** (a Korean hip-hop fusion group seen this year on NBC's "World of Dance") premieres three dance pieces inspired by the collection at the Isabella Stewart Gardner Museum. Pop-up performances between noon and 8pm in the galleries. Included with regular museum admission: \$15 regular, \$12 seniors, \$10 students, free 17 and under. gardnermuseum.org/calendar/event/all-ready-performs-20191017.

Fri, 10/18

To celebrate the 60th anniversary of the first bossa nova ever recorded (by the legendary **JOAO GILBERTO**), equally legendary producer/composer/performer Sergio Medes joins Bebel Gilberto, Joao's daughter, for a concert. 8pm, Berklee Performance Center, [CALENDAR on page 7 >](#)

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