



CHARLESTOWN

PATRIOT-BRIDGE



John Sorgini and Kyle LeClerc of Chattermark Distillery on Terminal Street are preparing to finally get their product out the door. The Charlestown distillery started up about three years ago in their space, but hit many roadblocks with COVID-19. Now, they are preparing to open a tasting room soon and hit the market with locally-distilled, high-quality bourbons, whiskeys and gins.

Chattermark Distillery looking to make its mark in Charlestown

By Seth Daniel

Last Thursday afternoon in the industrial area of Terminal Street almost directly under the Mystic/Tobin Bridge, Distiller Kyle LeClerc fed grain into a two-story tall tank to begin the bourbon mashing process for the day –

something they do twice a day at Chattermark Distillery.

On the ground, Founder John Sorgini leaned against 50-pound sacks of grain and rye that had just arrived from Maine.

“We just got grain shipped in from a family farm in Maine,” said Sorgini. “It’s about as back

to the basics as you can get. We are a fully operating distillery, but we really try to keep everything local and the product of a very high-quality.”

Chattermark has been around for about three years, locating in

(DISTILLERY Pg. 11)

Breaking News – Heritage Club approved

The Boston Cannabis Board (BCB) on Wednesday afternoon voted 5-0 to approve the Heritage Club recreational cannabis store application off of Cambridge Street in the Lost Village, while at the same time deferring the appli-

cation for the Resilient Remedies (R2) application on Sullivan Square.

Heritage owner Nike John said she is excited to move forward with her proposal, but said it’s bittersweet because of events of

the past two weeks.

“I’m excited we’re moving forward, but it is bittersweet,” she said. “As much as I am excited, it’s also not exciting because

(APPROVED Pg. 9)

Heritage Club supporters slam process as corrupt

By Seth Daniel

Supporters of the Heritage Club marijuana store slammed the political leaders and the Boston Cannabis Board (BCB) process as being corrupt and stacked against Heritage founder Nike John, a Black woman who is pursuing the license as an equity applicant amidst heavy competition from another more local operator, during a hearing before the BCB on May 12.

The BCB hearing date was stacked with intensity even before the accusations and the testimony began last week, with neighbors

in the Lost Village and Councilor Lydia Edwards adamantly against Heritage’s application and in favor of the competing proposal by Resilient Remedies (R2) – which also had its public hearing coincidentally on the same day.

John and her attorney, Phil Silverman, made a short presentation to the Board, their second presentation to the BCB after being sent back to the drawing board last December. John came back now with a new traffic study and without co-owner Maggie Suprey – who remains a friend and supporter of John’s project.

(HERITAGE CLUB Pg. 10)

One Mystic opening meeting pits union leaders against BPDA opposition

By Seth Daniel

The first review meeting for the One Mystic residential tower seemed to pit two groups against one another – the trade unions that advocated for good jobs and a rejuvenation of Sullivan Square – and the Boston Planning and Development Agency (BPDA), which clearly does not favor the project.

Somewhere in the middle was the developer, the residents and a group of young adults who see the new development as a potential affordable home in their neigh-

borhood.

The meeting started with an elongated presentation of the project to the community, which was a similar presentation as was made to the Charlestown Neighborhood Council (CNC) two months ago. The basics of the project are that it is a high-rise residential tower on the old Flynn Junkyard abutting the Somerville City Line. There are 695 units and 243 parking spots and an active Food Market, restaurant and walking Paseo at ground level. The project was

(ONE MYSTIC Pg. 13)

CNC CORNER

The Charlestown Neighborhood Council will hold a public meeting on Tuesday June 1 at 7pm. The meeting will be held both via Zoom and in-person at the Knights of Columbus (<50% capacity; masks required), 545 Medford Street. Please send questions via email to cnc02129@gmail.com. The link will be available on our website calendar on June 1 – <https://www.charlestownneighborhoodcouncil.org/Calendar.html>.



A rendering of the Food Market and Paseo at the ground level of One Mystic shows a lively and healthy lifestyle on what is now a junkyard, but City officials seem to be against the project due to its high density.

EDITORIAL

WE DESERVE THIS GREAT WEATHER

With Massachusetts entering the reopening phase after 14 months of lockdowns, the arrival of the magnificent weather this week could not have been better-timed.

All of us have had to make sacrifices to varying degrees during the pandemic.

Many of our fellow citizens have suffered greatly, whether from the deaths of loved ones, the loss of livelihoods, or the lingering effects of long-COVID.

However, what has become clear throughout the pandemic is the power of the resiliency of the human spirit. This was evident as we were walking along a crowded Newbury St. in downtown Boston this past Saturday afternoon under sunny skies with temperatures near 80. Sidewalk restaurants were bustling, shops had customers, and people were just happy to be out-and-about.

We were reminded of the words of our mother after she'd been diagnosed with the breast cancer that eventually would overwhelm her: "Life is for the living," she would say.

The pandemic has served to remind us that our existence is both short and fragile. Hopefully, with the realization that our grasp on this earth at best is tenuous, we will have a greater appreciation of the simple things -- a sun-filled sky on a warm afternoon -- and endeavor to make the most of every day as we strive to make the world a better place not only for ourselves, but for those around us.

LIZ CHENEY IS A PROFILE IN COURAGE

We disagree with Liz Cheney on just about everything, politically-speaking.

We suspect that most of our readers also have felt the same way over the years.

But there is no denying that her principled stand in opposition to her party leaders and in defense of the Constitution would be worthy of a chapter in John F. Kennedy's Profiles in Courage.

Liz Cheney could have taken the easy way out and simply remained silent in the face of the efforts by a large segment of the Republican Party to undermine the electoral process that forms the bedrock of our democratic institutions.

But Liz Cheney knows what her fellow Republicans are up to -- and she wants no part of it.

Beyond the attempt by GOP members of Congress to whitewash the events that occurred on January 6, the election "reforms" that are being enacted by Republican-controlled state legislatures in many states are a blatant and coordinated effort to subvert the very essence of our democracy.

The combination of newly-imposed restrictions on meaningful access to the ballot that target minority communities and the new laws delegating to those very same legislatures the final determination of the vote amounts to this: They are rigging the outcome of the electoral process both before the voting and after the counting.

Liz Cheney is standing up for the most basic of American values -- and if our democracy is to survive the coming elections of 2022 and 2024, we will need many more like-minded officeholders to join her cause.

LETTERS TO THE EDITOR

THANK YOU, MORRISSEY FAMILY

To the Editor,

I would like to express my heartfelt appreciation to the Morrissey family and the Ryan "Duce" Morrissey Scholarship committee. I have been blessed to have known Ryan and am honored by the Morrissey family's generosity. I am entering my junior year at Colby-Sawyer majoring in early childhood education and hope to become a teacher. Again, thank you so much and thank you also for helping "Townie" students reach their dreams and goals. GOD BLESS!!!

Conor Kelly

CONCERNS AS TO THE STATUS OF THE RUTHERFORD AVENUE INFRA-STRUCTURE PROJECT

To the Editor,

(The following letter was sent to BTD Commissioner Rooney by State Rep. Dan Ryan.)

I write to express my concerns as to the status of the Rutherford Avenue Infra-structure Project, as well as other revitalization and transportation improvements in the vicinity of Sullivan Square. I understand the Metropolitan Planning Organization (MPO) project schedule is fluid and timelines often change. The Boston Transportation Department (BTD) has worked diligently to hit planning goals and deadlines to ensure we access the federal funding set aside for this project. I thank you and your team for your attention to, and prioritization of, this area of Boston, thus far. I also appreciate the interim work done to maximize state and local resources, along with mitigation money from the Encore Resort and other developments, to address current traffic concerns until our long-term vision for Rutherford Avenue and Sullivan Square is completed.

As you know, the nexus that is Sullivan Square is not only important to the residents of the Charlestown neighborhood, but also serves as a vital access point to northern New England from the Boston peninsula since the Colonial era. Therefore, this critical neighborhood project is not only urgent to the Charlestown community, but also Greater Boston. Nearly a century of neglect rendered this transportation corridor not only unmanageable, but also a hindrance to the future economic prosperity of Boston and its environs. Further delay will be crippling to the regional economy. Development in the region has not slowed during the past year at the same rate as our infrastructure planning targets. We also cannot let the recent diminished commuting volumes cast from our memories the snarling traffic and public safety issues that plagued this corridor pre-pandemic.

In 2003, decades of deferred maintenance caused the overpass in Sullivan Square to be condemned and demolished as an emergency act, not as a pro-active transportation plan on behalf of our community. Since then, we have been living with ramps to nowhere and a promise of correction. Through the focused efforts by BTD and other stakeholders in the past seven years much progress has been made toward a permanent solution to our infrastructure embarrassment. We do not want to lose that momentum. I respectfully ask for a reinvigorated community process with a timetable of goals for both the Rutherford Avenue Corridor, as well as interim mitigation plans for Sullivan Square and the areas of Charlestown past the Sullivan Square MBTA Station including, but not limited to: Parker, Brighton and Caldwell Streets.

The area is undergoing various public processes pertaining to future development and other economic activity. These transportation plans and construction time-

tables will be critically important to have in place before moving forward with major development and new enterprises in this area. The Boston Planning and Development Agency (BPDA) has also engaged the community in a comprehensive PLAN: Charlestown process, which will envision and encompass much of this area. The status of current traffic mitigation plans for this area, as well as future infrastructure needs, must be part of the BPDA conversation.

Better pedestrian, bicycle and multi-modal access to public transportation hubs on the periphery of our neighborhood will allow some of our city's most isolated residents an opportunity to embark upon workforce opportunities sprouting up around us. The outskirts of town are being darkened by development because of advances by cities on our immediate borders. Due to the lack of attention to public infrastructure at our end of the City, Charlestown, and therefore Boston, is bearing the brunt of the expansion of Assembly Row, North Point and Kendall Square. We are receiving very little of the benefit.

Moreover, Charlestown is home to the largest public housing development in New England, along with two other major subsidized housing complexes. Tremendous efforts have been made to give these residents quality housing well into the future. We need a transportation system that will simultaneously make this neighborhood a desirable place to live, but also a realistic place to access economic opportunity for those often shut out. One without the other is just a perpetuation of the same systemic problems that have been brought to the fore this past year.

I thank you for your attention to this matter and for the work being done thus far. Please, let me know how I can best be of assistance. I await your response.

State Rep. Daniel J. Ryan

The Independent Newspaper Group reserves the right to edit letters for space and clarity. We regret that we cannot publish unsigned letters. Please include your street and telephone number with your submission. The Independent Newspaper Group publishes columns, viewpoints and letters to the editor as a forum for readers to express their opinions and to encourage debate. Please note that the opinions expressed are not necessarily those of The Independent Newspaper Group. Text or attachments emailed to editor@reverejournal.com are preferred.

Ryan calls for Rutherford process to be a priority

By Seth Daniel

With the Rutherford Avenue Infrastructure Project seemingly taking a backseat all of the sudden to other road projects around Boston, State Rep. Dan Ryan this week submitted a comprehensive letter to the Boston Transportation Department (BTD) demanding that momentum isn't lost on the massive regional road reconfiguration.

Ryan said there have been decades of deferred maintenance on the corridor, and that led to the emergency demolition in 2003 of the overpass. Since that time, he said, much progress has been made to plan and being to execute a generational fix. However, with funding from the Boston Metropolitan Planning Organization (MPO) pushed back recently for other projects in Boston, he said he is very concerned the fix on Rutherford Avenue and Sullivan Square could stall out.

"Nearly a century of neglect rendered this transportation corridor not only unmanageable, but also a hindrance to the future economic prosperity of Boston and its environs," he wrote. "Further delay will be crippling to the regional economy. Development in the region has not slowed during the past year at the same rate as our infrastructure planning targets. We also cannot let the recent diminished commuting volumes cast from our memories the snarling traffic and public safety issues that plagued this corridor pre-pandemic.

"Since then, we have been living with ramps to nowhere and a promise of correction," he contin-

ued. "Through the focused efforts by BTD and other stakeholders in the past seven years much progress has been made toward a permanent solution to our infrastructure embarrassment. We do not want to lose that momentum."

Ryan asked BTD for a "reinvigorated community process" with a clear timetable and goals for the Rutherford Avenue Corridor, as well as the mitigation plans for Sullivan Square and the areas beyond the MBTA Station like Parker, Brighton, Caldwell Streets and other.

He said the major development plans in the area, such as the One Mystic project and others to come, must be aligned with this process. He said nothing should go forward without having a firm idea of where and when the infrastructure plan will be executed.

"These transportation plans and construction timetables will be critically important to have in place before moving forward with major development and new enterprises in this area," he wrote. "The BPDA has also engaged the community in a comprehensive PLAN: Charlestown process, which will envision and encompass much of this area. The status of current traffic mitigation plans for this area, as well as future infrastructure needs, must be part of the BPDA conversation."

The biggest issue, however, is development on the edges of Charlestown, and just beyond its borders in places like North Point, Assembly Row and Kendall Square. Those are issues he said he has been bringing up for many years as part of the process, and

(RUTHERFORD Pg. 8)

By Mike Manning

Chair - Friends of the Boston Harborwalk

The USS Monaghan was the last of eight Farragut-class destroyers built for the US Navy. These post-World War I destroyers had significantly greater fire power and steaming range than their predecessors. The ship was named for Ensign John R. Monaghan - a native of Washington state who was killed in action during the second Samoan Civil War of 1899. The first USS Monaghan (DD-32) was a modified Paulding-class destroyer built at Newport News Shipyard (Virginia) and saw service during World War I - in the Atlantic theater of operations.

Farragut-class destroyers were built at Boston Navy Yard (Charlestown), Fore River Shipyard (Quincy, Massachusetts), Brooklyn Navy Yard (New York), Puget Sound Naval Shipyard (Bremerton, Washington), and Philadelphia Naval Shipyard. The Boston Navy Yard produced Monaghan and her sister ship Macdonough and were commissioned within a month of each other in the spring of 1935.

After commissioning, Monaghan conducted a number of training tours in the North Atlantic. These tours focused on the deployment of aircraft and aircraft carriers to escort convoys, to coordinate anti-submarine measures between aircraft and destroyers, and to test various evasive tactics against attacking aircraft and submarines. This training would prove to be invaluable as the world moved toward a second world war.

By 1941, Monaghan had been redeployed from the Atlantic squadron to Pearl Harbor, Hawaii. Japanese expansionism in Asia had forced the United States to shift naval assets from many different theaters of operations to the Pacific. On the morning of December 7th, she was the "ready-duty" destroyer just north of Ford Island - located in the center of Pearl Harbor. Monaghan and sister ships Aylwin, Dale, and Farragut waited in this saltwater hideaway at a high state of readiness.

At 7:51 AM, Monaghan was ordered to make steam and join destroyer USS Ward on an anti-submarine patrol. Just an hour before, Ward had sunk an unidentified submarine at Pearl Harbor's entrance. Four minutes later, the devastating Japanese air

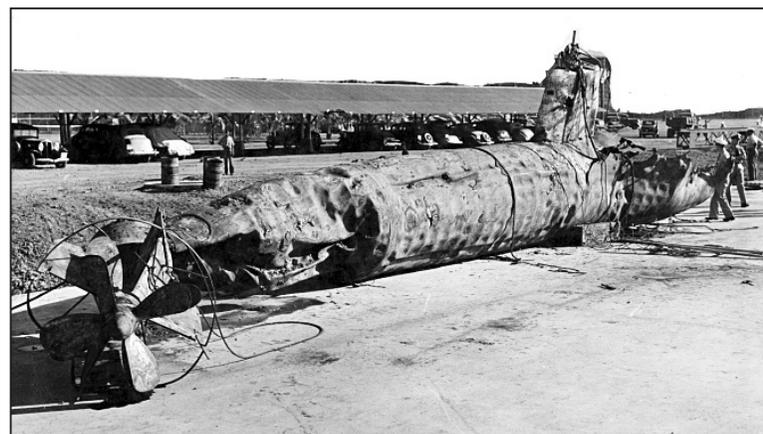
Stories from the Shipyard

USS Monaghan II (DD-354)



Images courtesy of Naval History and Heritage Command

The USS Monaghan.



I-22tou - a Type-A Japanese mini-submarine.

attack began with the first of two waves of bombers, torpedo bombers, and fighters.

The unrelenting assault, that propelled the United States into World War II, lasted approximately 90 minutes. At 8:27 AM, just 30 minutes after the strike began; Monaghan was notified of the presence of a Japanese mini-submarine in the harbor.

This was I-22tou - a Type-A Japanese mini-submarine with a two-man crew and armed with two torpedoes. The submarine attacked the USS Curtiss, a sea-plane tender, with a torpedo but missed. Immediately, and inexplicably, the intruder surfaced. Curtiss, armed with a 5" caliber deck gun, fired a shell which decapitated the submarine's conning tower. At this point, the Monaghan's captain rang up the engine room for flank speed and gave the order to ram.

I-22tou maneuvered to fire a torpedo at the approaching destroyer but the torpedo missed - passing within 150 feet of her starboard bow. Immediately, Monaghan struck a glancing blow

off the submarine and simultaneously dropped two depth charges that sent the enemy vessel to the bottom of the harbor. The harbor was so shallow in this area that the detonation of the depth charges lifted the destroyer's stern up and out of the water.

After Monaghan's first harrowing naval engagement and first enemy submarine "kill", the destroyer steamed to Wake Island in an effort to relieve American forces there. Unfortunately, the island was captured by Japanese forces before she and other warships arrived. Monaghan and other vessels made their way back to Pearl Harbor.

For the next few months, she participated in patrol and scouting operations. Monaghan was present at the battle of the Coral Sea and at the decisive American victory at Midway Island.

(This victory, June 4th - 6th, 1942 proved to be the turning point in the war as all four Japanese aircraft carriers that had launched the attack at Pearl Harbor were sunk. The Japanese navy never recovered from the loss

(SHIPYARD Pg. 6)



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THE CHARLESTOWN PATRIOT-BRIDGE,

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EMAIL: editor@charlestownbridge.com • WEB SITE: www.charlestownbridge.com

NEWSSTAND PRICE: FREE / SUBSCRIPTION PRICE: \$75 ANNUALLY

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E-mail exchange questioning Cannabis Board accidentally sent to Cannabis Board

By Seth Daniel

Everyone has mistakenly hit the ‘send’ button, but few such instances have been such an unlucky stroke as a private e-mail exchange by Resilient Remedies (R2) marijuana store that was mistakenly sent into the public record last Friday – a strategic e-mail exchange that questioned the integrity of the Boston Cannabis Board (BCB) and then was sent to...the Boston Cannabis Board.

The e-mail exchange got into the public record when R2’s attorney, Tanya Trevisan, sent other members of the team BCB Clerk Jasmin Winn’s e-mail address last Friday afternoon so as to forward support letters. However, within that communication was a strategic conversation between R2 that questioned the integrity of the BCB’s process in approving their competition, Heritage Club’s Nike John, as an official equity applicant. It also contained a series of exchanges detailing an investigation last Thursday and Friday aimed at trying to disqualify John as an equity applicant prior to the BCB vote this week – perhaps even using this paper, the Patriot Bridge, to get that message out.

Both R2 and Heritage are competing to be the first recreational marijuana licensee in Charlestown, and both propose to locate within a half-mile of each other – creating a buffer zone issue that has heightened the competition significantly.

“We need...to strategy on this,” wrote Trevisan in an e-mail last

Friday. “I’ve included her and the rest of the team here. In my opinion, the challenge as to Nike’s equity status would be better coming from the public. It’s important to note that, just because Nike identifies as Black does not mean that she is automatically designated as a Boston Equity Applicant. She needs to meet at least 2 more of the 6 criteria outlined in...the Equity Ordinance to be designated an Equity Applicant. And it appears she fails to do so.”

The e-mail went further to indicate that perhaps BCB Attorney Chayla White looked the other way on residency issues to make sure John qualified, even if she may not have deserved it.

“Clearly, there is an issue regarding whether Nike actually lived in an (Area of Disproportionate Impact) ADI for at least five of the last 10 years,” read Trevisan’s e-mail. “There is significant conflicting data that appears to have been manipulated to Nike’s benefit to enable her and The Heritage Club to be given priority in the cannabis license application process. The public deserves an explanation as to how the OED/BCB determined Nike resided in an ADI for at least five of the last 10 years, given this information.”

John said this week she was aware of the mistaken e-mail exchange, and had seen it as well. She called it a blatant display of racism.

“I have always believed that who you are is who you are when no one is watching,” said John.

“To take that a step further, and quote Maya Angelou, ‘When people show you who they are, believe them.’ Resilient’s conversation is a blatant display of racism and it is unacceptable. My hope is that the Board, that was designed to ensure racial equity, not only upholds that mandated goal, but also chooses operators who align with the mission.”

R2 said it was unfortunate the exchange was mistakenly sent to the BCB, and they wished everyone good luck in the upcoming process.

“It is unfortunate internal attorney client communications have been inadvertently made public,” read the statement. “We wish all very good fortune and luck as they navigate the dynamic process of this emerging industry.”

On Friday, once Trevisan realized she had sent compromising e-mails to the BCB, she attempted to roll it back, saying to disregard the communication as it was part of privileged attorney-client discussions between the owners of R2.

“Please confirm receipt of this e-mail and deletion of the other,” wrote Trevisan.

“Hi Tanya,” replied BCB Clerk Winn. “All correspondence sent to the City is public record.”

The exchange was then included in the public record of R2’s application, which is currently before the BCB.

The heart of the matter within the exchange is a long-standing question from R2 about John’s status as an equity applicant, specifically whether or not she has resided in an ADI for five of the

last 10 years – which is a requirement along with identifying as a Black person and qualifying as low-income.

Former Boston Election Commissioner Nancy Lo, now part of the R2 team, was involved in the e-mail exchange reaching out to various Town Clerks, specifically Brookline, to inquire about John’s residency there. Brookline is not an ADI. She discovered that the Brookline Clerk had her registered there from 2008 to 2016. She and Trevisan and the team continued to analyze the dates of where John lived and did not live, including the fact that her current driver’s license says she lives on Beacon Hill – which is not an ADI.

“That said, Brookline has her on record as a resident from 2008-2016???” wrote Trevisan. “And the Boston voting record & her driver’s license indicate she lives on Beacon Hill currently while she says she lives elsewhere. Something is fishy & it’s not just the harbor...”

The entirety of their case is then detailed in a long e-mail to the team, which contained significant concern about the integrity of the BCB in its evaluation of John, and whether BCB attorneys might have manipulated information to make sure she qualified. A strategy was then formulated to contact the Charlestown paper and try to roll out a story on the matter before the meeting this week. No effort, however, was made after Friday to do so.

“When does the Charlestown paper come out and its deadline?” wrote Lo.

The Mayor’s Office told the Patriot Bridge that the City and the BCB stands behind its evaluation of John as an equity applicant, and said that question was first raised by Trevisan in March – and the BCB addressed it then. The e-mail exchange seems to indicate R2 still had concerns about that evaluation.

“Chayla believes the predominant question being asked by Attorney Tanya Trevisan about Ms. John’s equity status concerns Ms. John’s residency,” read a statement from the Mayor’s Office. “Ms. John provided Chayla with sufficient documentation to prove that she has resided in areas of disproportionate impact as defined by the Cannabis Control Commission (CCC) for the requisite amount of time - at least 5 of the last 10 years. Ms. John submitted this information in October 2020, so proof of residency in an area of disproportionate impact for any five-year term from 2010 through October 2020 would satisfy the residency criteria set forth in the Ordinance Establishing the Equitable Regulation of the Cannabis Industry in the City of Boston... As Attorney Hawkins noted, Chayla did respond to Attorney Trevisan’s inquiry regarding Ms. John’s residency on March 22, 2021.”

The Mayor’s Office said Attorney White was provided with residential leases on Gainsborough Street in the Fenway from Sept. 2013 to Aug. 2015. She also provided them with a lease from a Quincy apartment from Dec. 2014 to June 2018. She also provided them with utility bill statements that matched those addresses for that time period where she held a lease.

“Altogether, Ms. John resided in areas of disproportionate impact for approximately 63.5 months - which is in excess of the mandatory 60 month period,” read the statement from the Mayor’s Office.



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Edwards Middle School renovations included in BPS Capital Budget and BuildBPS

Staff Report

Supt. Brenda Cassellius this week presented a capital budget and BuildBPS update to the Boston School Committee, proposing a plan to provide clearer pathways for students, build five new schools, and significantly upgrade current school buildings – including a major renovation and repurposing of the Clarence Edwards Middle School in Charlestown.

The Edwards is slated to close on June 17 at the end of this school term.

The guiding principles for the updated plan are to achieve equitable access to educational opportunities and programs; provide excellent buildings that promote health, enhance learning, and motivate students; and ensure predictability and transparency in the

district’s facilities master planning process.

“This hopeful vision for the future of BPS is a huge shift in the way we plan for our students’ education,” said Superintendent Cassellius. “We are stating now and for the future that our students will learn in 21st century classrooms and know with certainty how their education will progress for their entire time in BPS. As a district, we owe it to our students and their families to be upfront and transparent in our planning. This proposal moves us closer to earning the trust of our community and providing our students the learning environments they deserve.”

Superintendent Cassellius presented the proposal as part of the ongoing BuildBPS educational and facilities master plan, a 10-year,

\$1 billion vision for transforming all school buildings into learning environments where students access the teaching and support services they need to be successful. BPS will continue its family and community engagement through October when the Superintendent will provide additional updates to the plan and request votes from the Committee. Meetings are shared on the BPS website.

For Charlestown, the Edwards is one of four major school renovations outlined in the plan – a plan that hinges on transforming other schools throughout the city. Following the approved closure of the Edwards Middle School

at the end of the 2020-21 school year, the current merger of the BCLA-McCormack 7-12, and the proposed closures of the Irving and Timilty schools at the end of the 2021-22 school year, all three middle school buildings will be renovated as part of the long-term strategy to provide clear, predictable educational pathways for students and their families;

The five new schools to be built are in Allston/Brighton, Dorchester, East Boston and Roxbury, as well as a new school for the Horace Mann School for the Deaf and Hard of Hearing.

In addition to adding seats through major construction proj-

ects, BPS will engage school communities to explore options for creating additional seats through reconfigurations of K-8 schools for the 2022-2023 school year and beyond. Creating predictable, clear educational pathways from early childhood through high school includes graduating students prepared for college, career and life. BPS will continue its work to reimagine the secondary school experience by partnering with BPS heads of school to establish a foundation for high school quality as part of high school redesign, and will propose a plan to the Committee in Fall 2021.

SHIPYARD (from pg. 3)

of these warships along with related aircraft, sailors, and airmen during the two-day battle.)

After Midway, she participated in a number of operations from Pearl Harbor as far north as Alaska’s Aleutian Islands. During this time, Monaghan was involved in a number of mishaps including a collision with another vessel and an impact with an unknown underwater obstruction. While at sea, only temporary repairs could be performed. She steamed to Mare Island Naval Shipyard (Vallejo, California) for permanent repairs.

In early 1943, Monaghan returned to the Aleutians and was assigned to a scouting force comprised of cruisers and destroyers. This force engaged the Japanese in the Battle of Komandorski Islands. Though outnumbered, the American force drove the enemy away. Through November of 1943 - she engaged in a wide

variety of missions including: patrol/scouting, shore bombardment, escort duty, and anti-submarine warfare.

In 1944, Monaghan returned to the West Coast for extensive exercises in order to prepare for the invasion of the Marshall Islands. She also participated in the campaigns to capture Kwajalein and Eniwetok atolls.

By March, Monaghan’s primary mission was anti-submarine warfare. Her role was indispensable in the campaigns at Palau, Woleai, Yap, and Saipan. After Saipan, she joined in the assault on Guam in July. At the end of July, she sailed for Pearl Harbor for replenishment and then onto Puget Sound, in Washington state, for a significant overhaul.

After the overhaul’s completion, Monaghan trained off California and Hawaii during the fall of 1944. In mid-November, she, along with three destroyers

and a trio of cruisers, steamed 350 miles southwest of Guam to Ulithi Atoll. On the last day of November, Monaghan departed Ulithi to escort three fleet oilers destined to the Philippines in a plan to rendezvous with the Third Fleet.

By the 17th of December, she needed to refuel and had reduced ballast to accommodate thousands of gallons of fuel. But before she could refuel - typhoon “Cobra” struck with little or no warning. Though fleet vessels took preemptive measures to ride out the storm, unimaginably, warships Spence, Hull, and Monaghan were all lost.

Of Monaghan’s crew of 100 officers and enlisted men, only six survived. The sailors drifted in a lifeboat for three days fighting off thirst, oppressive heat, and menacing sharks.

Once rescued, the crew members reported that the destroyer had rolled numerous times to starboard before rolling over completely and capsizing. Crew members below decks had no chance at all of escape. More than likely, it was the ship’s inability to refuel and replace the weight of the ballast with fresh fuel that resulted in her demise.

Though her service life was less than ten years, Monaghan served valiantly in each campaign of the Pacific war until her tragic end - seven days before Christmas, 1944. During the course of the war, she had received 12 battle stars for her service in the Pacific theater of operations.

BPDA Income-restricted Home Ownership Opportunity
HARBORWALK RESIDENCES
133 Sumner Street
East Boston, MA 02128

14 Income-Restricted Units

# of Units	# of bedrooms	Price	Maximum Income Limit (% AMI)
5	1	\$186,400	80%
1*	2	\$221,900	80%
5*	1	\$304,400	120%
1	2	\$351,400	120%
2	3	\$398,300	120%

*One unit is built out for persons with vision impairments and/or who are deaf/hard of hearing

Maximum Income Limits (set by the BPDA + based on household size + AMI)

HH size	Maximum Income 80%	Maximum Income 120%
1	\$66,650	\$100,000
2	\$76,200	\$114,250
3	\$85,700	\$128,550
4	\$95,200	\$142,800
5	\$102,850	\$154,250
6	\$110,450	\$165,650

Maximum Asset Limits

80% AMI	120% AMI
\$75,000	\$100,000

Does not include retirement. Does include Real Estate

To learn more about eligibility + the BPDA screening requirements, please visit: <http://www.bostonplans.org/housing/faqs#application-lottery-questions>

Applications are available during the application period from:
Wednesday, June 2, 2021 - Tuesday, June 15, 2021

To request an application online visit: <https://bit.ly/133sumner>
To have a hard copy of the application mailed to your mailing address, please call 978-456-7999.

HOURS
Monday - Friday (9 AM - 5 PM)
Monday, June 7, 2021 (10 AM - 7 PM)
Saturday, June 12, 2021 (10 AM - 2 PM)

After careful consideration and an abundance of caution, the City of Boston has decided to cancel the in-person application distribution period. If you cannot complete the application online, please call us at 978-456-7999, to request that we mail you one and to ask us for any guidance you might need to complete the application.

Fully completed + signed applications must be submitted online or postmarked no later than:
Tuesday, June 15, 2021

Mailed to: MCO Housing Services, P.O. Box 372, Harvard, MA 01451

- Selection by lottery. Asset, Use & Resale Restrictions apply.
- Preference for Boston Residents.
- Preference for First Time Homebuyers.
- Preference for Households with at least one person per bedroom.
- Minimum 3% down payment **required**.

For more information, language assistance, or to make a request for reasonable accommodations, please call 978-456-7999 or email 133sumner@mcOHousingServices.com



Equal Housing Opportunity



CHARLESTOWN GYM HOCKEY

Standings for the week of 5/15/2021

	W	L	T
Bryan’s Pals	3	0	2
A-1 Convenience.	3	1	1
Duce 2	1	2	2
MPTA	0	4	1

Players of the week for 5/15/2021

A-1 Convenience - Charlotte Seney, Callie Seney.
Bryan’s Pals - August Adamonis, Griffin Carucci.
Duce 2 - David Tsiklauri, Shane Herrick
MPTA - James L., William L., Gavin S., Colton M.

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Spillane qualifies for City Council At-Large ballot

The Jon Spillane for Boston City Council At-Large campaign announced that Jon Spillane, of Beacon Hill, has officially qualified for the September Primary ballot, after the Boston Elections Department verified the required 1,500 signatures from the Spillane campaign. In total, the Spillane campaign has collected over 3,000 signatures on 90 sheets, representing the support of thousands of registered Boston voters from neighborhoods across the city.

As one of the first At-Large campaigns to make the ballot, the Spillane campaign solidifies its position as a top contender with the city-wide organization and grassroots momentum to elect Jon Spillane to serve as City Councilor At-Large. Over 70 volunteers have taken part in collecting signatures, soliciting signatures from family, friends, neighbors, and at train stations and grocery stores across Boston.

“The outpouring of support our campaign has received across large swaths of Boston has been incredible to witness,” said Jon Spillane, candidate for Boston City Council At-Large. “Our vision for the City Council centers on our neighbors and community members, the folks who raised me and who I’m proud to have looked up to my whole life. As Boston rebuilds

from the pandemic, I would be humbled to bring my experience working in City Hall to the table as a City Councilor At-Large, getting to work and ready to deliver results on day one.”

In April, the campaign also released their official announcement video (<https://www.youtube.com/watch?v=WmeS7lgP-Mlw&t=1s>), which features Jon Spillane, a lifelong Bostonian and former City Council and Department of Neighborhood Development staffer, taking public transit and speaking with residents about increasing access to City services. The video, which highlights Jon’s extensive knowledge of City government and readiness for office on day one, is intended to recruit attendees to the campaign’s official kick-off event on May 25th.

In addition to the crowded Mayoral election, five of the Boston City Council’s thirteen members are not running for re-election, leaving three district council seats and two At-Large seats open. The next Council will not only play a major role in the COVID-19 recovery, but will also be in charge of re-drawing council district lines based on the 2020 census results.

Jon Spillane, candidate for Boston City Council At-Large, is a lifelong Bostonian, experienced community organizer, and dedi-

cated civil servant. A graduate of Boston Latin School, Boston College, and Suffolk Law School, Jon has worked to address Boston’s housing crisis as part of Boston’s Department of Neighborhood Development (DND), where he helped to create over 1,000 affordable housing units across the City. As the Director of Budget and Director of Neighborhood Services for Council Chair of Ways and Means Kenzie Bok, Jon helped manage one of the toughest city budgets in recent memory and advocated for residents affected by COVID-19, connecting tenants to rent relief and small businesses to Boston’s Office of Economic Development. Jon previously served on Mayor Walsh’s Spark Boston Council, which works with City Hall to represent and advocate for young adults in Boston aged 20 to 34. Currently, Jon is a member of the Boston Ward 5 Democratic Committee and is a founder and current Young Professional Board Member of the Genesis Foundation for Children, which helps children with rare diseases and rare genetic disorders. To learn more about Jon, follow him on Facebook, Instagram, and Twitter, and stay connected at <https://www.jonforboston.com/>.



Candidate for Boston City Council At-Large Jon Spillane will appear on the September Primary ballot.

CHARLESTOWN BEAT

POLICE/COMMUNITY MEETING: Meet the police & discuss public safety issues on the last Wednesday of every month at the police station, 20 Vine Street, at 6:00 p.m., 2nd floor, community room.

POLICE RELATED INFO: Contact the District A-1 Community Service Office at 617-343-4627.

Burglary - Commercial

05/03/2021 - An officer responded at about 8 a.m. to a radio call for breaking and entering to the On Again Consignment at 233 Main St.

The officer spoke to the victim, who stated she had arrived at the store at 7:30 a.m. and found the door window was broken, and that someone had entered and stole merchandise and cash from inside the business.

The victim showed the officer a surveillance video showing a male suspect wearing a dark baseball cap, a light-colored face mask, a lighter-colored jacket, and dark pants enter the store at 1 a.m. and exit with the merchan-

dise approximately a minute later. Area A-1 detectives were notified and responded to process the scene.

Sick/Injured/Medical

05/04/2021 - Upon arrival at 149 13th St. at approximately 12:30 a.m., officers observed a man with no shirt and several cuts along with bandages on both arms sitting in the main lobby. After further investigation, officers were able to ascertain the victim was having diabetic issues. Officers summoned EMS to the scene, and the victim was transported to Mass General Hospital.

Warrant Arrest

05/06/2021 - On arrival at Main and Green streets at around 4 p.m., a witness directed police to a male suspect sitting on the steps of 2 Dexter Row.

The witness stated that she has video showing the individual stealing packages in the neighborhood. Based on the suspect’s description, police had information linking the suspect to recent package theft in the area. Officers placed suspect under arrest for receiving stolen property, drinking in public, and larceny. The suspect was transported back to the District A-1 station to be processed.

Boston License Board aligns with state to lift all limits on licensees May 29

By Seth Daniel

With the support of Acting Mayor Kim Janey announced on Tuesday, the Boston Licensing Board on Wednesday approved a lifting of all restrictions on licensed premises as of May 29.

“As of May 29, all restrictions related to licensed premises will be lifted,” announced the Board. “Private businesses, including restaurants, may require masks and social distancing at their discretion. However, this will not be required by the City of Boston.”

In a vote on Wednesday morning, the Board agreed to lift all COVID restrictions on licensed premises in Boston. Such a lifting had been announced by Gov. Charlie Baker for the state earlier this week, but Janey had been hesitant to follow suit in Boston.

On Tuesday, she announced that the metrics were headed in

a direction where she felt more comfortable in lifting the restrictions on businesses and licensed establishments.

“Because of Boston’s progress, I am making the decision to align with the Commonwealth of Massachusetts and lift COVID restrictions on May 29,” Janey wrote in a statement. “But, let me be clear, our battle against COVID is not over. Reopening our city will only work if we all continue to do our part to fight the pandemic.”

The restrictions that are lifted include:

- No gathering limits.
- No table limits.
- No time limits.
- No mask/social distancing restrictions.
- Alcohol can be served without food.
- Dividers may be taken down.
- All approved entertainment may continue.

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Lost Village neighbor voices somewhat lost in marijuana drama

By Seth Daniel

In all the outside drama surrounding the two competing recreational marijuana proposals for Cambridge Street, there have been a lot of loud voices, but some of the most pertinent voices – those of the abutting neighbors – have often been overshadowed.

With two proposals within one-third of a mile in their neighborhood – one on Sullivan Square and one about 50 yards off of Cambridge Street – neighbors have been consistently been against Heritage and more in favor of Resilient Remedies (R2). It may seem like there is no difference, but neighbors said repeatedly it comes down to about one-third of a mile.

And on Sullivan Square and Cambridge Street, that's a critical,

though small, difference.

Neighbor Brian Callahan, president of the Sullivan Square Residents Association, broke it down the best in the dual hearings last week at the Boston Cannabis Board (BCB). When asked by Commissioner Lisa Holmes what the difference was, Callahan said it comes down to that one-third mile.

"The difference between this (R2) proposal at 31 Cambridge St. (Heritage Club) is it is about one-third to four-tenths of a mile outside of the residential neighborhood," he said. "Traffic we've talked about for years is cutting off of I-93 to avoid Sullivan Square. I assume the folks going down to 31 Cambridge St. will be going directly to Sullivan Square and not avoiding it. Most of the traffic in our neighborhood takes a right into our neighborhood

to avoid Sullivan Square and go to Cambridge through Somerville. Many of those vehicles are from NH."

Added Andrea Bennetti, "The main difference between this location and Cambridge Street is it is away from the residential neighborhood. This makes much more sense for our community."

That has been a consistent message from the neighbors, with traffic being the key element of opposition – as well as the belief that the R2 proposal is a smaller operation and one that would not bring drivers further into the Lost Village areas like Parker Street.

"There has been no collaboration (with Heritage), said Chris Bern of Parker Street. "The proposal that was there three years ago for a dispensary came from a wealthy white man from Wellesley and he had the same

amount of opposition, but he at least engaged with the community. There were informal meetings at peoples' houses. There have been no attempts to work with us (this time), and it's a little offensive (they) say it's because we oppose recreational marijuana. I voted for legalization. That's not the issue."

Bijaya Sharma of Parker Street said the opposition is strictly about location, and while Heritage's location may not seem any different than R2's, there is a world of difference.

"This is not about race or being a woman; it's about the location," she said. "If Nike had proposed her business in the Sullivan Square location where the traffic would be included in the rotary, I would have been in full support. This isn't about who is making the application, but where it is and we're all very concerned about

the traffic in our community and how this will make the situation worse."

Callahan added that traffic issues brought up are not a smoke-screen for prejudice or favoritism towards R2 owner Jack Kelly, who is a long-time and well-respected resident of Charlestown.

"These are real issues and to make up something that we're prejudice against Nike – we like Nike and feel she's a decent person," he said. "That's silly and it denigrates the folks that live here to say that. This is real for us. We don't do it because we have malfeasance in the heart. Three young families have moved away from here in recent months because of the traffic and that's the real issue."



Hosted by Tony V.I.

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For more information call 617-417-6028 or email: krisjohn32@gmail.com

LIVE on ZOOM

Proceeds benefit CWT Youth Programs.

RUTHERFORD (from pg. 3)

he hopes that will be fundamental to taking quicker action on this regional project. He said addressing those issues would be providing access to those in Charlestown who are often shut out, and in the current traffic configuration, blocked for accessing.

"We need a transportation system that will simultaneously make this neighborhood a desirable

place to live, but also a realistic place to access economic opportunity for those often shut out," he wrote. "One without the other is just a perpetuation of the same systemic problems that have been brought to the fore this past year."

The BTD had not yet responded to the letter this week by press time.

The Good Shepherd School would like to thank the Charlestown community for their support towards our annual fundraiser this year.

"Taste of Charlestown"

While we had to move our event to a virtual format this year, we are so glad we could all come together to support our school and our participating restaurants:

Blackmoor, Brewer's Fork, Figs, Monument, Pier 6, and Warren Tavern.

We would also like to thank our **event sponsor: Ricciardelli & Small LLC** & everyone that joined us online.

It was another great success for our school, and we are hopeful that we can come together for an in-person event next Spring - we miss you!



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20 Winthrop St, Charlestown
617-242-8800

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EAST BOSTON NEIGHBORHOOD HEALTH CENTER

Zero positive COVID tests in Charlestown last week

By John Lynds

After reporting no positive COVID-19 test in Charlestown last week 2 percent tested positive last week according to the latest data released on Friday by the Boston Public Health Commission (BPHC).

Charlestown was the only Boston neighborhood to report zero positive tests two Fridays ago but according to the latest BPHC report, last week 456 residents were tested and 2 percent were found to be positive.

According to the weekly report, of the 15,374 Charlestown residents tested for the virus since the pandemic began 9.1 percent were found to be positive by last Friday. This was a 1 percent decrease from the 9.2 percentage reported by the BPHC two Fridays ago.

Citywide, the weekly positive test rate decreased once again.

According to the BPHC 18,713 residents were tested and 2.1 percent were COVID positive--this was a 12.5 percent decrease from the 2.4 percent positive test rate reported by the BPHC two weeks

ago.

On Monday, Acting Mayor Kim Janey announced that the City of Boston will align with the state's reopening plan. All remaining COVID-19 restrictions will be lifted effective May 29. The city was going to delay reopening for three weeks but the positive test rate in Boston has remained under 2.5 percent for a couple of weeks now.

Following CDC guidance, the state's face covering order will also be rescinded on May 29 and Governor Charlie Baker will end the State of Emergency on June 15.

The Department of Public Health will issue a new face covering advisory consistent with the Centers for Disease Control and Prevention's updated guidance. Face coverings will still be mandatory for all individuals on public and private transportation systems--including rideshares, livery, taxi, ferries, MBTA, Commuter Rail and transportation stations--in healthcare facilities and in other settings hosting vulnerable populations, such as congregate care settings.

For more information on the lifting of restrictions visit <https://www.mass.gov/news/baker-polito-administration-to-lift-covid-restrictions-may-29-state-to-meet-vaccination-goal-by-beginning-of-june>.

The BPHC data released last Friday showed Charlestown's infection went from 714.4 cases per 10,000 residents to 716.4 cases per 10,000 residents--a 0.28 percent increase.

To date, 1,391 Charlestown residents have tested positive for the virus.

The statistics released by the BPHC as part of its weekly COVID19 report breaks down the number of cases and infection rates in each neighborhood. It also breaks down the number of cases by age, gender and race.

Citywide positive cases of coronavirus increased less than one percent last week and went from 69,944 cases to 70,324 confirmed cases in a week. Sixteen additional Boston residents died from the virus last week and there are now 1,381 total deaths in the city from COVID.

APPROVED (from pg. 1)

things still aren't equal. We are excited to move ahead though."

The proposal now goes to the Zoning Board within the next few weeks for consideration, but the BCB approval gives Heritage a pathway that doesn't include a "buffer zone" issue. R2 was

deferred and their proposal is not over, but they will face a "buffer zone" issue if Heritage is approved at the ZBA. The ZBA process for Heritage would be followed by a state Cannabis Control Commission process as well.

John said she would oppose

R2 after seeing e-mails mistakenly released and because it could take away her business.

"Based on the e-mails that came out this week, I will oppose R2," she said.

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BOSTON CITY COUNCIL AT-LARGE

VIRTUAL CAMPAIGN KICK-OFF

TUESDAY | MAY 25 | 7:30 PM

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A graduate of Boston Latin School, Boston College, and Suffolk Law School, Jon has worked to address Boston's housing crisis as part of Boston's Department of Neighborhood Development (DND), where he helped to create over 1,000 affordable housing units across the City. As a senior staffer for City Councilor Kenzie Bok, Jon helped manage one of the toughest city budgets in recent memory and provided constituent services for residents and businesses affected by COVID-19.

A real recovery from COVID-19 is going to take all of us. Our City needs advocates and policy-makers who have been on the front lines facing Boston's toughest problems. Jon will be ready on Day One. Learn more at JonForBoston.com.

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HERITAGE CLUB (from pg. 1)

Suprey, in fact, was one of the first to testify in favor of the project, but noting that it was a fixed process and John had been opposed at every turn.

"I received a phone call from a colleague of State Rep. Dan Ryan and Councilor Lydia Edwards who said if I said what I'm about to say there would be consequences and I would jeopardize the Heritage Club's chances of getting a license," said Suprey. "It was a fear tactic and a way to try to convince me not to expose the unethical behavior of the power players involved in this process. This process is supposed to be ethical and non-political and sadly that is not the case."

She also said there had been political contributions from the competition to political leaders in the Town, and alleged it was not right.

"(The competition is) led by political figures and both Lydia and Dan gave them glowing letters of support," she said. "They are close personal friends and he (R2 owner Jack Kelly) played a key part in her election results. Now I believe the support she is giving him is a scratch on the back in return...The journey of these two groups has not been the same... This is the most blatant display of cronyism and political corruption I have ever witnessed. It will not be ignored."

That was backed up by other members of the Suprey family,

who live in Charlestown, and said they had sent letters of support for Heritage Club and felt John was getting railroaded.

"There's nothing wrong with people trying to make a business for themselves and support the community," said Patty Suprey. "I think this is beginning to be a political situation and that isn't fair. The issue is at hand. The politicians really can't get involved in this. This is about a company... and everybody should take this into consideration. She is a Black woman trying to do right by the community and people are putting her down. I have also written to Lydia Edwards's office and stated my concern and my support for (Nike). It seems to be getting to be a one sided issue."

Said Chris Greateorex, "I am Maggie Suprey's aunt and I'm very upset about the day (Councilor Edwards) called her a liar. She slandered the Suprey name and that's not right."

State Rep. Dan Ryan said after the hearing he heard his name was invoked as being part of a conspiracy against John, and he refuted that.

"I have been made aware that my name was invoked in last week's hearing," he said. "I have worked my entire life to make public discourse in our community more inclusive, courteous and fair. These goals are not easily attained. Unfortunately, the heightened community rancor during these

deliberations is not limited to only this process and these applicants.

"The next level of scrutiny for these applicants after Boston is the State Cannabis Board, at which point my office will work to ensure that if Charlestown gets a cannabis shop it will have minimal negative impact on the community and the process will follow the applicable rules."

The scorched-earth policy by those testifying in support of Heritage wasn't all that different in the surprise opposition offered last year at the BCB hearing for Heritage by Councilor Lydia Edwards. At last week's hearing, she said she remained in opposition and had been under great pressure to change her views, including being approached at a funeral by supporters.

"I've been approached by many people, including at the most interesting times," she said. "I've been approached at a funeral Mass, but I have not been inaccessible for collaboration. The collaboration the applicant wanted was to ID the people in the community and do the work for her. I want her to do the work and go into the community and really talk with people. I do believe Nike is a wonderful woman and a kind woman. I think if people met her, they'd feel the same way. That's the work Nike needs to do and I have no support from the community demonstrating that work...I don't believe it's the right location."

Charlestown resident Elaine Donovan testified that she believed it had nothing to do with race or political favoritism. She said the opposition comes from the fact that the proposal isn't right for Charlestown.

"I take offense to the woman that just spoke about Charlestown and everyone being white," she said. "This is not about color. I've opposed this particular location first and foremost because of its size. It is astronomical in size. We don't have a cannabis shop in our neighborhood now, and the first one in 02129 has 12 or 13 bays and is going to have traffic. Those are our issues... Let's call this what it is. This particular place is much too large, it is nothing personal against this woman. I've been on every meeting and it doesn't fit 02129."

Union leader Gabriel Camacho, of UFCW 1445, did register his support as a union leader, but he also said he also said he believes in the integrity of Councilor Edwards.

"I need to add one thing personally," he said. "I know Councilor Edwards for many, many years. She's a friend and a valued ally to labor and to immigrant communities and people of color. I had no idea this issue was happening. I hope there is a way this can be resolved."

Robin Reed, a Heritage advisor and John's mother, compared the opposition to the forced-busing

issue in Charlestown.

"There was zero support for school desegregation in Charlestown when it happened, but I think everyone would look back at it and say it was a good thing," she said. "That's what we're trying to do here. We're trying to desegregate cannabis and trying to support the neighborhood and we are being conscious."

On the actual issue of the proposal, one of the key reasons Heritage was turned away in December by the BCB was because they had no traffic study. This time they did present a professional study funded and directed by the City. However, that study has been refuted by neighbors who say it only focused on main streets and ignored the side streets - which was their main concern.

Silverman and John said they know the study's results aren't what some want to hear, but that is what the City chose to study for her application.

"The project will have no significant impact on vehicular traffic or queuing in the area," said Silverman. "I know there is at least one critic of the project that wanted the study done in a different way or a different location. I can only respond by saying the City's Transportation Department told us the intersections where the study should be done and we relied on their expertise in that and the results came in very positive."

Real Estate Transfers

BUYER 1	SELLER	ADDRESS	PRICE
Barthelmes, Bradley W	Tannenbaum, Sarah A	106 13th St #203	\$510,000
Palanjian, Lisa M	Garvin, Brendan P	45 1st Ave #313	\$245,322
Medeiros, David R	Cenci, Scott M	197 8th St #901	\$680,000
Mohr, Alexandra M	Laura McLaughlin RET	374-398 Bunker Hill St #104	\$845,000
Mansfield, Paul	Simmons, Samantha	5 Cedar St #1	\$749,000
Doherty, Kelsey P	Bednarczyk, Daniel F	58 Chappie St #2	\$815,000
Flaherty, Jeanine A	Galatis FT	73 Chelsea St #302	\$820,000
Kruger, Sydney	Chin, Donald	28 Concord St #1	\$730,000
Chen, Galen	Baldwin, Christopher	10 Hancock St #4	\$740,000
Mara, Patrick C	Farragher, Peter	121 High St #3	\$915,000
Nardella, Michael	Patel, Chirag D	428 Medford St #10	\$1,115,000
Susan L Burke 2018 RET	Difederico, Jason	22 Mount Vernon St #1	\$870,000
Mcguirk, Connor	Suganski, Teresa A	48 Pleasant St #2	\$875,000
Robichaud, Merrill	Rubio FT LLC	15 Prospect St #1	\$810,000
Ambrogi-Isaza, Intiuya	Pruitt, Erin G	68 Russell St #1	\$610,000

CHARLESTOWN GIRLS SOFTBALL

SCOREBOARD

14U STANDINGS	TEAM	W	L	T	Pts
	Malden	5	1	0	5
	Charlestown	3	2	0	3
	Medford	2	2	0	2
	Cambridge	0	5	0	0
10U STANDINGS	TEAM	W	L	T	Pts
	Charlestown	5	0	0	5
	Medford Burns	5	2	0	5
	Medford Taste	2	3	0	2
	Somerville	1	2	0	1
	Medford Vibes	1	3	0	1
	Malden	0	4	0	0

GAMES THIS WEEK

8u Charlestown Blue Diamonds - 5/22 vs Medford #1 9:00am	10u Charlestown Blue Diamonds 5/26 @ Somerville 6:00pm
8u Charlestown Gray Diamonds - 5/22 vs Medford #2 10:3:0am	5/18 vs Malden 6:00pm
14u Charlestown Blue Diamonds 5/20 vs Medford 6:00pm	5/25 vs Cambridge 6:00pm

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NEWS BRIEFS

CHARLESTOWN NEIGHBORHOOD COUNCIL DEVELOPMENT COMMITTEE MEETING SET FOR MAY 26

The Charlestown Neighborhood Council Development Committee will hold a public meeting on Wednesday, May 26, at 7 pm to consider the New England Development proposal to erect a new residential building at 201 Rutherford Avenue, which is located within the Bunker Hill Mall. The meeting will be held in person at the Knights of Columbus (<50% capacity; masks required), 545 Medford Street.

CHARLESTOWN MARINA TO HOST AMERICAN CRUISE LINE AGAIN

The Charlestown Marina announced last week that after one year off, the American Cruise Lines (ACL) would resume its New England sailing schedule from the Marina this summer.

ACL will be operating at reduced occupancy levels to meet their safety guidelines. They will be docking at Charlestown Marina for embarking and disembarking for their seven-night New England cruise. As in the past years, the Marina said it had commitments from ACL manage-

ment that they will minimize traffic to the marina. The Marina staff will be on-site during the loading days to ensure little impact on the neighborhood.

The first cruise ship arrived in Charlestown on Monday, May 10, for a training/low occupancy seven-night cruise. On May 17, they began their cruises leaving on Mondays for the next five weeks. After that, ACL indicated it would evaluate demand.

OLD SCHOOLBOYS AWARD 17 SCHOLARSHIPS FOR 2020 ANNUAL SCHOLARSHIPS

The Charlestown Old Schoolboys Association is pleased to announce the 2020 winners of their annual Scholarships.

Scholarship Chair James O'Brien released the results of the scholarship process this week. They are as follows:

- The Jonathan Greatorex Scholarship was won by Joseph Griffith.

- The St. Florian Scholarship is awarded to Conor P. Kelly.

- The Edward Mahan Scholarship and the Mary Gill Flanagan are awarded to Gavin D. Kelly.

- The Ralph W. Brown Scholarship is awarded to John K. Walsh.

- The Bertha F. Brown Scholarship is awarded to John

M. Reilly.

- The Francis and John McGee Scholarship is awarded to Dominic K. Slesar.

- Firefighter Patrick Kelly Scholarship is awarded to Rory T. Carrier.

- The Joseph Gill Scholarship is awarded to Edward C. Pistorino.

- The Robert, Ralph and James Smith scholarship is awarded to Joseph N. Flanagan.

- The Father D. Smith scholarship is awarded to Andrew M. Lavin.

- The Mark Bavis Scholarship is awarded to William H. Moody.

- The Robert Flynn and the Majestic Knights scholarships are awarded to Eoin G. Donovan.

- The John Boyle O'Reilly scholarship is awarded to Jeremy S. Shea.

- The Joseph, Mary Nelson Scholarship is awarded to Devin J. Gallagher.

- The James J. Cushman scholarship is awarded to Noel P. Gallagher.

- The Father Daniel Mahoney scholarship is awarded to Charles J. Page.

- The Palldeoes/Powers scholarship is awarded to Sean R. Wrenn.

There were 17 applicants for 2020, and congratulations to all.

MAY IS OLDER AMERICAN MONTH

In tough times, communities find strength in people—and people find strength in their commu-

nities. In the past year, we've seen this time and again in our communities as friends, neighbors, and businesses have found new ways to support each other.

In our 11 communities we serve, older adults are a key source of this strength. Through their experiences, successes, and difficulties, they have built resilience that helps them to face new challenges. When communities tap into this, they become stronger too.

Each May, the Administration for Community Living leads the celebration of Older Americans Month (OAM). This year's theme is Communities of Strength, recognizing the important role older adults play in fostering the connection and engagement that build strong, resilient communities.

Strength is built and shown not only by bold acts, but also small ones of day-to-day life—a conversation shared with a friend, working in the garden, trying a new recipe, or taking time for a cup of tea on a busy day. And when we share these activities with others—even virtually or by telling about the experience later—we help them build resilience too.

This year, Mystic Valley Elder Services (MVES) will celebrate OAM by encouraging community members to share their experiences. Together, we can find strength—and create a stronger future.

Here are some ways to share and connect:

- Look for joy in the every-

day: Celebrate small moments and ordinary pleasures by taking time to recognize them. Start a gratitude journal and share it with others via social media, or call a friend or family member to share a happy moment or to say thank you.

- Reach out to neighbors: Even if you can't get together in person right now, you can still connect with your neighbors. Leave a small gift on their doorstep, offer to help with outdoor chores, or deliver a home-cooked meal.

- Build new skills: Learning something new allows us to practice overcoming challenges. Take an art course online or try a socially distanced outdoor movement class to enjoy learning with others in your community. Maybe you have a skill to share? Find an opportunity to teach someone.

- Share your story: There's a reason storytelling is a time-honored activity. Hearing how others experience the world helps us grow. Engaging with family, friends, and neighbors can open up new conversations and strengthen our connections.

When people of different ages, backgrounds, abilities, and talents share experiences—through action, story, or service—we help build strong and educated communities. And that's something to celebrate!

To learn more about what MVES has to offer older adults, please visit us at www.mves.org or call 781-324-7705.

DISTILERY (from pg. 1)

the former Downeast Cider brewery on Terminal Street. However, due to COVID-19 and the long process of aging spirits, they are just now ready to push their products out the door. So far, they have bottled Bourbons, Rye Whiskey, and a very unique New Englandy Gin. With scores of beautiful American Oak barrels aging in their warehouse from a flurry of distilling done during COVID-19, they have a huge head start and are poised for brisk business.

"We've been here about three years now," said Sorgini, who is originally from Lynn but is very active in Charlestown organizations and is a board member of Charlestown Youth Hockey. "We planned on going out last year, but COVID-19 hit and the City stopped doing a lot of permitting. So we hunkered down and made a ton of whiskey and rye. We do have a huge head start with all that we've produced during the shutdowns. We just kept it here. I didn't want to go around selling the prod-

uct to restaurants that were about to go out of business because of COVID. We're on the other side of that now, and getting a lot of interest in our product from restaurants and liquor stores."

Tapping one of the first barrels they produced, he said, "We're pretty close to having two-year stuff ready to get out the door."

Whiskey and Bourbon, of course, are produced in a still – with Chattermark's extraordinary equipment being hand-made and imported from Germany. The distillery does some unique things as well in the process, using water that is recycled from a huge cooling tank to lower the temperature of the mash before it hits the fermenter. That allows the process to start immediately, and it creates a difference in their product, he said.

Once the spirits are fully distilled, they must go into an American Oak barrel for aging. Two years is pretty standard for a lot of high-quality products, and the extended start-up time for Chattermark has been

a mixed blessing to build up lots of properly-aged product, and also to get their ducks in a row.

In fact, Sorgini and LeClerc just had a hearing this month to approve their tasting room in the distillery. The plan would be to get it up and running as soon as they are approved officially and invite Charlestown residents and the public in regularly for drinks and tours. The tasting room would have business hours and would serve drinks using their products. That will all depend upon the lifting of COVID occupancy restrictions, however, though that could be coming soon.

It has been a long journey for Chattermark, and Sorgini said he recalls the first time he stepped into the vacant warehouse.

"When I took this space, Downeast Cider had recently moved to East Boston," he said. "I remember stepping into this empty warehouse and thinking, 'What have I gotten myself into?'"

What he got himself into is a passion he's had for a long time.

Sorgini is a 26-year Air Force veteran, and is still on duty. He's had multiple deployments in his career, and is a trained battle manager for the Air Force. However, he stepped out of active duty and came back to Boston some years ago to pursue a law degree, working as a corporate lawyer for years. During that time, he realized that there was a need for high-quality spirits, as most professionals enjoyed drinks in social circles after work. Sorgini studied the distilling process for years and visited a lot of existing distilleries big and small before he stepped out on his own. Now, what he got into within that once-empty warehouse was something that has become his passion.

"I love the art and science of it – the blending of both," he said. "I wanted to create a product people would enjoy and that would bring people together. It's a very big and complex operation, but it's worthwhile...If you keep pursuing things you're passionate about, it's easy work. It's still a job some days, but

it's something you're passionate about."

Sorgini said they are very excited to begin getting their product to the market and to the community in Charlestown. He said, being involved in the Town, he is very excited to be located here as well. At this point, they are excited to start the next phase and to do it in Charlestown.

"I feel very fortunate we're in the community and we can call 02129 home," he said. "It's important to us to have our address say Charlestown on all our labels – showing we are a part of this community. We're excited about the next phase. It took a lot of hard work to get here and now we're ready to take it to the next stage of operations."

Chattermark is still finalizing the details of its tasting room operations and will announce regular hours as soon as such venues are fully able to operate.

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HAPPY 100TH BIRTHDAY, ROSE



Councilor Lydia Edwards and State Rep. Dan Ryan presented certificates of appreciation to Zelma Lacey resident Rose Walsh last week in honor of her 100th birthday. The two legislators also presented her with her favorite lunch item – a peanut butter and jelly sandwich.

THE KELLY BOYS



Patrick Kelly (photo left) recently graduated Magna Cum Laude from St. Joseph College (ME) and received the Academic Achievement Award for the highest GPA in the Business and Sports Management Honors Program. Patrick, a two-sport athlete (baseball and basketball), was also a member of Sigma Beta Delta (International Honors Society for Business Management) and recognized as a Greater Northeast Athletic Conference "All Academic" and selected to the National Association of Basketball Coaches "Honors Court."



Conor Kelly, (above) a sophomore at Colby-Sawyer College (NH), was named to the Dean's List for the 2021 Spring semester. Conor posted a 3.93 GPA and is majoring in Early Childhood Education. He also was named Most Improved Player on the Chargers men's basketball team.

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ONE MYSTIC (from pg. 1)

pitched heavily by members of Fulcrum Investments and their architects, James Gray of Stantec, as a key opportunity to rejuvenate a blighted part of the neighborhood and provide lower-cost housing for working adults.

"All these factors make it a four-star location for high-density housing," he said. "It's a way to stabilize housing costs in your neighborhood without being in your neighborhood. If the opportunity slips by, the opportunity to add significant housing stock for many in the neighborhood is missed. It really is a unique opportunity."

That support was flanked by a large number of union leaders who are natives of Charlestown or currently live in Charlestown. They indicated the project – and if rumors are true, future similar projects on Sullivan Square – would bring good jobs to Charlestown residents and would clean up a blighted area.

That included Rich Lavoie of the Bricklayers, Greg Poole of the Carpenter's, and Chris Brennan of the Painter's – among others.

"This is an opportunity for residents of Boston, and especially Charlestown, to have an opportunity to build and perhaps live in this building," said Charlestown resident Poole. "This is a real opportunity and Assembly Row is creeping up to that area. Somerville will continue to grow and Charlestown will miss out on this opportunity."

Said Brennan, "I will be able to pull kids out of the projects, out of Mishawum and out of NewTowne to work on this project."

All of that support, however, was punctuated with crystal clear and rare opposition from several BPDA members, including Charlestown Planner Ted Schwartzberg. He criticized the project as being way to dense for the area and for not fitting into the City's planning efforts. He also said the City planning documents used by One Mystic to develop their plan were "mischaracterized."

"I did the Sullivan Square disposition study and it does not enumerate the density that is proposed," he said.

"This is a FAR (Floor Area Ratio) of 12, which is appropriate for a skyscraper downtown by my office," he said. "Hood Park has an FAR of 2.0. This is six times the density of what Hood Park is...To put it succinctly, this is not consistent with the findings of the Planning Study or the zoning in place right now."

Later, Schwartzberg said such

a building would set a precedent, and at that density, every road in Sullivan Square would be gridlocked all the time.

"We've done some preliminary traffic analysis and it shows that buildings of this density if everyone was allowed to do it, would lead to complete gridlock in Sullivan Square," he said. "Would this set a precedent?"

Megan Richards of the BPDA also said they had significant concerns about open space too.

"Given the density, we continue to have concerns about open space and it's something we need to continue to work on as we move through the process," she said.

Later, Impact Advisory Group (IAG) member Joanne Massaro questioned the Affordable Housing and Compact Living unit breakdown, saying the math just didn't seem to add up.

Gray said, upon closer look, that it indeed wasn't correct and they had made a mistake.

"Hmmm, you may have got us," said Gray. "Give us an opportunity to look at our math and get back to you. I think you're spot on and we'll get back to you on that."

That revelation and faux pas threw all of the pricing and affordable unit numbers into question, and so that would have to be revised and brought back at a

future meeting.

The clear BPDA opposition and the mathematical fumbles aside, the project does present a philosophical hope for a lot of long-time Charlestown residents who would like to get out of the family home and have their own place, but cannot afford it.

Casey Durham said she has been in Charlestown all her life, and is one of many generations to live in the Town. However, she cannot touch the dream of having her own place in the neighborhood now despite having a good job in Billerica.

"I'm in my 30s and living in a family home and I'd like to get a

home of my own here as well," she said. "With Charlestown prices so high, I don't know if I could touch that dream unless something like this is built. That's been a slum over there for many moons...I'm definitely for it. Traffic is traffic. It will always be there."

As an opening salvo goes for such a large and transformative project, it was a bit different than most. A second meeting, for the IAG members and the public, was to happen on May 19, past newspaper deadlines.

The comment period for the current stage of the project ends on June 11.

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Resilient Remedies hearing emphasizes boutique style, gets local support

By Seth Daniel

After waiting since October for a hearing date at the Boston Cannabis Board (BCB), Resilient Remedies (R2) owner Jack Kelly and his team were finally able to present their proposal to the Board last Wednesday, May 12.

R2 held its meeting last October with the community and has made other informal presentations at the neighborhood level as well. As a long-time member of the community and one that is proposing a smaller operation (about four registers), Kelly has received strong neighborhood support. However, due to the rules of the BCB with regards to equity, Kelly's non-equity proposal had to wait in a long line to get a hearing date.

As it happened, his hearing came on the very same day as the competition, The Heritage Club, located just up Cambridge Street from R2's proposed Sullivan Square location.

The R2 hearing was decidedly mellow as compared to the very dramatic hearing just prior with Heritage, where many accusations were made by supporters of Heritage about corruption in the process.

R2 Partner Dot Joyce said at the hearing they have proposed an operation that fits the scale of the neighborhood.

"R2 is designed to meet the scale

of the neighborhood," she said. "When Jack Kelly says he wants to do this right for Charlestown, he means in design, values, operations and scale. We will operate a very small, boutique-style cannabis retailer that helps our clients in seeking wellness through cannabis. In addition to offering high-quality products, we also plan to introduce complementary products like yoga and meditation – likely through partnerships with other local businesses."

Joyce said they planned to work with the Bunker Hill Adult Education program, the Bunker Hill Community College and the Charlestown Resident Alliance (CRA) for a pipeline of employees, and they also committed to diversity goals in hiring. They also produced 241 letters of support from the community that they indicated were not form letters, but real letters.

Parking was one particular issue for the BCB, but consultant Ralph DiNico said there are more than 550 publicly available parking spaces in the immediate area, including the commuter parking lots that go for \$6 to \$9.

Joyce said, however, they would discourage driving in their customer base.

"Our interest is to support the people in the community and we know there are thousands of people that use that train station every day," said Joyce. "We are going

to actually discourage as many people as possible from coming to our location in a vehicle. Our whole business model is based on attracting customer coming to and from work, or who live in the community. We do not want to negotiate with our neighbors for the lot that is within our ability to use. We would rather have no parking and prevent people from thinking they can drive there than to offer even one parking space."

BCB Commissioner Kathleen Joyce said there was a contradiction in the parking plan.

"I want to state for the record that you're encouraging people not to drive, but your proposal identifies three adjacent parking lots, so your emphasis is confusing," she said. "So it's confusing to see where your emphasis is."

Councilor Lydia Edwards voiced her support for the matter, saying the local ownership and local support weighed with her.

"You have a local person running this and you have local people who are part of the investment structure," she said. "I have supported consistently my local residents or other residents. When it comes to my district in East Boston and Charlestown...I have stood beside the local owner even in cases where the community may have opposed the owner or expressed concerns."

"There are a lot of people who still don't want this, but they're

willing to try if the size is something they feel they can work with," she continued. "The community support has also impacted my decision. It is genuine, consistent, diverse and throughout all of Charlestown. It's overwhelmingly from Charlestown and those that would be impacted by it."

Resident Elaine Donovan reiterated that and said the smallness of the operation helped her to support it.

"I completely trust Jack and I trust them in this business because he is a local guy and it is a palatable size for this one square mile," she said. "It is just 1,000 sq. ft. and it will be a small amount of business there. This is new to the City, but more importantly this one square mile. We'd like to tread lightly and start out slowly with this."

Eileen Gorman of Mishawum said she was in support of it, even though she was reluctant about marijuana.

"I'm in support of R2," she said. "I've known Jack for a long time...His proposal looks like the most beneficial for Charlestown. I'm a mom of four and it's definitely something that's more suitable to our Town. Marijuana makes me concerned, but he has a vested interest in our Town and I fully support his proposal."

Maggie Suprey, a former co-owner of the Heritage Club, however, opposed R2 and wanted

to know if they would have to go back and conduct a traffic study like Heritage had to.

"My question is will the same precedent be followed and will R2 be required to start the process all over and return to the community to present that traffic study as Heritage was required to?" she asked.

Said Dot Joyce, "We had always planned to do a traffic study and it was part of our community presentation to do a traffic study. We worked very closely with Brian Callahan, the head of the Sullivan Square Resident Association. I actually toured his streets and saw his concerns..."

One of the procedural issue hurdles for R2, BCB Attorney Leslie Hawkins said, was the order they were on the agenda and the impact of the half-mile buffer zone. Heritage Club is first on the agenda for voting, and if they are approved first, R2 would be subject to a buffer zone issue. They could still get a license, but would have to argue their case as to why two need to be within the buffer zone.

"Should the Board vote to grant that other application (Heritage Club) that would create a buffer zone at this location," said Hawkins.

Hawkins.

Boston Harbor and Islands offer more for visitors for Summer 2021

Staff Report

After a year-plus of social distancing and stay-at-home lockdowns caused by the COVID-19 pandemic, getting out to Boston's waterfront and the Harbor Islands National and State Park will be more appealing than ever for the summer of 2021—and from new sections of Harborwalk to enhanced ferry service and access, a wonderful day on the water awaits visitors.

Friday-Saturday-Sunday ferry service resumes to Spectacle Islands this Friday, May 21. Trips to Georges Island and 7-day-a-week service returns June 25. That's up from just five days a week of service last summer to Spectacle only. Tickets for Friday service to the Islands will be 50

percent off through June 25.

Making the Harbor Islands more accessible than ever, Boston Harbor City Cruises will offer discounted ferry tickets for \$4 for a family of up to four people for families participating in EBT or SNAP programs. Public libraries across the state and all Boston Public Library branches will also offer two for the price of one passes on ferries.

"Now that more and more of us are fully vaccinated and emerging from our stay-at-home, work-from-home way of living and the days are getting warmer, we know there will be enormous pent-up demand from Boston residents and visitors to enjoy all that the waterfront and Harbor Islands have to offer," said Kathy Abbott, president and CEO of Boston Harbor Now, the non-profit advo-

cacy group committed to creating a more equitable and accessible Harbor and the official non-profit partner of Boston Harbor Islands National and State Park and the Boston Harborwalk.

Since the summer of 2019, three important new sections have been added to the Harborwalk, the 43-mile-long, nearly continuous linear park that stretches from the Neponset River in Dorchester to Constitution Beach in East Boston via Charlestown, the North End, Downtown, South Boston and Dorchester:

- Pier 4 in South Boston
- Pier 6 in Charlestown
- Langone and Puppulo Park in North End
- Middle Passage Marker at Long Wharf
- Clippership Wharf in East Boston

"Having these new sections of the Harborwalk completed makes the harbor even more accessible and inviting to visitors. We're now down to a final few sections to accomplish the goal of creating an unbroken, 43-mile-long park that fully connects Boston's waterfront neighborhoods to the harbor and to each other," said Mike Manning, Chair of the Friends of the Boston Harborwalk.

For private boat owners, 68 mooring spots, which can be reserved through the Dockwa smartphone app, are now available at Georges, Peddocks, and Spectacle Islands. The Massachusetts Department of Conservation and Recreation is now seeking bidders to add an additional 49 moorings at Peddocks Island, potentially as soon as this summer. A pier

realignment at Peddocks Island last summer will double capacity for future ferries bringing visitors to and from the island.

Visitors will find tents installed at Spectacle and Georges Islands to offer protection from weather and sun. Plans for a new permanent visitor pavilion at Georges Island took a big step forward in March when the Boston City Council approved \$125,000 in Community Preservation Act funding towards the pavilion. This spring, the Department of Conservation and Recreation also announced a \$50,000 Partnership Match contribution toward the construction and project management of the facility through the DCR Partnership Matching Funds Program.

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Baker announces all COVID restrictions to be lifted May 29

By Lauren Bennett

Governor Charlie Baker announced updates to the state's reopening plan and mask mandate on May 17, days after the CDC announced that masks are no longer required in most situations for those who have been fully vaccinated against COVID-19.

Massachusetts set a goal of vaccinating 4.1 million residents by the beginning of June, and "today, Massachusetts leads the nation in vaccinations and are on track to meet the goal we set for ourselves in September," Baker said.

Baker announced that beginning on May 29, "Massachusetts will lift all industry COVID restrictions and capacity limits," and the face covering order will also be rescinded.

A new face covering order will go into effect on May 29, consistent with the CDC's guidance, that will require everyone, regardless of vaccination status, to wear masks "on public and private transportation systems (including rideshares, livery, taxi, ferries, MBTA, Commuter Rail and transportation stations), in healthcare facilities and in other

settings hosting vulnerable populations, such as congregate care settings," according to the state.

The State of Emergency will be lifted on June 15, Baker added.

Baker said that those who are unvaccinated are urged to continue wearing masks, and they should also go get vaccinated.

"We'll continue knocking on doors, making calls, setting up pop-up sites and doing everything we can to expand access to vaccines," Baker said. "We know this is harder to do in our hardest hit cities and towns. There's no question we've made tremendous progress, every one who works, lives or studies in Massachusetts has been or will be offered a vaccine at a time and place that is convenient for them...If you have not yet gotten vaccinated, please get vaccinated to protect yourself and your family."

Baker also said that individual towns and businesses are free to impose their own restrictions for things like mask wearing, and advised the public to respect those restrictions.

"We got this far because the people in Massachusetts followed the public health guidance to keep everybody safe and we must con-

tinue to do our part to respect any rules and requirements that individual businesses or employers may choose to put in place," Baker said.

"The Commonwealth was tested..." Baker said, "but together, we all fought back, made changes as the fact on the ground changed and never, ever stopped moving forward."

He said the virus will continue to exist in the community but tools like vaccines, as well as science and the growing knowledge about the virus "allows us to get back to living our lives."

There are more than 975 vaccination locations in the state, and Massachusetts continues to be a leader in vaccination rates.

He added that recent studies show that fully vaccinated individuals are "very highly unlikely" to contract or transmit the virus.

"We've gotten to this point because we followed the science and the people in Massachusetts did the hard work and made the sacrifices," he said.

For more details about the reopening plan, visit mass.gov/ reopening.

CONSTRUCTION UPDATE

North Washington Street Bridge construction look-ahead through May 29

This is a brief overview of construction operations and impacts for the North Washington Street Bridge Replacement Project. MassDOT will provide additional notices as needed for high-impact work and changes to traffic configurations beyond those described below.

rebar installation, and concrete placement.

*Pier 5 (closest to Charlestown): V-arms formwork, rebar installation, and concrete placement.

•Installing, moving, and maintaining silt curtains in the water.

•Installing permanent fender piles

DESCRIPTION OF SCHEDULED WORK

- Building the piers:
- *Pier 1 (closest to the North End): Column rebar installation and concrete placement.
- *Pier 2: Column rebar installation and concrete placement.
- *Pier 3: V-arms formwork.
- *Pier 4: V-arms formwork,

WORK HOURS

•Most work will be done during the daytime (6:00 a.m. - 6:00 p.m.)

WORK THAT HAS BEEN COMPLETED

- Prior to 5/16:
- *Pier 1 (closest to the North End): Mass-footing rebar instal-

lation.

*Pier 2: Mass-footing rebar installation.

*Pier 3: Curing column

TRAVEL TIPS

The Westerly sidewalk, Lovejoy Wharf stairs, near Converse are open to the public with the opening of the temporary bridge, the adjacent section of the Harborwalk passing under the bridge remains closed.

The Tudor Wharf Walkway (under the bridge next to the water in Paul Revere Park) will be intermittently closed for safety during construction operations, with access provided via the Water Street underpass.

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- PC support & networking of all types with focus on secure Internet access (wired & wireless),
- broadband router & firewall technology,
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