No Immediate Fix For Fiedler Bridge

By Joe Walsh

The Arthur Fiedler Footbridge sits awash with cracks, holes and chipped paint, drawing years of local frustration, but the state has not firmed up plans to replace or remodel the bridge.

The Department of Conservation and Recreation (DCR) deems the 66-year-old bridge safe for daily use and it continues to carry hundreds of thousands of visitors between Boston's neighborhoods and the Charles River Esplanade every year. Still, the state has eyed an overhaul of the bridge for the better part of a decade.

Continued on Page 2

Boston Recycling Facing Upheaval

By Joe Walsh

Upheaval in the global recycling market has turned Boston's curbside recycling system on its head, increasing the city's costs and forcing industry leaders to find creative new ways to reuse waste.

These shifts have caused uncertainty for a system that most consumers have ignored after eight years of single-stream recycling, which allowed residents to toss mixed recycling bags onto the curb with minimal effort.

Jumbled recycling from Boston's streets is trucked to Casella Waste Systems' plant in Charlestown, sorted by machines and staff and then bundled into refrigerator-size bales that are

Continued on Page 2

Newbury Without Cars

Newbury Street will be closed to vehicles this Sunday from 10 am-6 pm to allow pedestrians to walk and shop. Now in its fourth year, "Open Newbury" attracts thousands of people. The event is sponsored by Mayor Marty Walsh, the Back Bay Association and local merchants.

Newbury Street’s $40 Million Parking Lot

By Dan Rabb

The $40 million sale price of a Newbury Street parking lot raised eyebrows across the city last week, but now Back Bay neighbors and real estate professionals are anxiously waiting to see how the new owners plan to turn a profit from the site.

Chicago-based L3 Capital LLC purchased the lot at the corner of Newbury and Dartmouth Street in early July, grabbing a rare open...
Newbury Parking
Continued from Page 1
plot in the heart of Boston’s premier retail
district. While L3 has not announced plans
for the site, the consensus among Boston’s
developers and realtors is that, although
the site is only a third of an acre, a mix of retail,
offices and condos is in the property’s future.
“Whatever they do, it will be very high
end,” said Kevin Ahearn, chief executive of
realtor Douglas Elliman’s Boston division.
“That’s one of the reasons behind the high
acquisition cost for the lot; it’s an absolutely
A-plus location. It doesn’t get any better.”
So did L3 overpay? At first glance, the
enormous purchase price, combined with
skyrocketing construction costs and a small
footprint in a low-rise neighborhood, would
seem to present a significant challenge for the
site’s owners. Yet development and real estate
professionals surveyed by The Guardian all
agreed that L3 made a smart investment.
According to Ahearn, prices in the kind
of premium building likely to emerge at the
Dartmouth Street lot are exploding; a trend
that he says is unlikely to slow any time soon.
“We’re one of the best performing cities in
the world right now and we don’t expect it
to do anything but accelerate,” he said. “In
prime areas of the city, whether it’s a tower or
boutique building that’s done to the nines,
you can really push pricing.”
Ahearn says the new owners will have
a number of ways to monetize a building
besides retail, condos and office space.
Parking, especially, will be an important
source of revenue. Ahearn foresees an
underground garage that uses lifts to
maximize capacity. With downtown spaces
selling for over $300,000, Ahearn believes
this significantly adds to the value of the site.
Some Back Bay residents hope the strong
economic conditions mean that L3 will not
propose a building that violates the area’s zoning restrictions in an effort to squeeze
every last penny out of the small plot.
“We are determined to hold the line on zoning,” said Martyn Roetter, chairman of
the Neighborhood Association of the
Back Bay (NABB). “Since they paid $40
million for this lot, our concern is whether
they can do something within the allowable
parameters that will give them the return on
investment.”
Most developers who spoke with The Guardian say NABB may be fighting an
uphill battle, and that the city is flexible on zoning when it comes to new housing. While
Ahearn agrees, he says neighbors should look
just a block away to see what will likely arise
on the site.
“You’ll see a building similar to what’s at
the Nike building,” he predicts, referring to
the Nike Store at Newbury and Exeter, built
in the mid 1990’s on the site of a former
parking lot. “I think the Nike building is a
good example of a parking lot that created
an iconic building in the city. This will be
another one.”
Fiedler Bridge
Continued from Page 1
as concrete from the bridge’s ceiling and walls has crumbled and eroded.
Esnola Association Executive Director Michael Nichols is
looking forward to a permanent fix for the Fiedler, which he believes
has reached the end of its useful
life.
“We’re certainly not happy
with the way it looks right now,” Nichols said. “We’re eager to
have a longer-term replacement
in that area.”
Beyond aesthetic concerns,
locals say the bridge’s design is
obsolete. Its narrow bed and steep
switchbacks are challenging for
guests with disabilities to negoti-
ate, says State Representative Jay
Livingston, and it is not wide
enough to accommodate the mix
of walkers and bikers who use the
bridge. “There are more conflicts
between bicyclists and pedestrians,” said Livingston, whose
district includes Beacon Hill and
the Back Bay.
As a model for the Fiedler’s
replacement, Livingston points
to the Frances Appleton Bridge,
just 500 yards north. The
Appleton’s wide bed and gentle
slope replaced a decrepit metal
bridge last summer.
The state last invested in the
Fiedler two years ago, spending
$16,000 to repair its deck, and
the DCR may clean and paint
the bridge this fiscal year, a
spokesperson said. “The state is
still considering design options for a
more permanent fix or replacement.”
“Should this process advance
further along, the DCR will engage the public and other
stakeholders,” the DCR spokes-
person said.
That replacement is tied up
by a more expansive overhaul
of the Storrow Drive tunnel, a
crumbling nearby structure in
the early stages of redesigning.
“Livingstone said. Any overhaul
for the Fiedler would need to
be compatible with a new
tunnel and, with that tunnel’s
capacity uncertain, plans for a new
pedestrian bridge will likely need
to wait, according to Livingston.
The Storrow Drive tunnel
project could also present an
opportunity to remove the
Fiedler Footbridge altogether,
Livingstone says. If the state
opts to submerge both sides of
Storrow Drive, the DCR could
expand the Esplanade over the
roadway, allowing residents to
walk directly from the Back Bay
to the park without crossing over
lanes of traffic.
Livingstone prefers this option
over another footbridge, noting
that it would seamlessly connect
the city to the Esplanade.
“It would be more aesthetically
pleasing to have grass and narrow
paths in that space,” Livingston
said. “And you’d be able to extend
the parkland.”
Livingstone hopes the state will
move toward overhauling the
tunnel soon. In the meantime,
the state’s prioritized fix for the Fiedler
remains uncertain.
“Until there’s a final plan for
the tunnel replacement, I think
it’s hard to know,” he said.
Recycling
Continued from Page 1
sold and shipped worldwide.
Many of these bales were once
sold to mills in China, but Chinese
authorities abruptly stopped accept-
ing the world’s recycling last year
unless it met strict purity standards.
This kicked off a global scramble
for new places to send recyclables,
cauing the price of the materials
to drop as supply outpaced demand.
China’s policy, known as National
Sword, hit the city’s paper recycling
system the hardest. Boston always
sold its junk mail and old newspa-
pers to a mixture of foreign and
domestic pulp mills, says Casella
Recycling Vice President Bob
Cappadona, who says Casella’s
business just by selling their output,
says Gretchen Carey, president of
industry group MassRecycle. Under
Edwards, the system works,
strong, and single-stream is cheaper
overall, says Carey and Carey
believe single-stream recycling is
still feasible in Boston. The markets
for recycled metal and plastic
are strong, and single-stream is cheaper
to pick up on the curb than presort-
ed materials. The system works,
say, if residents are educated
on how to recycle.
“When it’s an easy recycling
program, there’s less contamination,”
Cappadona said. “Contamination
comes from the uncertainty.”
City archeologists kicked off their first ever Chinatown excavation this week, a project aimed at uncovering nearly a century and a half of artifacts and immigrant stories.

The dig began Monday on a long-abandoned gravel plot at 6 Hudson Street, near the Chinatown Gate. Joe Bagley, Boston’s official City Archeologist, will lead a team on the three month excavation, which he believes will shine new light on the historic neighborhood.

“We’re looking for sites where we can tell the stories that haven’t been told before in history,” said Bagley. “I think there’s a lot of untapped history. Because there’s never been a dig here, we don’t know what kind of information we are going to get.”

Wilson Lee, a fifth-generation Chinese American and co-founder of the Chinese American Heritage Foundation, owns the plot where Bagley and his team will be digging. Lee said he lent the space with hopes that the project will contribute to the mission of his nonprofit, which celebrates Chinese Americans in civic life by encouraging community involvement.

Continued on Page 8
Windshield Wiper Swiper
On July 2, an officer responded to a call for a vandalism report around 6:30 am on Waltham Street.

The victim told the officer that he discovered his car vandalized, presumably overnight. The Chevrolet had a bent and damaged windshield wiper. The victim did not believe this could be an act of revenge.

Shortly after taking the report, the officer noticed another vehicle on Waltham Street suffering from similar injuries. Looks like a serial vandal.

The left wiper of the vehicle was torn off and the right bent in half. The second victim also had no clue as to why someone would target her precious windshield wipers.

Typhoon Tyrants
Around 6:30 pm on July 2, two officers responded to a disturbance call at Typhoon, 725 Boylston Street.

An employee of the restaurant explained that two male suspects exited the restaurant after ordering $125 worth of food and not paying. The suspects became agitated and disruptive when told to leave the restaurant after failing to pay.

The Typhoon manager even escorted the two suspects to an ATM after they claimed they just needed to get cash. It was then that the manager saw they had insufficient funds and kicked ‘em to the curb.

Best of Friends
Around 8:15 pm on July 2, two officers responded to a fight in progress on Marlborough Street.

Officer arrived to find the victim alone. He stated his friend came by to pay a visit, though things quickly went south. The suspect shouted at the victim outside his window before climbing up the front stairs and attempting to gain access through said window. Not a very friendly friend.

The victim tried to fight off his comrade before he entered the home, resulting in the “friend” fleeing the scene. The victim admitted to officers that the suspect was his friend of 10 years and recently began drinking again, resulting in some unforeseen craziness.

The next day, July 3, around 1:15 am, the same “friend” took a turn for the worse.

The suspect successfully broke into the victim’s home through a window. He found the victim in his wheelchair and pushed him over, resulting in a laceration on his hand.

Officers retrieved a cell phone from the suspect and advised the victim to seek a restraining order.

Missing a Wallet?
At about 8:30 am on July 3, an officer took a walk-in report for found property.

The reporting party found a black wallet near 735 Harrison Avenue with a substantial amount of hard cash inside, $630 to be exact. The owner also stored his social security card in the wallet along with several other bank cards.

Thankfully a good Samaritan discovered the wallet and turned it in with all valuables inside.

On the Prowl
An officer responded to a radio call for a prowler on July 4 around noon at the Copley Place Mall, 100 Huntington Avenue.

The victim explained that while she changed in a public restroom, an unknown man crawled under her stall. The victim screamed as the perpetrator stared at her, causing him to run out of the restroom.

The officer checked security footage and saw the described man sprinting out of the women’s restroom, though he could not be located.

Assault and Battery x4
On July 4 around 6 pm, two officers responded to a radio call for a female attempting to hit an infant on Worcester Street.

Officers arrived and talked to the infant’s mother who explained she did not know the violent woman trying to hurt her 11-week-old child. When officers told the suspect to stop, she punched an officer right in the kisser and toppled it off with a knee to the groin.

Prior to the attack, the infant’s mother was on a nice, calm walk with the grandmother when the suspect appeared out of nowhere and said, “I’m gonna punch your baby in the face!” Then grabbed the victim and shook her.

The enraged woman also came across a man in a wheelchair and she threatened to hurt him too. The suspect ripped the man’s glasses off his face and threw them to the ground.

Officers arrested the suspect for assault and battery on a police officer, on a disabled person, two additional counts of assault, resisting arrest, disturbing the peace and threats to commit a crime.

So much for a calm walk with mom.

Robbed at Knife Point
An officer took a walk-in report on July 5 around 11 am for a home invasion at the 500 block of Mass Ave.

Only a couple hours prior, the victim explained that two suspects broke into his home accusing him of playing friendly with law enforcement. One suspect called the victim a rat and held a knife to his throat. The victim’s pregnant girlfriend attempted to help, but received threats as well.

The suspects kicked the victims out of their home and took $120 along with the victim’s cellphones.

Bicycle Bandit
On July 5 at about 6:20 pm, an officer responded to a larceny report at the Avalon apartments, 770 Boylston Street.

The property manager explained a man had gained access to the bike area of the parking garage, escaping with four bicycles. Security footage captured the man entering and exiting the garage multiple times between 10 pm and 4 am.

During the same time slot, a Prudential security officer saw the same man attempting to break into another bicycle storage area. The suspect admitted to stealing the bicycles to support a substance abuse problem.

Officers arrested the man for larceny over $1,200.

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Jennifer Nassour
for Boston City Council
District B
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The trash has been pretty consistent over the last few years,” he said.

DCR workers kept pace with trash throughout the day, Roy says, as visitors staked out viewing spots, listened to the Pops and Queen Latifah and watched the fireworks. At 11 pm, after the 1812 Overture finished up and visitors funneled out, dozens of staff fanned across the Esplanade to clear out trash bins and loose garbage. Stubborn bits of lingering trash are picked up in the following days, Roy added.

“The toughest remnants to clean up? Red, white and blue confetti, which scatters at the end of the concert and sticks around for weeks. "It takes a little while to get those little pieces of confetti cleaned up,” Roy said.

Legions of volunteers from the Esplanade Association will scoop up these confetti shards, plus food waste and other patriotic detritus, in biweekly cleanup events over the next month.

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“The toughest remnants to clean up? Red, white and blue confetti, which scatters at the end of the concert and sticks around for weeks.

“Year round, we have a presence in the park,” she said. “That keeps it at a very high level of cleanliness.”

The concert’s producers and broadcast crew will also spend two weeks packing up their equipment. The Boston Pops cleans some trash near the event’s production area, but the DCR does the bulk of the work.

“The Boston Pops is very grateful to the team of individuals who dedicate themselves to this demanding work,” said Bernadette Horgan, a Boston Symphony Orchestra spokesperson.

The volume of trash recovered by the DCR each year depends largely on the event’s turnout, Roy says. When the weather is fair,
Does Legal Decision Put Fens in Jeopardy?
By Joe Walsh

Neighborhood leaders are warning that a recent decision by the city’s legal team could lead to more buildings towering over city parks like the Back Bay Fens.

The controversial decision stems from a project slated for 1241 Boylston Street proposed by OTO Development, which would place an eight-story hotel on the current site of a Shell gas station near the Fens. City attorneys say a rule barring construction taller than 70 feet within a 100-foot distance of the park does not apply to the project, removing a potential obstacle to the building’s approval. Boston Planning and Development Agency (BPDA) representative Tim Czerwienski announced the decision at a meeting last week.

Some residents fear that the decision signals a narrower interpretation of the city’s parks ordinance, which has historically limited tall buildings near parks. Without the ordinance’s continued on Page 8
Facing the loss of its longtime home, Tenants’ Development Corporation’s (TDC) effort to build a new headquarters and community center has encountered major hurdles.

The South End based nonprofit has been headquartered for years at the Harriet Tubman House on Columbus Avenue, where it offers social service programs for tenants in the 350 affordable apartments it owns and manages. Yet in 2017, fellow nonprofit United South End Settlements, which owns the Harriet Tubman House, signaled its intent to sell the property to a commercial developer, a decision that is bitterly opposed by TDC and neighborhood activists.

In response to the planned sale, TDC successfully bid last year for the right to build a new headquarters and community center on a city-owned lot at 151 Lenox Street. The proposed 20,000 square foot building would include a gymnasium, computer lab, food pantry and youth programming space, along with room for TDC’s administrative offices.

But just one year later, TDC’s new home may be in jeopardy.

A Boston Planning and Development Agency (BPDA) memo filed in June outlines exploding costs and lackluster fundraising that threaten to derail the project. According to the document, without a dramatic reduction in the size of the proposed building or a significant increase in funding, TDC could lose the right to develop the land altogether.

The memo reveals that while TDC’s original proposal to the BPDA pegged construction costs for their new headquarters at under $3 million, the most recent estimate came in at $11 million. Similarly, TDC initially estimated environmental compliance expenses at under $17,000, but those costs ballooned to $361,000.

The BPDA memo suggests reducing construction costs by getting rid of the proposed gymnasium and eliminating a floor of office space.

While costs skyrocketed, TDC’s fundraising efforts foundered. A capital campaign with a $4 million target raised $535,000 as of June 13, mostly through contributions from the campaign’s organizers. TDC also applied for five...
Chinatown
Continued from Page 3
and integration.
“The purpose of the organization is to identify, document, and promote the contributions of Chinese American heritage in the social and economic fabric of the United States of America,” he said.
Gilbert Ho is the chairman of the board of Chinatown Main Street, an economic empowerment organization, Ho said he is excited to see how the project could uncover different generations of Chinese-American history in Boston.
“It will be interesting to take a look,” he said.
Among the first day’s findings were pieces of early twentieth century Chinese and Japanese porcelain. Bagley expressed curiosity as to whether or not they could have been used in a restaurant that previously existed on the site.
He said that he has a photograph of a man smoking a hookah and wearing brass bengals in Chinatown and hopes that similar artifacts may be discovered. Bagley said he also wants to find artifacts belonging to the Syrian coffee peddlers that once lived in the area.
Such artifacts might offer insight into how immigrants acclimated to their new country, Bagley mentioned.
“How are they negotiating American culture? And how are they kind of adjusting or not adjusting to life in Boston?”
With rapidly shifting demographics in Boston, Bagley said that it is important to preserve Chinatown’s immigrant history.
“This is a community that feels very much like they’re being pushed out of the neighborhood due to rising prices. So I think that it’s important that this day celebrates the presence and the stories of the people that work here.”
Trash
Continued from Page 5
more residents and visitors crowd onto the Esplanade, which leads to more trash strewn across the park.
Still, Roy said this mess is manageable. While replaced every five to seven years, adding to the cost, Donaghy says.
Further exacerbating the problem, the city’s most recent order of solar igniters, some intended for Beacon Hill, did not meet the city’s specifications and were frequently defective.
PWD officials say they returned a number of the devices to the manufacturer.
Donaghy says the city is focused on repairing or modifying the existing crop of solar igniters before rolling out a new batch. Even if more lamps are fitted with igniters, Beacon Hill is unlikely to be one of their first destinations.
PWD officials suggested that the bureaucratic hassles and approvals required to make any changes to historic infrastructure are not worth the trouble for a piece of uncertainty hardware.
If solar igniters continue to be finicky, PWD officials say that LED lights are far cheaper and more energy efficient than gas flames, even though many of the lamps and do not receive the required sunlight to function.
Even those working solar panels have to bePizza
Continued from Page 5
be discovered. Bagley did not explain the city’s reason.
“Maybe this one was a little more of a gray area,” Dewey Platt said. “There’s no smoking a hookah and wearing brass bengals in Chinatown."
Continued from Page 3
by late September if another extension is to be granted.
"The goal is to get them on the right track," McGilpin said. "We’re trying to help them move forward."
Melnea Cass
Continued from Page 7

Calling themselves Friends of Melnea Cass Boulevard (FMCB), the group says the city's plan to create new bike lanes, speed humps and redesigned pedestrian crossings along the boulevard fails to make the roadway safer for neighborhood residents and comes at the expense of more than 100 mature trees. Mostly, they are upset with what they see as a city-led design process that, over eight years, multiple public meetings and two mayoral administrations, disregarded neighborhood feedback in favor of outside opinions.

"The city has just not found a way of working collaboratively with neighborhood groups in Lower Roxbury," said Ken Kruckemeyer, a member of FMBC and a 52-year resident of the South End. "I feel so sad that through eight years of effort we've been unable to develop that kind of collaboration with the city on this project."

For Kruckemeyer, this is a familiar fight. An architect and transportation planner, Kruckemeyer was an outspoken opponent of the Southwest Expressway and Inner Belt projects in the 1960's. He later served as a commissioner for the Massachusetts Department of Public Works, where he directed the Southwest Corridor project that included the creation of Melnea Cass Boulevard where the Inner Belt would have run.

Kruckemeyer said he is concerned that the lessons from the 40 year old fight against the proposed highways are being forgotten and that the city is returning to a top down approach to urban planning.

"With the creation of the Southwest Corridor, decisions were actually made in these public meetings," he said. "Now, the old way of doing things has been reinstated, where the city's going to tell you they're listening but really they're just going to do what they were planning to do."

To Kruckemeyer, the planned removal of over 100 trees to make way for a new bike path exemplifies the planners' disregard for neighborhood voices. Melnea Cass Boulevard already has a bike path and while the planned bike lanes better align with state standards, Kruckemeyer says residents repeatedly told the city that the lanes don't fit with how they use the street.

The trees being cut down carry added symbolism because they were planted at residents' request following the successful campaign against the highway, according to Kruckemeyer. He said seeing them lost to the same forces they fought against is particularly heartbreaking.

"The neighborhood has watched those trees grow up," he said. "They are a part of trying to heal the gap that was created for the Inner Belt."

It all started when Dan Mullin of Beacon Hill and Bryan Rafanelli of the South End decided to host a fundraiser for presidential candidate Pete Buttigieg in Provincetown over the Fourth of July. Suddenly, two people became a movement: thousands of people, national press and a town name change.

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492 Beacon Street, originally The Mount Vernon Congregational Church, was erected in Back Bay in 1890 when Beacon Hill residents moved into the area.

Original design details from 1891 outlined plans to include a rose window, which is still intact today. The circular window with floral cut outs can be seen below a quaint cross, a remaining piece of what once was.

In 1978, a devastating fire left the church vacant and unused until 1983 when renowned architect Graham Gund took the discarded church and combined it with neighboring properties to become a luxury condominium complex fondly known as Church Court. In this South Townhome, the church's original details live amongst the vibrant modern flair.

The church's original stone façade is merely decoration because behind the three archways and rose window is a spacious three bedroom, two full and one half bath home. From one side, the home appears as a church, but from the other it is a uniquely designed residence.

An easy route from the building entrance, the front door of this home welcomes visitors in with three spacious closets and updated powder room. The first floor living space is engulfed with natural light. A row of large windows on a rounded wall invites residents to peer into their shared outdoor courtyard. An oversized half moon window with intricate metal details from the original church provides a street view.

This first floor has an open floorplan with no restrictions between living, dining and kitchen space. The openness, along with the long rectangle shape, is ideal for hosting and gathering. Outlining the walls of the first floor are also built-in shelves and a private winding stairway leads into the shared enclosed courtyard.

The kitchen has black granite countertops and all necessary stainless steel appliances. The countertop, rounded just like the adjacent wall and half moon window, spans across the room with bar space for extra seating. The large Sub-Zero refrigerator is designed to hide itself among the bountiful cabinetry.

The two bedrooms share the second floor and a full bath. The private balcony is accessible through two large glass doors in a second floor bedroom. This home does not only have a private balcony but also four Juliet balconies sprinkled throughout the floors.

At the top of it all is the master bedroom which encompasses the entire third floor. With ceilings reaching high, the master is a bright, open space. A full bathroom is lit with a skylight and there are two available closet spaces. But the most remarkable piece of this bedroom is the circular rose window which leaves oversized floral windows to peer out of or to allow light in.

This 1,660 square foot South Townhome is listed at $1.749 million. The home comes with one garage parking space, a common roof deck and a 24/7 concierge. The location is ideal as it is accessible by public transportation and highway access and is in walking distance to The Harvard Bridge and Charles River Esplanade. For further details, contact Rebecca Davis Tulman of Coldwell Banker at (617) 510-5050 or Julie Agarkov of Hammond Real Estate at (617) 840-4320.
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