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Boston wrestles
with changes to
the streetscape

"BIKES OVER BMWs"

► PAGE 2



SOUTH END STAKEHOLDERS' REPORT

SPRING 2023

STEVEN COHEN **TEAM**

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MARKET ANALYSIS

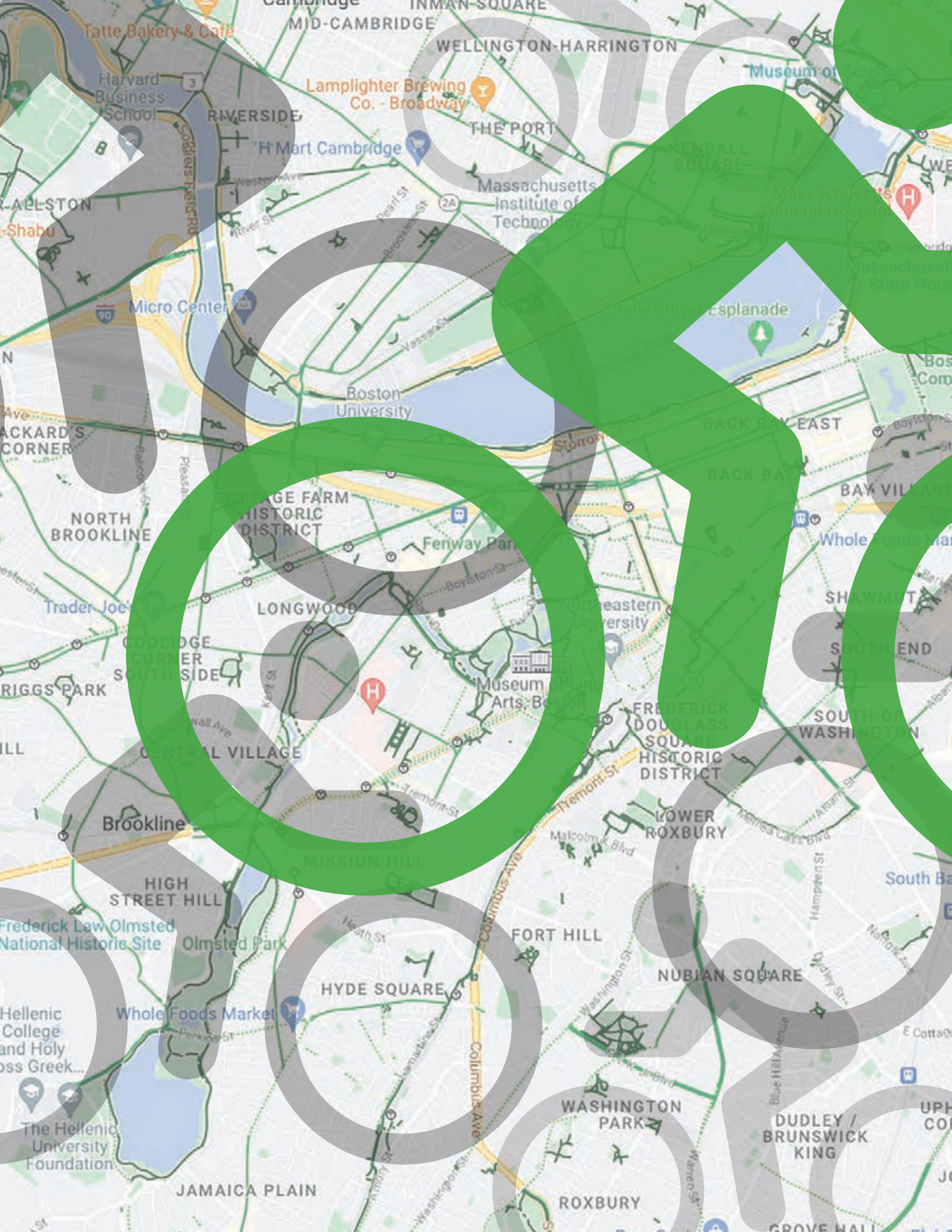
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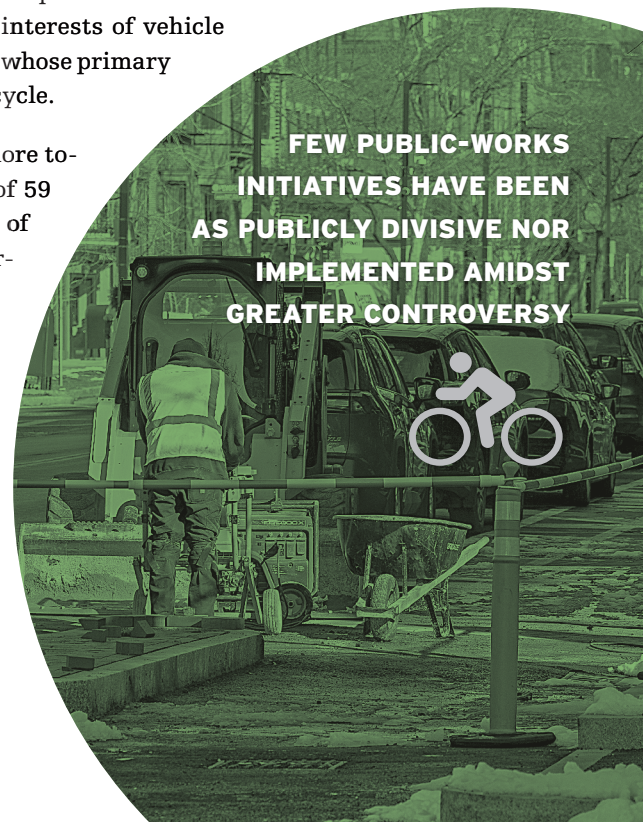
BIKES OVER BMWs

DOES A WIN FOR THE SCHWINN MEAN MIATA NON-GRATA?

A walk, drive or bike ride down the street is sure to delight, horrify or just perplex you as you take in the profound changes being implemented to many of Boston's major thoroughfares. Two lane roadways have been narrowed to one and long stretches of dedicated bike lanes have been added, along with traffic barriers and concrete islands intended to separate the bikes from the BMWs. If you are like most Bostonians, you probably have a strong opinion one way or another as to whether these changes are forward thinking and environmentally friendly or the source of undue traffic delays and loss of productivity for Boston's residents and businesses alike. While it may seem as though this transformation has come from nowhere, it actually represents the culmination of an evolution in thinking on the part of city officials that has been a long time in the making. Throughout much of the 20th century, public policy on both the local and national levels was formulated to advantage the automobile at the expense of the environment and the urban streetscape. Increasing congestion in America's cities, however, has brought public safety and environmental concerns prompting public planners to shift that policy. City officials have more recently attempted to strike a balance between accommodating the interests of vehicle drivers and those of Bostonians whose primary mode of transportation is the bicycle.

That balance is now shifting ever more toward the bicyclists with the addition of 59 miles of off-street bike paths, 17.5 miles of separated bike lanes and 8 miles of neighborhood bike routes that have been built over four mayoral administrations, with more to come, reported Boston Transportation Department spokesperson Anne Roach. "The city is looking to build about nine [more] miles of bike lanes, focusing on areas where safety incidents have occurred and routes that connect to Boston's downtown employment hubs," said Roach. "The city will work urgently to build these bike facilities, with most of the links planned to

FEW PUBLIC-WORKS INITIATIVES HAVE BEEN AS PUBLICLY DIVISIVE NOR IMPLEMENTED AMIDST GREATER CONTROVERSY





**BOSTON'S STREETS WERE
DESIGNED AND PLANNED WITH
ONLY HORSE DRAWN CARRIAGES
AND PEDESTRIANS IN MIND**

be completed by December 2023. Environmentalists insist that more separate bike lanes help reduce auto congestion and the emission of greenhouse gases which cause global warming. Health experts also favor bike lanes as a means of promoting active lifestyles. Public safety advocates are yet another constituency which supports the changes being made because they believe that the addition of bike lanes means there will be fewer accidents.

Not everyone is happy with the changes by any means, however. In fact, few public-works initiatives have been as publicly divisive nor implemented amidst greater controversy than the plan to add road lanes earmarked for bicycle transit only. Motorists complain that bike lanes bottleneck the main autoroute by reducing the number of lanes, in many cases from two to one lane. The resulting traffic snarls force drivers to detour onto smaller side streets, causing them to become less quiet and bucolic. Others insist that narrowing the auto-lanes raises the risk posed by motorists side-bumping adjacent vehicles. Many have also expressed concern that the replacement of parking with bike lanes will harm local businesses

whose viability will suffer as some customers avoid frequenting places that they cannot easily access. Newly configured streets could

become even more problematic for all involved during the winter months than policymakers realize. In the aftermath of serious snowstorms, the city's two lane roads often narrow to one as it is and there is no telling what will happen when a single lane in each direction meets a sizable nor'easter. "They are taking valuable roadway and parking downtown for 'bike lanes'. Just wasting taxpayer funds," tweeted one local resident on Dec. 8th. "It's just about impossible to find a parking space in Boston, Cambridge or Somerville, now more than ever with all the fancy, new, oh-look-at-us-we're-so-cool bike lanes," tweeted another Bostonian on Dec. 9th.

To understand the genesis of this divergence in perspective, it is important to remind ourselves that Boston's streets were designed and planned with only horse drawn carriages and pedestrians in mind. The two co-existed quite amicably until the advent of the automobile in the early 20th century, which was destined to become the pre-eminent mode of transportation. The construction of the central artery in 1959 was followed by the extension of the Massachusetts Turnpike in 1965, which bulldozed a 12.3-mile chasm between the Back Bay and neighboring South End and Fenway districts.

The tide began to turn in 1968, when then governor Frank Sargent canceled construction of the Inner Belt, a 10-mile, 8-lane roadway from Charlestown through Somerville, Cambridge, Brookline, Fenway, Roxbury and South End, fol-

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lowed by his 1969 stoppage of the Southwest Expressway, an 8-mile extension of I-95 from Canton through Jamaica Plain, Roxbury and the South End to the Back Bay, after more than 500 homes had already been razed for it. Sargent's decree eventually led to the 1987 dedication of the bike and pedestrian-friendly Southwest Corridor Park paralleling a new branch of the Orange Line and an Amtrak route, offering a prototype for bike lanes in other parts of the city. As we know, the depression of the central artery, known as the "Big Dig" and the development of air rights parcels over the Mass Pike are subsequent initiatives that made Boston a more bike friendly city. Late Mayor Thomas M. Menino added bike lanes throughout the city as well and by the end of his mayoralty in 2013, Boston had 120 miles of bike paths and approximately 1000 Hubway bike-share bikes.

Mayor Martin J. Walsh furthered Menino's legacy through his Go Boston 2030 citywide transportation improvement initiative. This plan calls for an interconnected network of designated bike lanes throughout the central part of Boston, but only a bit more than 9 miles of this plan had actually been executed, according to Livable Streets' 2020 progress report. Mayor Michelle Wu—who bikes to work regularly—enthusiastically took up the bike-lane torch, with the aim to put 50% of Boston's residents within three minutes walking distance from a designated bike lane by the end of 2023, according to Roach. The Boston Cyclists Union reported in September that pop-up bike lanes on Columbus Avenue in the South End and on Huntington Avenue from Brigham Circle to Gainsborough Street in the Fenway, both resulting from the month-long Orange Line shutdown from August 19 to Sept. 19, are becoming permanent.

Wu's effort to install a new bike-friendly infrastructure in Mattapan, however, has encountered a roadblock. Many fear that these bike lanes will result in gentrification, thereby congesting auto traffic, under the assumption that middle-to-low-income people who depend on cars to get to two or more jobs every day would move out and wealthier people with more time to bike to work would replace them. Under this scenario, the addition of bike lanes could increase property values, placing the neighborhood beyond the reach of minority populations. Others disagree, citing that bikes are cheaper to buy and operate than cars and that bike lanes will reduce commute times for cyclists.

Despite opposition from many of the city's motorists as well as some opponents' fears that bike lanes will exacerbate the very environmental problems they seek to reduce, signs point to public opinion favoring the changes. A 2021 survey by Mass INC Polling Group indicated that 50% of Boston respondents "probably or definitely" would bike more if there were separated bike lanes in their neighborhood, and 77% supported building separated bike lanes, even if some space for driving or parking was removed. "We know that bicycling is important for Boston today and into the future," said Roach. "We need to make sure our streets are safe for the thousands of people who bike today, and for the many more who will choose to ride tomorrow. Research shows that more people will ride bikes if they have access to bike lanes that are separate from vehicles and from pedestrians, and we know that Bostonians want better bike lanes."



**77% SUPPORTED
BUILDING SEPARATED BIKE
LANES, EVEN IF SOME
SPACE FOR DRIVING OR
PARKING WAS REMOVED**

NOTABLE STEVEN COHEN TEAM SOUTH END SALE

219 WEST CANTON ST #2

Glorious 3 bedroom, 2-1/2 bath penthouse triplex that lives like a single! Stairs from the sidewalk directly into the home and a classic parlor with front and rear bays and high ceilings. This level includes front and rear sitting rooms plus a spacious bedroom with en suite bath and lovely deck. One flight up to an extra-large main bedroom with bay window, wall of closets and en suite bath with double sinks. Second bow front bedroom offers an adjacent sitting room/office and en suite bath. The penthouse level is a wide open great room with a gleaming stone and stainless steel kitchen, and oversized skylights featuring retractable shades complete with cell heating /cooling technology. Step out to the sunny rear deck or take the staircase to a wonderful roof deck with fabulous city skyline views. Includes deeded paved parking space with snowmelt behind the building.

SALE PRICE: \$2,995,000

SIZE: 2,358 sq. ft.

BEDROOMS: 3

YEAR BUILT: 1890

BATHROOMS: 4

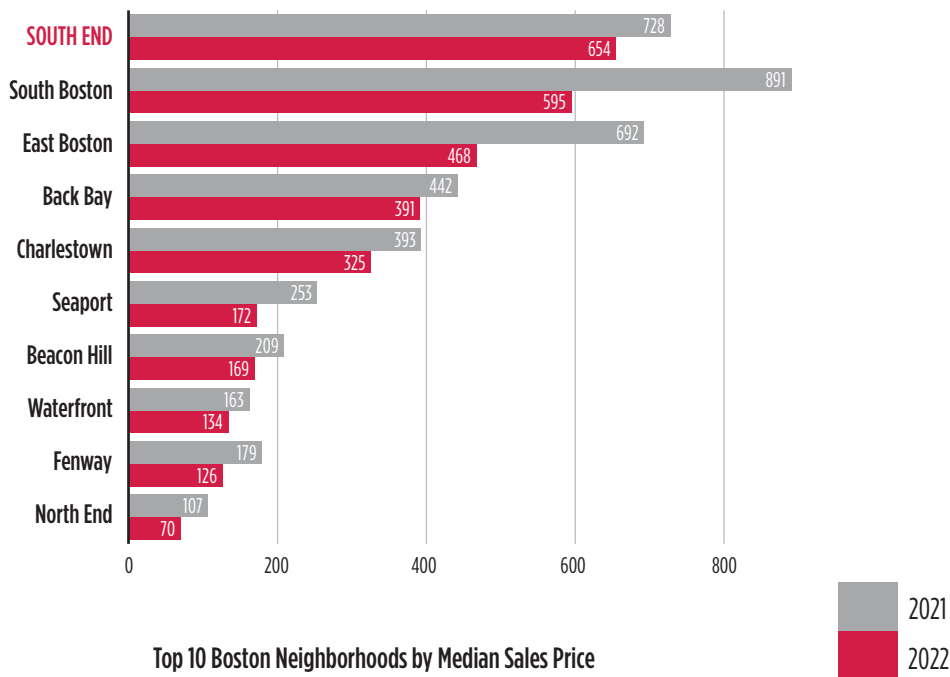




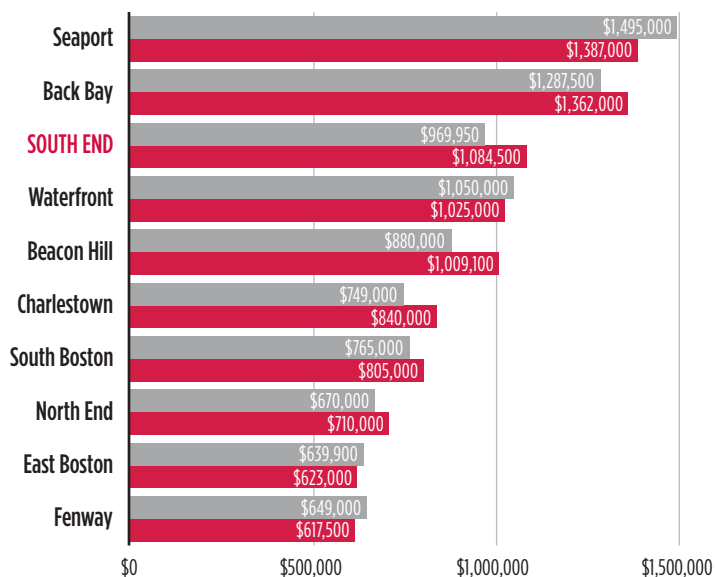
BOSTON'S TOP 10 NEIGHBORHOODS: 2022 VS. 2021

The South End registered an 11% decrease in the number of sales recorded during 2022 compared to the previous year. The average sale price, however, rose by an impressive 13%, and the median sale price increased by 12%.

Top 10 Boston Neighborhoods by Number of Sales

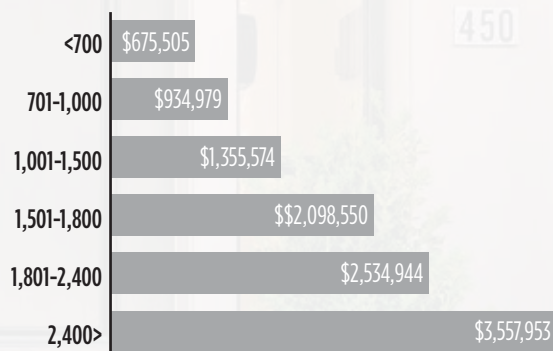


Top 10 Boston Neighborhoods by Median Sales Price

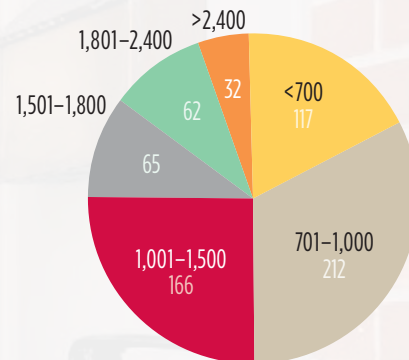


FOCUS ON THE SOUTH END IN 2022

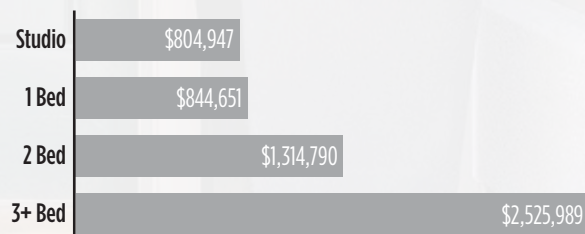
South End Median Sales Price by Square Footage



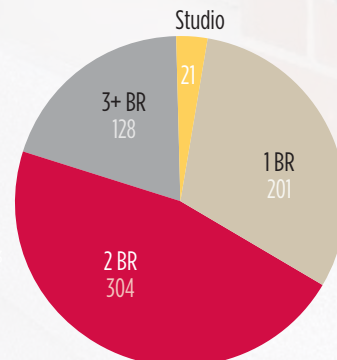
South End Number of Sales
by Square Footage



South End Median Sales Price by Number of Bedrooms



South End Number of Sales
by Number of Bedrooms



20 MOST EXPENSIVE SOUTH END SALES IN 2022

	ADDRESS	SALE PRICE	PRICE /SF	TYPE
1	380 Harrison Avenue, #12J	\$7,399,000	\$2,736	CONDO
2	161 West Canton Street	\$6,745,000	\$1,597	SINGLE
3	34 Union Park	\$6,400,000	\$1,021	MULTI
4	380 Harrison Avenue, #PH2J	\$6,010,000	\$2,223	CONDO
5	154 Warren Avenue, #2	\$4,500,000	\$1,713	CONDO
6	201 W Brookline Street, #203	\$4,485,000	\$1,527	CONDO
7	71 Montgomery Street	\$4,400,000	\$899	MULTI
8	730 Tremont Street, #1	\$4,300,000	\$1,156	SINGLE
9	520 Columbus Avenue	\$4,100,000	\$705	MULTI
10	32 Upton Street	\$4,030,000	\$1,047	MULTI
11	149 W Canton Street	\$3,925,000	\$1,205	SINGLE
12	39 Appleton Street	\$3,900,000	\$1,338	SINGLE
13	136 W Newton Street	\$3,900,000	\$1,144	MULTI
14	9 Claremont Park	\$3,890,000	\$1,016	SINGLE
15	44 Upton Street, #2	\$3,750,000	\$1,410	CONDO
16	40 Gray Street	\$3,750,000	\$1,336	SINGLE
17	49 Appleton Street	\$3,695,000	\$1,281	SINGLE
18	144 W Canton Street, #1	\$3,600,000	\$1,405	CONDO
19	546 Columbus Avenue, #2	\$3,600,000	\$1,263	CONDO
20	128 Pembroke Street, #2-3	\$3,425,000	\$1,387	CONDO

*Average price per square foot among the
20 most expensive South End Sales for 2022:*

\$1,308

20 YEAR PRICE INDEX (APPRECIATION RATE):

MOST RECENT 5 YEARS SHOWN



SOUTH END INVENTORY: 2021 VS. 2022



STEVEN COHEN **TEAM**MEET
BOSTON'S
PREMIERE
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AGENTS

The Steven Cohen Team provides expert insight, guidance and representation for discerning residential property buyers and sellers in Boston's South End and adjacent neighborhoods. Our unmatched experience in the local real estate market, long-term approach to customer service, and coordinated teamwork keeps us #1 on MLS in South End transactions year after year.

Now, more than ever, you need a real estate professional with skill and experience.

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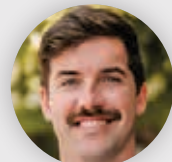
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Nicole Spencer
AGENT



Mei Salas
SHOWING SPECIALIST



Joe Maiorana
RENTAL SPECIALIST

SUPPORT



Patti Lautner
CHIEF OPERATING OFFICER



Tim McCarthy
DIRECTOR OF OPERATIONS



Cam Dean
TRANSACTION COORDINATOR



Bruce Withey
MARKETING DIRECTOR



Kenny McCarthy
DIGITAL MARKETING



Natasha Nelson
ADMINISTRATIVE SUPPORT

WHAT OUR CLIENTS SAY ABOUT US

"I have worked with the Steven Cohen Team as a home buyer, seller, and as a landlord. Each time, I was blown away by their **professionalism** and **industry knowledge** and they were **accommodating and flexible**. Their team has extensive experience working in the area, which **gave me confidence** when trusting their real estate advice."

—G. O'LEARY

"Steven Cohen and his team went **above and beyond** to help us buy and ultimately sell our place in the South End. At one point we were in Spain, and **everything went seamlessly**. They are **highly professional** and I would recommend them for all your real estate needs from A-Z."

—S. ENCARNACAO

"The **expertise and professionalism** of Steven Cohen and his team made it possible for us to find just the right home in the South End and then sell our Back Bay condo, all at the height of the pandemic. Barrie **supported us at every step**, and Steven **guided us wisely** throughout the process. Every member of their team stepped up to assist us." —C. MURRAY

"We have worked with the Steven Cohen Team to buy both our first home and now our second. We **could not be happier** with them!" —L. SEGALL

"Over the past 2 decades, **I keep coming back** to Steven Cohen and his team for my family's real estate needs in Boston. Highly **professional**, very **knowledgeable**, **transparent**, and **friendly**." —ALEX K

THANK YOU TO OUR CLIENTS

KW New England Region Group Award Winner

#2 on the **Large Teams by Volume** for **Massachusetts** list in **America's Best Real Estate Professionals**, as published in the *Wall Street Journal*

#1 Boston's top REALTOR® and Real Estate Agents in *HomeLights*

#1 Producing Team — *Boston Magazine*

Top 250 Real Estate Teams — *Wall Street Journal*

Top 5 Residential Real Estate Agents — *Leaderboard*

DURING 2022

Among 6,000+ New England Keller Williams Associates

- ▶ **#1** Closed Volume
- ▶ **#1** Listings Sold volume
- ▶ **#1** Listings Sold Units
- ▶ **#1** Listing Taken Volume

COMMUNITY CLOSE-UP

THE PILOT BLOCK NEIGHBORHOOD ASSOCIATION

Every Halloween Eve, parts of Pembroke, West Canton, and Montgomery Streets are closed to traffic. In the blocked-off area, hundreds of residents hand out candy while visiting with their neighbors. Parents escort their fully costumed children door to door, candy bags in tow. This Halloween ritual is just one of the many that the Pilot Block Neighborhood Association (PBNA) regularly coordinates. Throughout the year, the association organizes events to bring neighbors together, including the holiday wreath hanging and monthly Stoop Sits, which draw out dozens of neighbors who enjoy refreshments and some time socializing with one another. While the first annual Block party was held some 40 years ago, the post-Covid resurrection of this tradition instantly drew over 300 people (and a clown!). The association also participates in and promotes city events such as Love Your Block, the city's biannual cleanup.

Charlie Zarkadas, a Pilot Block Neighborhood council member who has lived in the area for almost thirty years, affirmed that attending meetings and events is a great way to meet people. "The organization of social events is a common purpose that unites all council and association members," according to Charlie. "We might have our own individual niches but we share the common goal of making the neighborhood a better place for everyone to live," he said.

While the PBNA organized events are certainly high points of the year for many people, it is the many everyday impromptu opportunities for socialization and connectivity that form the bedrock of the quality of life that Pilot Block residents enjoy. Charlie Zarkadis summed it up by observing, "You can't walk down the sidewalk without seeing at least one person you know because of the PBNA." This unique benefit is a huge plus for Pilot Block residents, according to Noel Blair, a council member who has lived in the area for the majority of his life. "The connections you can have with your neighbors, and not just friends who happen to be in your network through school or work, is one of the best parts of living here," he said.

The Pilot Block Neighborhood council is an all-volunteer group of residents made up of a representative from each street, all of whom are committed to bringing neighbors together through social engagement, civic advocacy, and information sharing. To advance that



"We might have our own individual niches but we share the common goal of making the neighborhood a better place for everyone to live."



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goal, the PBNA has two different functions. Noel explained, "One is more social and one is more of a civil function where we have responsibilities to keep the neighborhood functioning the way it should." The PBNA's civic function revolves around preserving, enhancing, and planning for the orderly development of the neighborhood and promoting the general welfare, safety, and civic spirit of the community. For example, PBNA members have represented the neighborhood in meetings and decisions with third parties such as the Boston Water and Sewer Commission (BWSC), The Boston City Council, The Zoning Board of Appeals (ZBA), and private businesses seeking to locate in the neighborhood. They've helped ensure street lights in a Pilot Block alley

were turned on. They've spearheaded petition drives on behalf of private sewer property owners and held Zoom meetings hosted by the Boston transportation department, police officers, and other city representatives. They've also weighed in on countless zoning issues.

Etta says, "We put a lot of energy into trying to ensure that the many renovation projects that are undertaken in this area follow the zoning rules." While PBNA has on occasion facilitated stop work orders on some projects that were not in compliance, it more commonly communicates with contractors about what is expected in terms of courtesy in the neighborhood as construction projects are carried out. It is also represented at ZBA hearings for particular proposals of development that don't conform to zoning rules. Noel expanded on why this is such an important responsibility of the association: "The zoning code was formed was to protect the fabric of the neighborhood and to protect neighbors from impositions that affect their access to light, for example. So we try to make sure that abutters understand what the implications are of any proposed construction projects."

The PBNA sends out a newsletter, typically once a month. Etta Rosen, President of the PBNA, says "It's our pride and joy." Created by PBNA secretary Leah Goldman, the newsletter highlights recent events, often including pictures, as well as upcoming events. The letter often features educational content about neighborhood health and safety, including tips on rodent control, as well as information on area businesses and nonprofits. "Every issue is evaluated in terms of the inclusiveness and diversity for which this association strives and we're proud of that," Etta said. Noel emphasized this aspect of the association: "Through the work of PBNA, I've met South Enders who have been here for decades, many of whom would have been involved in defending the South End against urban renewal. Many were also pioneers in terms of building up the neighborhoods and supporting the schools, community organizations, and nonprofits that really created the neighborhood that it is today."

Interested in making connections with your neighbors at Stoop Sits, festivals, community clean-ups, and other events like these? Area residents can sign up for the PBNA newsletter by emailing PBNAInfo@gmail.com to stay informed.

THE RENEWAL OF A SOUTH END LANDMARK

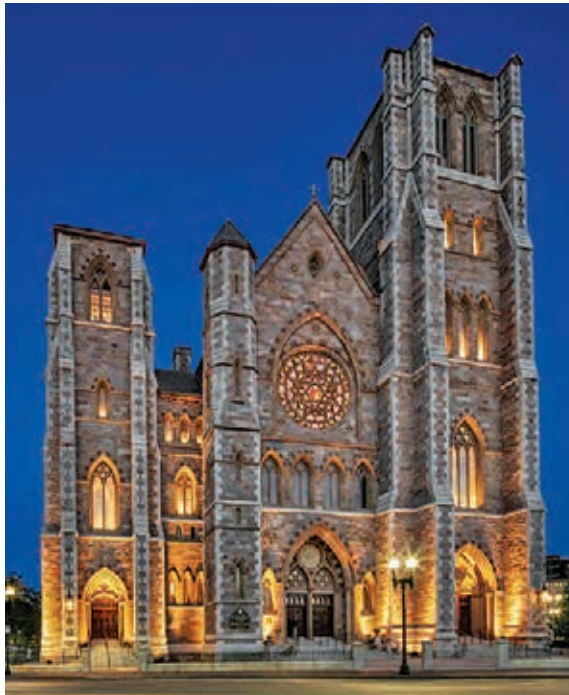
THE CATHEDRAL OF THE HOLY CROSS

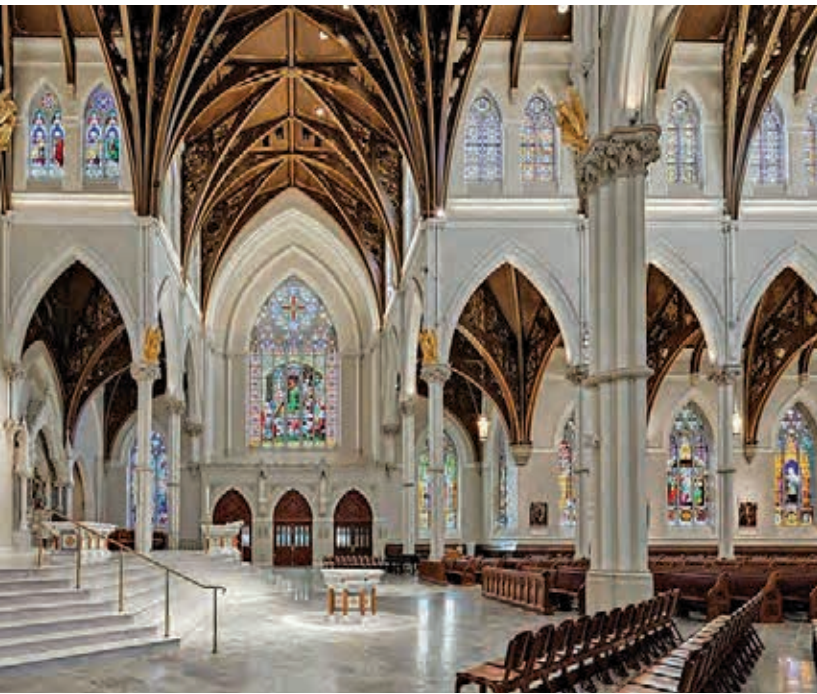
It is always a bit sad when a wondrous building with obvious historic and architectural beauty succumbs to the brutality of time, disinterest, or budgetary constraints. It is all the more heartening and uplifting when the same building finally gets the well-deserved refresh, rejuvenating it to its former glory with modern function. Such is the story of The Cathedral of the Holy Cross. The Cathedral is not only the seat of the mother church of the Boston Archdiocese, visited by both a Pope and President and visitors and residents, but is also a cornerstone of the Boston South End and a beautiful hallmark of the area's revitalization.

Designed by the renowned Patrick Keeley, architect of over 600 ecclesiastical buildings throughout the eastern states, the Cathedral was built in the Gothic Revival style providing a distinctive contrast to the architecture of the time encompassing brownstones and brick facades.

The Gothic style was originally developed to solve architectural issues of the 10th and 11th centuries during which time castles and churches were built to be functional, yet often dark, damp, and cold as well. Gothic structures were not only functional but also beautiful, and featured open areas filled with light and space. Keeley designed the Cathedral with pointed arches, vaulted ceilings and a monumental façade that swept upward with height and grace. Adding the glorious giant stained-glass windows, provided the South End with a work of art for parishioners and passersbys. Purposefully massive, the cathedral was the largest in New England at the time of completion.

Like many historic buildings surviving through the mid twentieth century, the Cathedral of the Holy Cross suffered from well-meaning yet underthought renovations. These downplayed or even





obscured original artwork and architectural elements with an unbalanced feel and products of the times such as paints, varnishes, and veneers. The Cathedral also became lackluster, its original flooring covered with carpeting, and its furnishings lacking the cohesion that was in place at the time of its original construction.

In 2017, The Archdiocese of Boston engaged Elkus Manfredi Architects, Evergreene Architectural Arts, and Henninger's Inc. to execute a \$26 million renovation. The renovation updated, improved, and added to the historic cathedral's infrastructure, and included a modernized electrical system, new fire protection features, and full handicap accessibility. At the same time, original artwork and aesthetics, both inside and out, went through a rigorous restoration which included the addition of new marble flooring, restored pews, and the building of a new altar in a traditional motif. These improvements transformed the cathedral into a functional modern space while maintaining the original vision of Patrick Keeley.

2019 was the year during which the Cathedral of the Holy Cross was successfully restored to its former glory. The Cathedral was revitalized through the determination and efforts of present day citizens who wanted to ensure that this marvel of the past can be enjoyed far into the future.





COSMOPOLITAN KIDS

BOSTON IS RICH WITH RESOURCES AND OPPORTUNITIES FOR FAMILIES WITH CHILDREN

As families choose the house in which they will live and begin to lay down roots, they seek to both nurture the minds of their future little ones and to feed their own perpetual desires to learn and grow as adults. Many are perplexed by the age-old question, "Are the suburbs our best option as the place where we should raise our family?" Unquestionably, the city's endless opportunities for intellectual, artistic, and athletic pursuits help to mold well-rounded children while keeping parents engaged in all manner of parenting rituals and civic pursuits. The most common reason that families cite for not choosing the city has to do with the cost. While it is hard to argue that the city is less expensive, much has been written on the subject and interesting points have been raised including the lower cost of transportation, with suburbanites spending up to 15% of their incomes on commuting costs and even more when one considers expenses associated with bridges, tunnels, and toll roads. Energy costs are also higher in the suburbs as a free standing home is much more expensive to heat and cool than a city condo.

Solving the school algorithm is paramount for young families and while strong suburban school systems are a powerful draw, many people are pleasantly surprised at the options that are available within city limits. In addition to the many private schools which operate in our city, there are also three phenomenal exam schools, Boston Latin School, Boston Latin Academy and The John D. O'Bryant School of Mathematics and Science. Boston's 25 charter schools are another excellent alternative for our city's children. Applications can now be made to as many of them as you would like in streamlined fashion by going to ApplyBostonCharterSchools.org. They are 16 Commonwealth charter public schools, each with its own character, identity and special focus. At Bostonschoolfinder.org, one can also make an application for the METCO program under which many of our city's children live in Boston while studying in a suburb nearby.

PARKS AND RECREATION

What makes Boston so ideal for families with children? It caters to the pedestrian and two-wheel enthusiasts alike. The recreational areas and accessible green spaces are dispersed with



purpose throughout the city. An interesting factoid to consider is that all Boston residents are within a 10-minute walk of a park. When the summer sun sets, many of these parks are utilized by Boston ParkARTS as sites for hosting free neighborhood concerts. The genres widely vary, from a Tom Petty cover band to Berklee College of Music composer Jacques Schwarz-Bart. There is no better vessel through which to introduce a child to the song “Free Fallin’”, than Mr. Petty himself. In terms of green space, Boston is blessed to have the Esplanade that runs all along Boston’s Charles River. The Esplanade’s expansive three-miles are dedicated to nurturing the natural fauna of the city and fostering community through shared space. Whether it’s reading a book on the dock or sailing at the Community Boating facility, the Esplanade offers educational, cultural, and recreational activities at each river bend. Even the Boston Pops can be found serenading park guests at the Esplanade’s Hatch Shell pavilion. Other lushly city landscaped spaces include the Public Garden, Boston Common, the Southwest Corridor Park, and the Rose Kennedy Greenway. Children raised in this environment can be considered fortunate beyond measure!



MESMERIZING MUSEUMS

The Boston Children’s Museum is the most incredible resource for children and indelible memories are embedded at the indoor sock skating rink and the Polar Playground. The Museum of Fine Arts (MFA), a majestic structure and a prominent center of artistry and expression, is also a place where many of our city’s children can be found in the Museum’s classrooms. Professional artists host studio art classes and workshops where students are encouraged to, “question, explore, experiment, and solve problems as they create and interact with art.” High-school students can further hone their artistic identity through Summer Intensives hosted by the MassArt Art Museum (MAAM), a five-minute walk from the MFA on Huntington Avenue. MAAM is Boston’s newest teaching museum and operates under the credo that it is “always free, always changing, always welcoming, always evolving.” While the Museum of Fine Arts will teach your family about the greats, MAAM will open your mind to thought provoking visionaries at the forefront of contemporary art. The Science Museum is another standout with many exhibits curated with children in mind.

BOSTON BALLET, BCA AND SOWA

The Boston Ballet sits on picturesque Clarendon Street and its Children’s Program offers a world-renowned opportunity to be trained by the ingenious creatives of our time. The ballet building forms just a part of the creative cluster that includes Boston’s Center for the Arts and Cyclorama, the site of fairs and exhibitions throughout the year. SOWA district and its year round Sunday afternoon flea-markets is the site for fun food trucks and burgeoning galleries. Local artists and merchants sell their boutique products while the smell of perfectly roasted coffee and pastries waft in the air. It’s a true Boston delight.





THEATRE AND MUSIC

The Huntington Theatre at Calderwood is a favorite South End destination for families as well. An afternoon at the play would be an outing that even the kids would consider a great alternative to time on the iPad. Many children benefit from the Huntington Education Department's free theater classes hosted at Calderwood. The Boston City Singers is a creative youth development program focused on the important stuff, such as diversity, inclusion, respect, innovation, community responsibility, and of course, chorus. The organization has extensive travel opportunities across the globe. The Boston City Singers could very well grow your child's perspective on the world and their role in it.

WORLD CLASS TECH TRAINING

Mentioning Boston without the word technology would be an oversight that may upset our friends over the bridge at MIT. For parents looking to get their kids engaged from an early age in the ever-expanding world of technology, not even Silicon Valley could rival the city of Boston's learning opportunities. Boston Tech Moms, a self-proclaimed "parent's guide to raising a future techie" connects families directly with engaging STEM programs. Have your children learn the code behind their favorite computer game or software; that's Boston. Tech Moms can be the conduit through which children can gain exposure

to some of the world's brightest problem-solvers. Boston's 35 colleges and universities make it a global academic center, providing opportunities for children to pursue opportunities in virtually every field.

RESOURCES AND SUPPORT

GardenParents, formerly GardenMoms is an amazing platform on which to connect with other city parents on topics ranging from childcare to social events and much more.

One could argue that much of what the city has to offer can be enjoyed from a home base that is just a few miles outside. Nothing compares, however, with the vitality, energy and opportunities for growth, education and enjoyment that families can experience living smack in the middle of it all.



THE LEVENTHAL MAP AND EDUCATION CENTER



MORE THAN JUST MAPS

Every year, more than fifty thousand people visit the first floor of the Boston Public Library's historic McKim Building in Copley Square to view the maps that are archived there. Map viewing is just one of the activities available to you at Boston's Leventhal Map & Education Center. As one of the nation's most significant centers for the public study of historical geography, Leventhal stewards more than a quarter million geographic objects and uses this vast and diverse historical collection to present exhibitions, sponsor educational programs, and maintain a website for the enjoyment and education of the public.

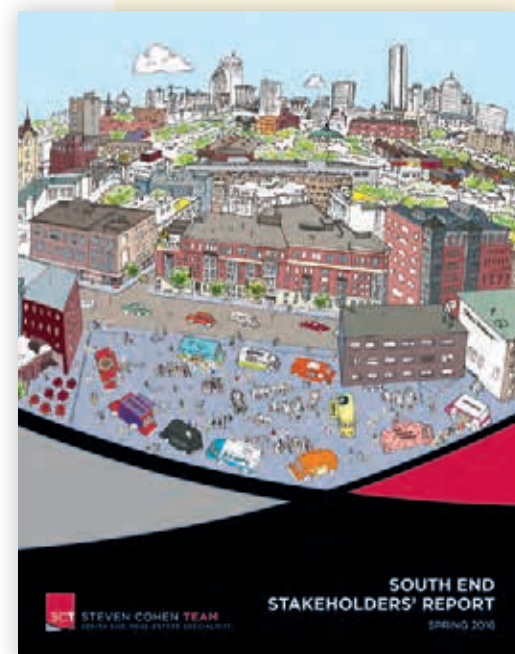
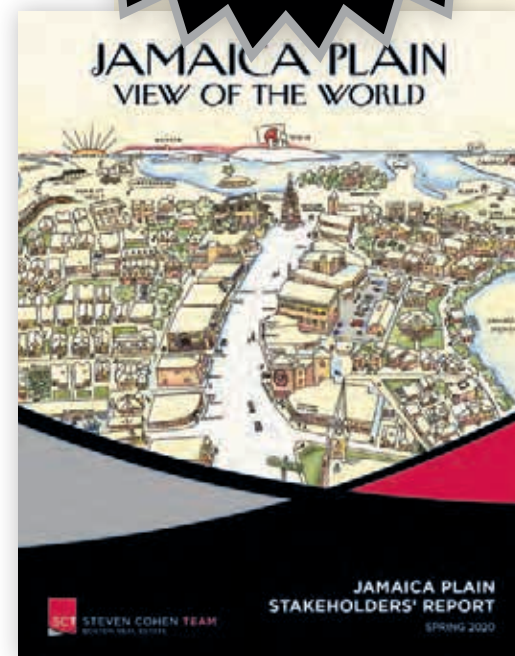
Garrett Dash Nelson, President and Head Curator of the Center, said that one of his staff's goals is to get people to think of maps as the starting rather

than ending point of inquiry. "Almost everybody knows conceptually what a map is and what it does," he said. "We want people to move beyond this instrumental use and think about all of the questions that maps open up. What's missing? How has the environment and natural world changed over time? How might we imagine space and geography in different ways that challenge the traditional representations that we see on a map?"

One way the Center helps people think creatively about maps is by providing exhibits based on socially relevant topics. The Center's last exhibit showed how environmental design and social inequality have long been, and remain, intertwined. Titled: More or Less in Common: Environment

CONGRATULATIONS

to our cover artist Belle Hornblower and to SCT's entire creative staff! Four of our *Stakeholders' Report* map covers have been archived at the Boston Public Library's Leventhal Map & Education Center.



and Justice in the Human Landscape, the exhibit included rare materials from the BPL's historic collection alongside newly created visual investigations of environmental challenges facing Boston and beyond.

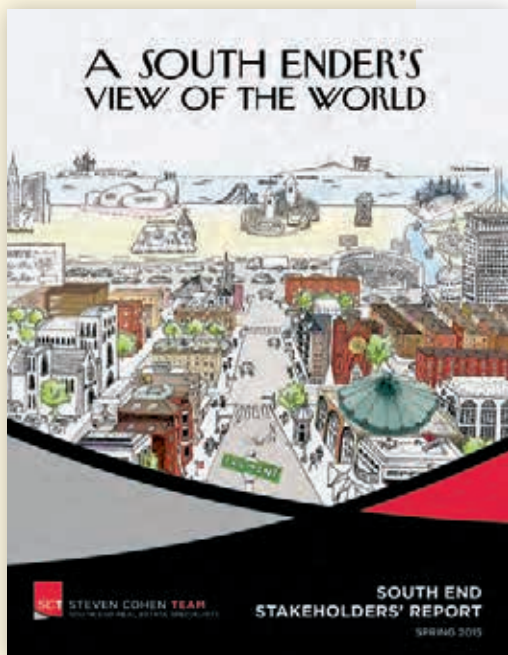
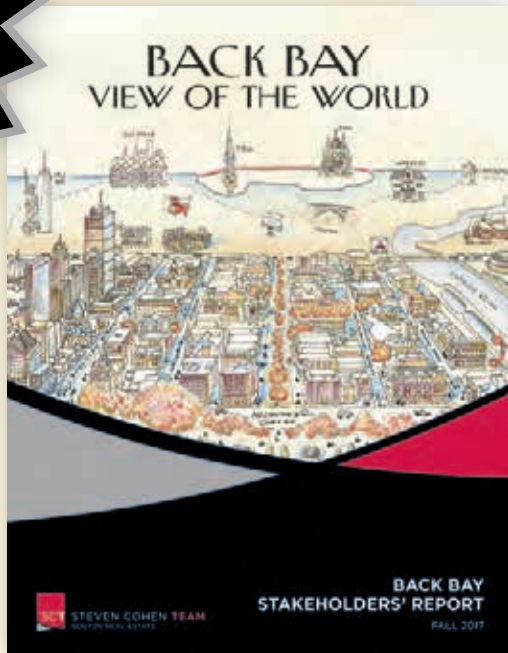
In December, Leventhal featured a pop-up installation of a series of textile maps of Boston's historically black neighborhoods created by artists Amanda Ugorji and Sophie Weston Chien. A unique feature of the 'Soft Cities' textile maps is that they are meant to be touched and felt. "We typically don't let people paw all over our paper maps, but we wanted people to touch and feel these," Garrett said. "They not only invited us to think about the experience of space, especially in these unique neighborhoods — they also subverted some of our conventional attitudes about who made maps, what maps look like, and what kinds of artistic practices are involved in mapmaking."

This emphasis on fostering a tactile relationship between the public and the maps they explore is part of the richer experience that the Center wants visitors to enjoy. "We try to empower ordinary people to make maps of their own and to work with digital mapmaking in new ways," Garrett explained. That's why the Center welcomes thousands of students in grades K-12 and at the university level to make use of its collections and attend its educational programs. The Center also offers professional development programs for teachers to help them teach with maps in the classroom, as well as research services and training programs for the public.

People can perform this type of research anywhere thanks to the Leventhal Center's website, collections.leventhalmap.org, which includes more than 10,000 digitized maps. "What we have been increasingly thinking about is how it's not enough to have digital replicas of the maps. We want to do more interactive storytelling with our maps, connecting them with modern geospatial information and bringing them alive in new ways."

A novel way Garret and his staff have been imparting these stories is by creating digital tools like Atlas Scope. "Atlas Scope transforms urban atlases of Boston into the types of digital maps that we're more familiar with today. We can use these digital maps to actually peel back in time," Garrett explained. "For instance, if you're looking at your house in Boston or one of its inner suburbs, you can use Atlas Scope to look at who owned that house in 1890 or whatever years that the atlas is available for that spot. I always try to remind people the collections themselves are owned by the public. So when somebody comes to see a sixteenth century atlas, they're not seeing our atlas. They're seeing their atlas," Garrett said. "You want to see the set of maps that was used by Benjamin Franklin to help him figure out where the Gulf Stream was? You can come spend a day with those maps in our reading room."

In addition to a reading room for rare map research, the Center also includes an exhibition gallery, a kids' nooks with map puzzles, books, and activities, and a public learning center with research books. "The collection is so vast, I haven't even seen more than a sliver of what we have," Garrett said.



Norman B. Leventhal
Map & Education Center
at the Boston Public Library

EXTRAMILE PROPERTY MANAGEMENT

SOME PEOPLE JUST GO THE EXTRA MILE

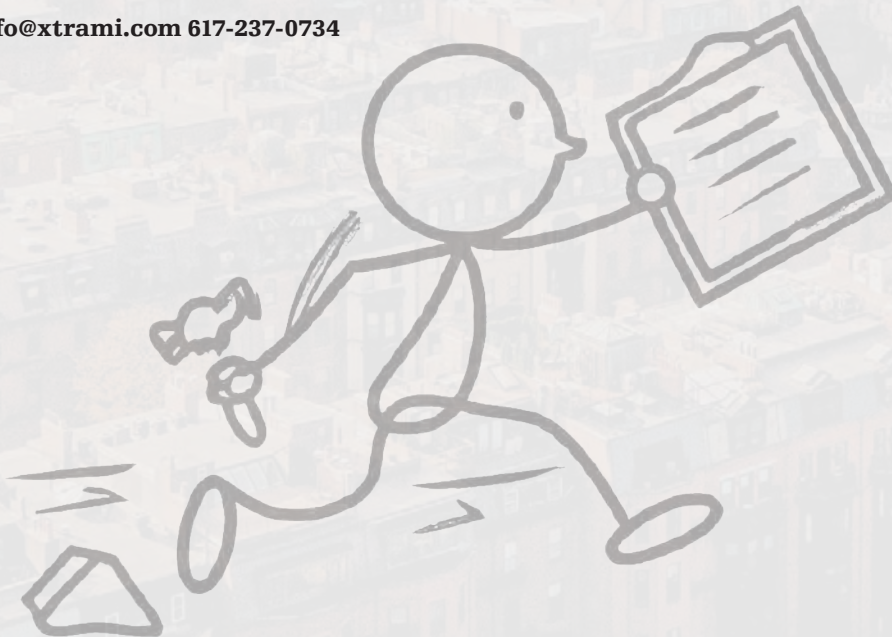
Through our many years facilitating thousands of rentals and sales transactions, we at The Steven Cohen Team have achieved a keen understanding of what it takes to ensure the industry's smooth operation of real estate management. The necessary tasks are numerous and include interacting with tenants, overseeing repairs and improvements, collection and monitoring of rent, tracking expenses, opening security deposit accounts, managing service calls, and even capital planning and coordination of long-term projects.

While some landlords take a hands-on approach to the management of their real property, many others find that their own busy schedules make it difficult to assume that responsibility.

While our efforts at the Steven Cohen Team are squarely focused on achieving the objectives of our buyers and sellers, we are pleased to announce our affiliation with **ExtraMile Property Management, an excellent local business taking on new clients and at rates for service that are the most attractive available anywhere.**

Contact ExtraMile Property Management today for more information on how you move toward a more satisfying landlord experience.

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GET OUR WEEKLY SUNDAY OPEN HOUSE GUIDES

Now that you're up-to-date with the Boston real estate market, keep your finger on the pulse. Follow this link to our Sunday Open House Guides and choose the neighborhood of interest to you. If you can't make an open house you have your eye on, don't hesitate to contact us, we'll arrange a private showing for you.

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