

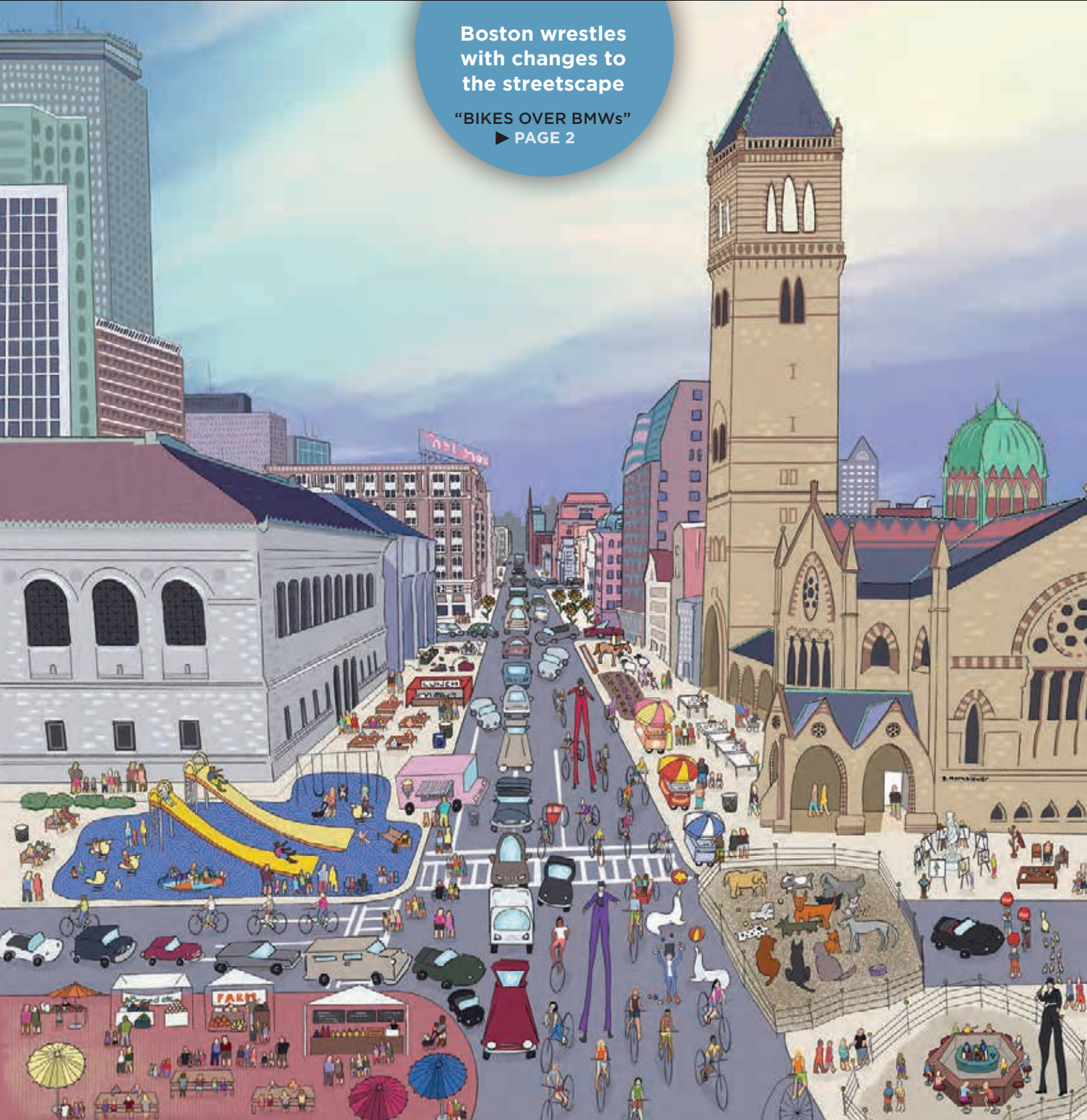
# STEVEN COHEN TEAM

BOSTON'S PREMIERE REAL ESTATE AGENTS

Boston wrestles  
with changes to  
the streetscape

"BIKES OVER BMWs"

► PAGE 2



## BACK BAY STAKEHOLDERS' REPORT

SPRING 2023



## STEVEN COHEN **TEAM**

BOSTON'S PREMIERE REAL ESTATE AGENTS

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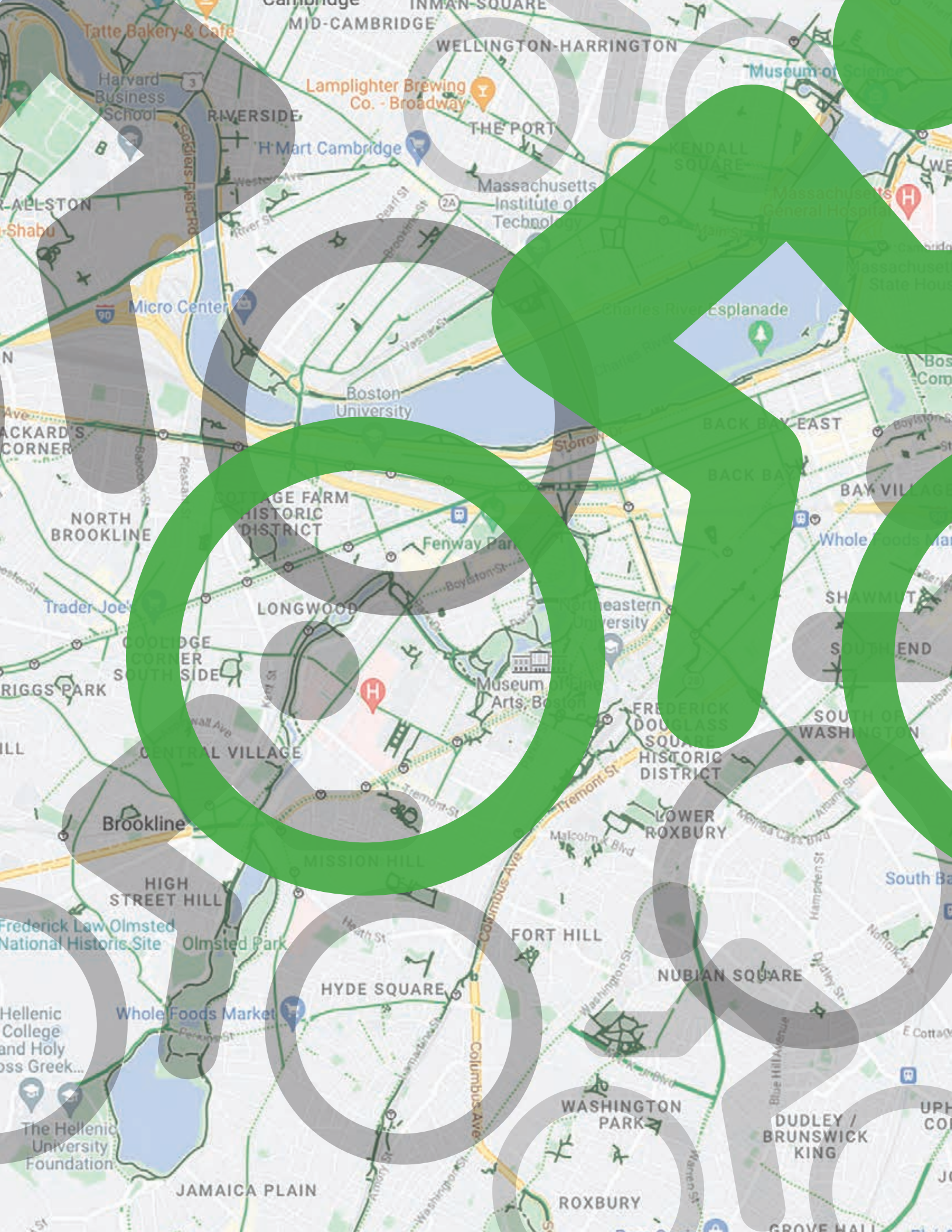
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# BIKES OVER BMWs

## 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-

**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.**





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 BACK BAY SALE

400 STUART ST, #19A

Amazing 3 bedroom/3 bath at The Clarendon, a premier residence in the heart of Back Bay. Enter a wide open living/dining room with corner exposure and wonderful views of the Charles River. This space, perfect for entertaining, features gleaming hardwood floors, and natural sunlight through extra large windows. Chef's kitchen offers granite countertops, gorgeous custom cabinets, and stainless steel appliances. There are three ample bedrooms including a primary with en suite marble bath with walk-in shower. The building offers 24-hour concierge, valet parking, health club, and a huge common roof deck.

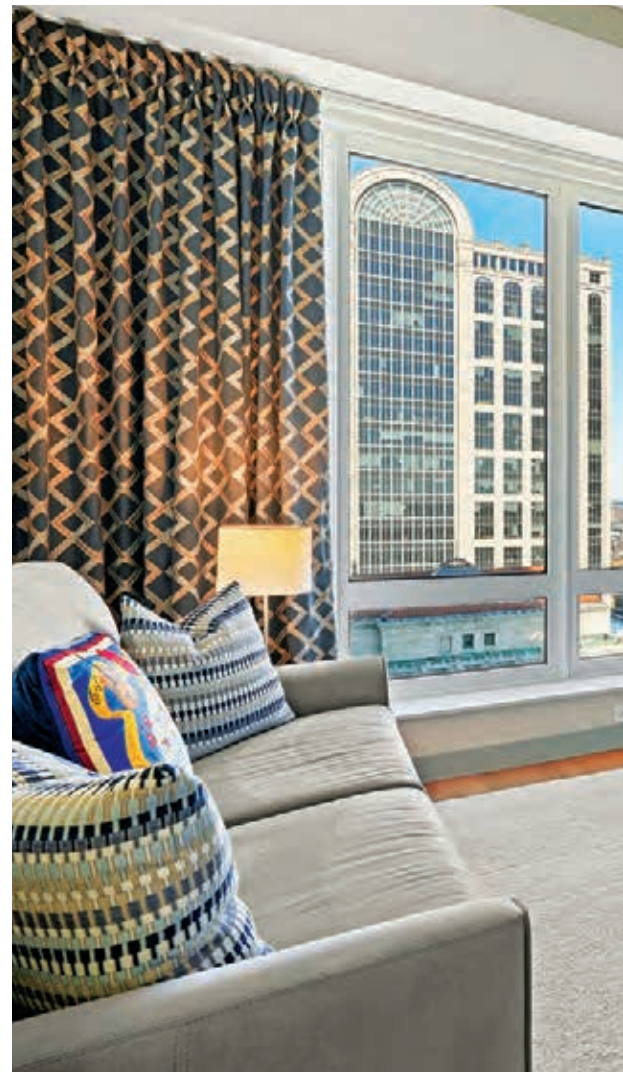
**SALE PRICE:** \$3,350,000

**SIZE:** 1,795 sq. ft.

**BEDROOMS:** 3

**YEAR BUILT:** 2009

**BATHROOMS:** 3





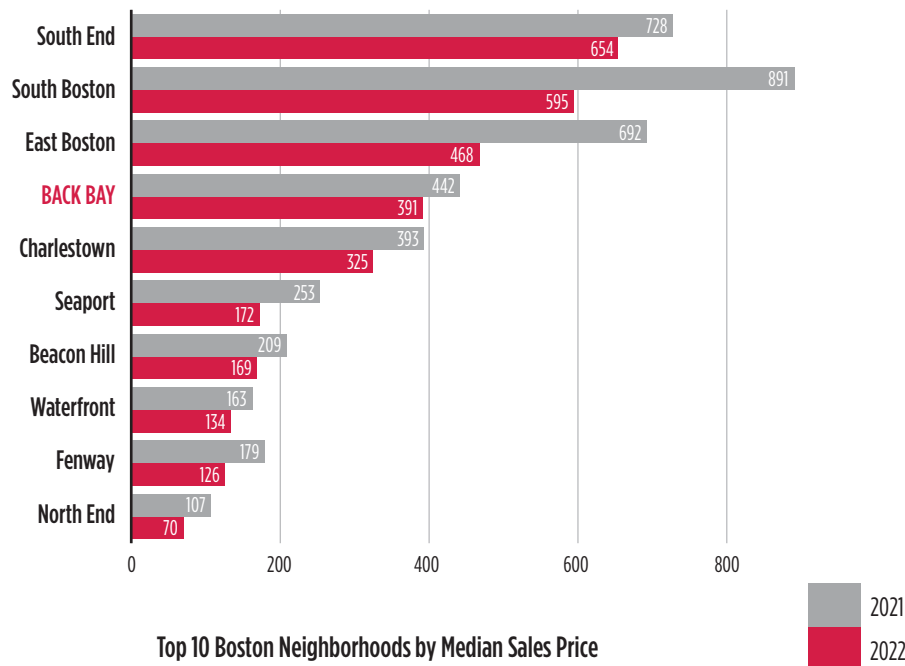




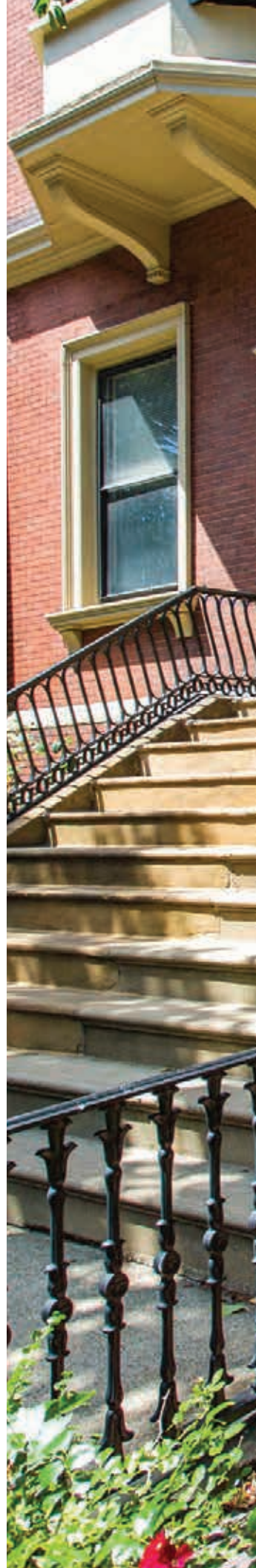
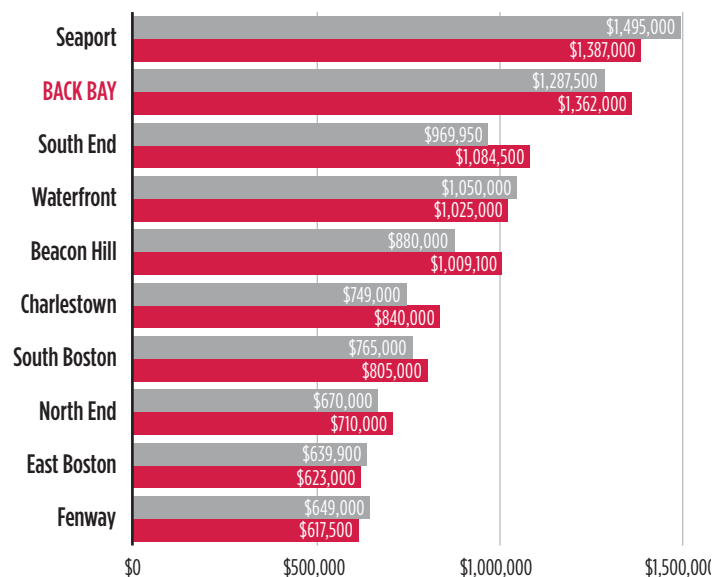
# BOSTON'S TOP 10 NEIGHBORHOODS: 2022 VS. 2021

The number of sales in Back Bay decreased by 13% from 2021 to 2022. However, there was a 3% increase in the average sale price as well as a 7% increase in the median sale price. Choice properties continued to be in high demand.

Top 10 Boston Neighborhoods by Number of Sales



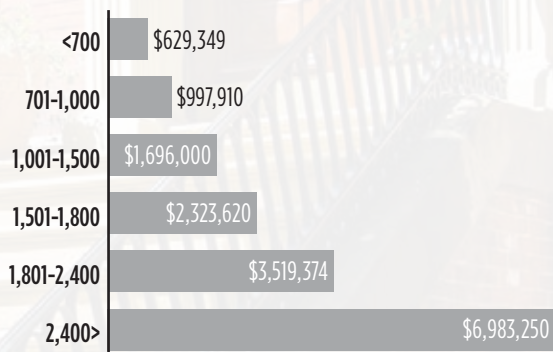
Top 10 Boston Neighborhoods by Median Sales Price



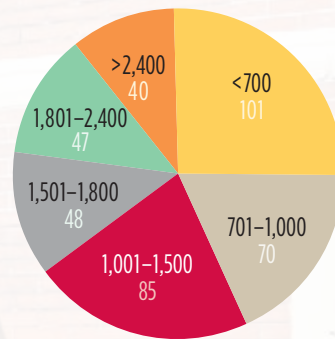


# FOCUS ON BACK BAY IN 2022

Back Bay Median Sales Price by Square Footage



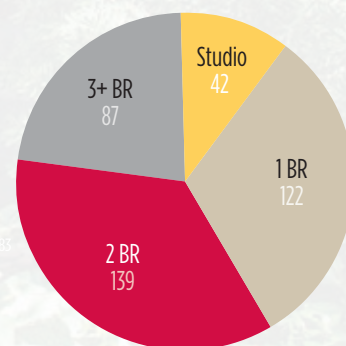
Back Bay Number of Sales  
by Square Footage



Back Bay Median Sales Price by Number of Bedrooms



Back Bay Number of Sales  
by Number of Bedrooms





## 20 MOST EXPENSIVE BACK BAY CONDO SALES IN 2022

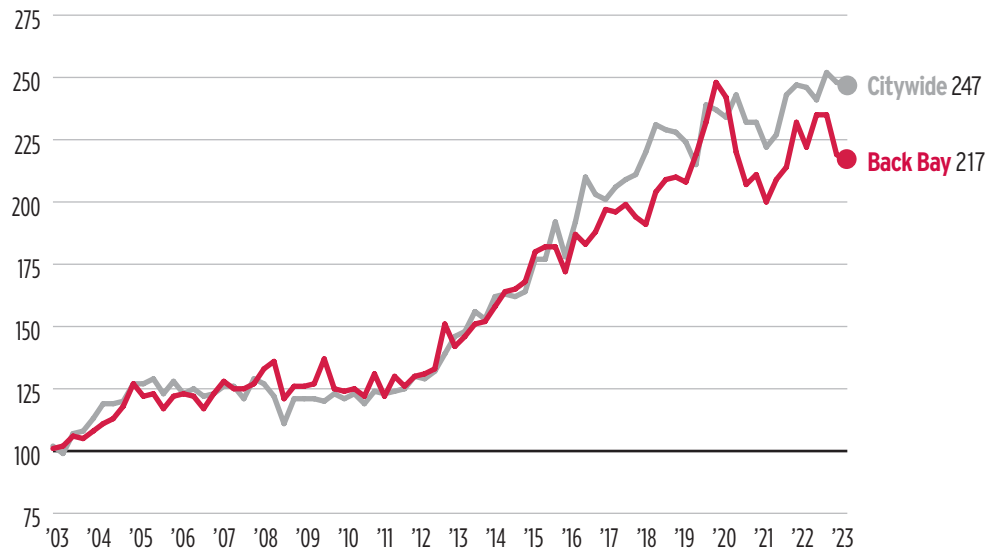
	ADDRESS	SALE PRICE	PRICE /SF
1	776 Boylston Street, #PH2E	<b>\$23,000,000</b>	\$3,368
2	122 Commonwealth Avenue, #PH	<b>\$14,400,000</b>	\$3,475
3	776 Boylston Street, #E12B	<b>\$13,350,000</b>	\$3,363
4	29 Commonwealth Avenue, #5	<b>\$9,950,000</b>	\$3,213
5	400 Stuart Street, #PH1	<b>\$9,250,000</b>	\$2,609
6	29 Commonwealth Avenue, #4	<b>\$9,240,000</b>	\$2,991
7	361 Beacon Street, #3	<b>\$8,000,000</b>	\$2,020
8	128 Beacon Street, #D	<b>\$7,500,000</b>	\$1,550
9	17 Commonwealth Avenue, #1	<b>\$6,475,000</b>	\$1,850
10	1 Dalton Street, #4305	<b>\$6,250,000</b>	\$2,856
11	128 Beacon Street, #K	<b>\$6,100,000</b>	\$2,084
12	1 Dalton Street, #4015	<b>\$6,100,000</b>	\$2,790
13	287 Commonwealth Avenue, #4	<b>\$6,000,000</b>	\$1,140
14	4-5 Arlington Street, #3	<b>\$5,870,000</b>	\$2,230
15	1 Huntington Avenue, #1401	<b>\$5,800,000</b>	\$1,866
16	135 Commonwealth Avenue, #PH7/8	<b>\$5,700,000</b>	\$1,620
17	1 Dalton Street, #3005	<b>\$5,650,000</b>	\$2,589
18	96 Beacon Street, #2	<b>\$5,390,000</b>	\$1,904
19	1 Dalton Street, #2603	<b>\$5,000,000</b>	\$2,246
20	400 Stuart Street, #26E	<b>\$5,000,000</b>	\$2,004

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

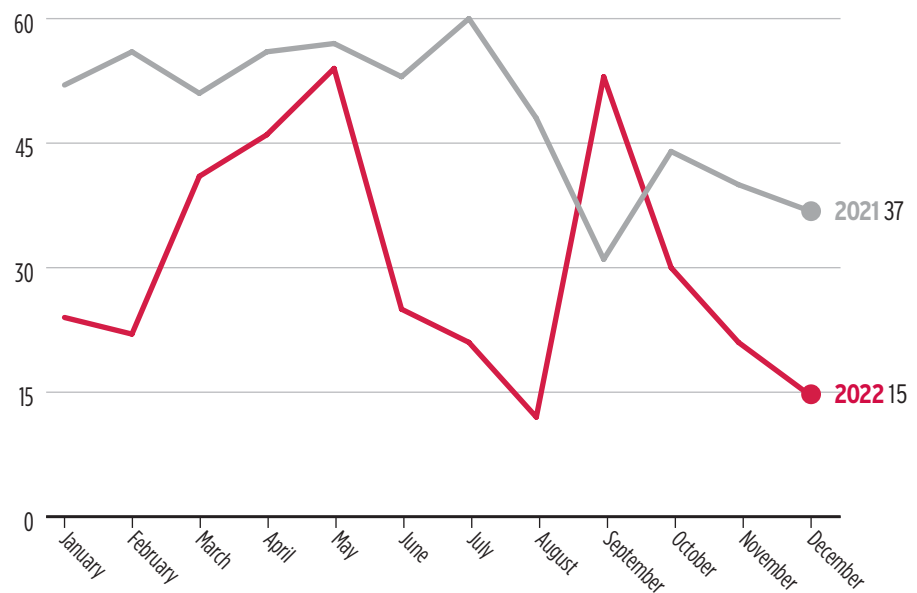
**\$1,308**



## 20 YEAR PRICE INDEX: BACK BAY VS. CITYWIDE



## BACK BAY INVENTORY: 2021 VS. 2022





STEVEN COHEN **TEAM**MEET  
BOSTON'S  
PREMIERE  
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The Steven Cohen Team provides expert insight, guidance and representation for discerning residential property buyers and sellers in Boston's Back Bay and adjacent neighborhoods. Our unmatched experience in the local real estate market, long-term approach to customer service, and coordinated teamwork make us an industry leader in Back Bay and beyond.

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**Kevin Concannon**  
AGENT



**Barrie Stavis**  
AGENT



**Kate Wood**  
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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**



# MEET A BACK BAY COUPLE

## STEVE BERTOLAMI AND LEE RICH

Through 15 years of part-time Back Bay living as an urban complement to life at their suburban primary residence in Acton, Steve Bertolami and his husband Lee Rich have concluded that the Back Bay is truly “our shared home” for many reasons: historic buildings, green spaces, restaurants, sailing, community activism, and especially their first encounter.

“One of my first jobs was at Fisher College on Beacon Street, and it’s there that I fell in love with the Back Bay,” said Steve, who was Fisher’s Director of Procurement at the time and is now Executive Vice President of Enterprise Services at Liberty Mutual. “Coincidentally, it’s also where Lee and I met. A few years later, after we moved back from a stint in San Francisco during the dot-com boom and bust, we bought our first little studio condo on Beacon Street. I could look directly into my old office at Fisher. It felt like it was meant to be.”

Lee is an ansible automation strategist at Red Hat, a Raleigh, North Carolina-based open-source software developer. “What drew me to the Back Bay was that it is just so beautiful! The front gardens of the brownstones in the Back Bay are amazing, I love seeing how much care and creativity that goes into such small spaces.”

Other sources of their Back Bay attraction were its architecture, history and culture. “When I stay on Beacon Street, I feel like I’m on vacation in a European city,” Steve said. “We love stepping out the door into this beautiful area. We can even hear the concerts on the Esplanade when our windows are open in the summer.”

A short walk out of their open doors also leads to Back Bay’s many green spaces, beckoning them to not only Esplanade concerts but also Shakespeare on the Common and sailing on the Charles. “Lee did community boating for a while, and that’s on my to-do list as well,” said Steve. “We had some great lunch hours sailing the Charles.”

They have great dinners out at Back Bay restaurants, a fortunate consequence of having scarce time to cook while in the city. “We’re







big fans of La Voile and Mooo,” said Steve. “We also love the newly renovated restaurants at The Newbury – The Street Bar and Contessa. I’m trying hard to get a reservation at Faccia on Newbury Street.”

Nor do they ever tire of “the incredible public architecture and beauty of the area,” particularly the Boston Public Library’s Bates Hall, where Steve marvels at the barrel-vaulted ceiling of coffers and rosettes and the tall arched windows with Roman grillwork, among other details. “Sitting in the reading room of the public library is an elevating experience based on just the scale of the room,” he said.

Equally attractive are the history and architecture of the Back Bay condos they’ve owned. “Our former place was built by Edith Wharton’s in-laws, and we now live across the street from Isabella Stewart Gardner’s old address,” said Steve. “I love researching the buildings in our area and learning how they were built.”

His research turned up a host of history on their current condo’s edifice. Built in 1869 as one of the Back Bay’s first Gothic rowhouses, its carvings – pointed-arch hoods, trefoil reliefs, columns with foliate capitals – were rendered through an incised-line technique for elaborate but economical stone cutting.

The way the Back Bay’s community organizations are built also delights Steve. “I am on the board of Community Servings, a great organization that provides medically tailored, nutritious, scratch-made meals to chronically and critically ill individuals and their families,” he said. “I sell pies for their Pie In The Sky fundraiser every year, so if you’re looking for a pie, I’m your guy. I’m also lucky to be part of Liberty Mutual, such an active member of the community, and I get a lot of interaction with local philanthropic groups through them.”

What Steve and Lee love the most about the Back Bay is “the holiday traditions in the neighborhood.” Lee said. “I especially love Halloween when they close off Marlborough street and people come to sit out on their front steps to watch all the kids go trick-or-treating.”



# THE GIBSON HOUSE

## A DASH OF DOWNTON ON BEACON



*The Gibson House, 137 Beacon Street, circa 1942*

Mid-19th century Boston was a highly stratified society, dominated by cultural elites, known as Brahmins. The Gibsons were one such Brahmin family and their lives have been remarkably well chronicled through the preservation of their family home. This virtually frozen in time property, together with the family's possessions and many archived documents, offer us a rare glimpse into the upper echelon of Boston's society and culture during that period. Imagine stepping back in time to the year 1860 and through the doors of Boston Brahmin Catherine Hammond Gibson's brand new Back Bay townhouse. This rare opportunity exists for you in Boston's spectacular house museum, the Gibson House, located at 137 Beacon Street.

At the Gibson House, you can be treated not only to a full viewing of Mrs. Gibson's beautiful state-of-the-art home and its furnishings but are also able to meet her family, her servants and all of her descendants who came to live in the property over the next century. Catherine was born 1804 to Samuel Hammond and Sarah Dawes Hammond, whose half brother, William Dawes rode alongside Paul Revere on his famous ride. She married sugar trader John Gardiner Gibson in 1833 and moved with him to Cuba for two years. Already expecting a child upon their return to Boston in 1835, Catherine gave birth first to John Jr. and then to his younger brother Charles Hammond Gibson the next year. Sadly, her husband







died an untimely death just two years after that, leaving Catherine a young widow with two young sons. The careful stewardship and sense of history that Catherine possessed and with which her progeny were also imbued, set the stage for your own opportunity to travel through time.

Enter the exquisite and architecturally significant parlor and imagine the home's guests sipping tea while perched upon the perfectly preserved Bergere-style sofa with its low arms and deep seating. Marvel at the tall case clock, crafted by the most highly sought after clockmaker of the 19th century, Aaron Willard. This handsome piece became a family heirloom that was passed down through the generations, beginning with Abraham Gibson who originally commissioned it. Numerous original lighting fixtures adorn the public spaces, including a three-armed sconce that flanks a mirror in the music room and a chandelier that was never converted from gas when the home was electrified in 1910. Wall art, sculptures and other interesting objects have stories connected with them that help to create an ambience that is both rare and riveting. The kitchen's original cast iron stove still sits in place as does the mechanical wringer, or mangle, that removed excess water from clothing prior to it having been hung to dry. The antique liquid gas powered iron that was used for fine articles of clothing will likely be the first you have ever encountered. And what newly constructed Back Bay townhouse could be considered fully equipped without its mirrorscope postcard projector that enabled the family to display the images captured during its travels? You can even admire a high-style Victorian gown with day and evening bodices, the likes of which you can be sure will not be displayed anywhere among Newbury Street's plate glass storefronts.

After three generations, the Gibson House was in the hands of Catherine Hammond Gibson's grandson Charlie Gibson, Jr., noted poet, horticulturist, and Boston character. Charlie, a gay man without today's opportunities, never married nor had children. He traveled through Europe during his youth and wrote voluminously. In 1899, he published a lightly fictionalized account of his romantic relationship with a man named Maurice Talvande under the name Richard Sudbury, titled, *The Gentleman of Touraine*. Many years later in 1936, Charlie visited his cousin Henry Francis du Pont, who was in the process of transforming his own family's estate into the Winterthur Museum and Garden. The visit apparently influenced him to permanently enshrine the largely intact Gibson family legacy. It was three years after his death at age 80 in 1954 that the Gibson House Museum first opened to the public. For a glimpse back in time, you owe it to yourself to take a tour. Tickets can be purchased at [TheGibsonHouse.org](http://TheGibsonHouse.org)









# 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](http://ApplyBostonCharterSchools.org). They are 16 Commonwealth charter public schools, each with its own character, identity and special focus. At [Bostonschoolfinder.org](http://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.

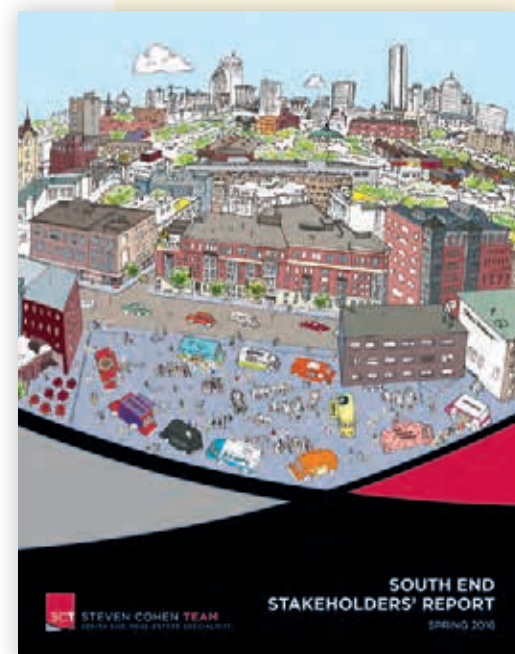
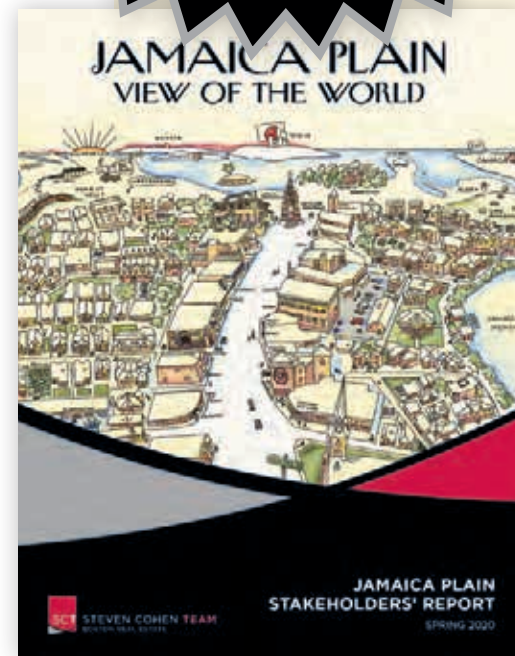
Garrett Dash Nelson, President and Head Curator of the Center, said that one of his staff's goals is to get people to think of maps as the starting rather

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.

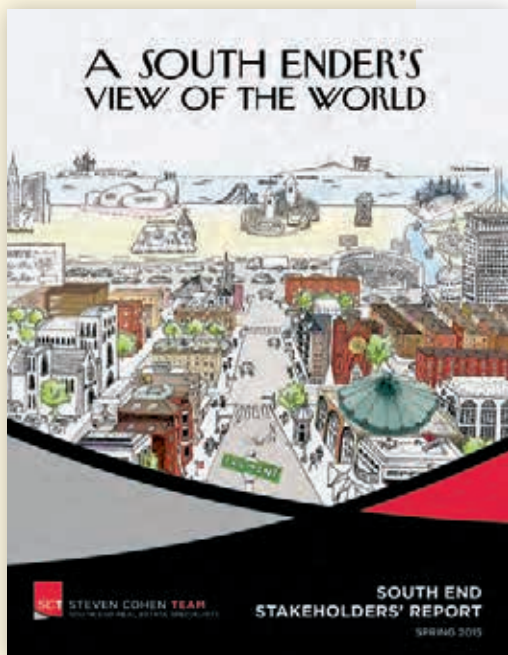
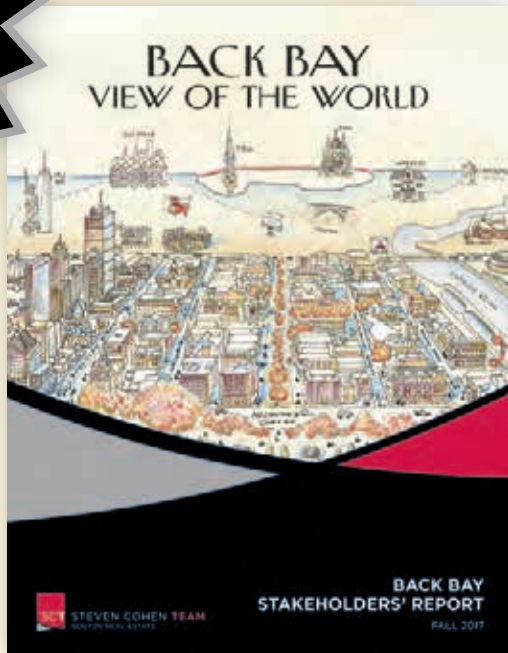
In December, Leventhal featured a pop-up installation of a series of textile maps of Boston's historically black neighborhoods created by artists Amanda Ugorji and Sophie Weston Chien. A unique feature of the 'Soft Cities' textile maps is that they are meant to be touched and felt. "We typically don't 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](http://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

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