4.21

3/19

Dolores Hayden - Guest Speaker
- Building Suburbia
- A Field Guide to Sprawl - nice photo book

Suburban development
- Scale
- size related to other places
- Arial Photography
- Low-oblique angle
  - building to landscape relationship
- Audience
  - book + show
  - website

(Lots of guests today - spend too much time on small details) to perfection
Get so much detail into images
Last possible meaning out of physical elements
Bad building patterns from inappropriate federal subsidies
Does not do interviews
- partnered w/ other people
- how to put it all in one project

(2)

Q: What Federal Subsidies?

- Lecture
- Or read book

Physical traces?

Straight accitecture + urban history

A typical house

Sanborn, tax records, photographs

- not traces
- artifacts

Utopian towns

- 200+
- Picked 7

Pick cities where stuff is still around

Hear what other people say patterns are

- Then after lot of experience can disagree

Lots of diff viewpoints from diff displins

How changed w/ recession and ethnic change

History of morgage discrimination

Too much emphsis on homeownership

(3)

Automated generated images i Google Earth
tends not to work that way
Works in established archives
(New ways much cheaper – dino...
Photographs taken w/ special equipment + airplanes
Many layers of meaning in 1 photo
Academics might not use for long time

Appalled at Google Earth
- no spatial privacy
- (what about Federal projects)
- Then could also use
- 1 point turned on
- made some mistakes
- skeptical
- real time more reliable
- don't use it alot

One - Madrid - person uses it a lot
- Patterns clear
- Student; Google Maps worse
- Maps don't translate well online
- likes going to map.com

(4)

Sequencing maps important

Street View

Interesting questions

Lots of urban, real estate imagry

How would you use it

Activist Groups

How implement w/ public policy

- How much is needed in public meetings
- How much is over kill

(Attach in journal)

Q: Aging in suburbs, social support, capital

~~Sor~~ (very liberal perspectives in dept)

How will things work out?

If too old to drive?

No ans

Does not know about service delivery

(She does not know a lot of things)

Repair Diff for each one

- streetcar suburbs

(5)

Q: American Dream of suburbs
Unsustainability of sprawl
Where do see it going?
People since 80s said will go urban
Unless subsidies change

Q: Is sprawl is worse
People just move further + further out
Like in Detroit → further + further north
How change mindset?
- fragmented political divisions
- Portland does not do that
- Metro council

Q: Civic engagement + social capital
What prevents people from talking about problems
Not talking how to fix sprawl
Subsidies under table
Take for granted
Highway buracracy in each states
People don't talk about underlying incentives
Was smart in 20s and 30s

(6)

Very individualistic, not communitarian

Pushed very hard by a lot of people 20s + 30s

Difficult to remove - large lobbies

People don't understand, very complicated, lots of deception

Q: What is politically feasable

Lots of local control

Morgage deduction more unpopular than ever

Or capping

Zoning - pushing for higher income w/ lower draw on services

Where funding from affordable housing is coming from

Removing Moragage deduction - done in Spain

Lots of counties never did it

4.21

Land use colors:

residential	yellow	single family
	orange	multi-family
commercial	red	
~~industrial~~ institutional	blue	
industrial	purple	
parks/rec	green	
transportation	grey	

Moving into 3rd process

- social
- economic
- political changes

Mainly maps + Cadastral Frontier
- fire ins

Not as much field work

Put together a range of maps

Identify patterns

Which periods of time are most significant

; Types of people living there changed?

; Interiors changed

(2)

Read Crabgrass Frontier - what happened at that time?

Don't have to look at every change individually

Are changes particular to site or part of national trends?

gradually or suddenly?

Changes related?

What might explain those changes?

idiosyncratic decisions or broader forces

Consult Crabgrass Frontier for answers

Looking at Maps

Bromley Fire Ins Atlas

- Majunction: The Boston Atlas

Find the legend - on one of the sheets

Tells us building material - not that important

But land use

if sewered is important

Brick on main road

Frame houses more on the side

Area w/ no houses - still open

(3)

Blk Streets running through

Aready divided up

More difficult to settle

Filled in land

Streets may not be built - if not filled in

Here colors just mean wood frame building - not the land use

Cald overlay topo map

Tells you about population

- home for poor
- Catholic schools

Be careful of reading too much!

What came first?

A = M = F = multifamily

S = store

Duplex

Livery Stable - horses for transportation

- different uses
- related to changes in technology

Names are owners

- people living there, likely renting
- when own multiple properties

(4)

Speaks to social class

Easier to buy out to redevelop

The # are the sq footage

Backtrack + go forward on maps

Hrs =: Heirs ;;

For making our maps - use the 'international color code

Is industry scattered all over or concentrated?

Undeveloped vs vacant?

Ask why the anomoley

Pull out the patterns

During depression - some houses ~~removed~~ converted to multifamily

60s - blocks disappearing

Urban renewal

Masters Thesis: Powelton Village

- some nice homes
- other apartment buildings
- tightly knit
- other empty lots

Why is neighborhood like that

(5)

Older - nicer homes
- lawyers + doctors

Streetcar suburbs
Lumber yards
Railroad expanded in
Becoming more industrial
- more smoke then
Starting to see big apartment buildings
- where a mansion once was
1942 - most single family homes are apartment
Blue = owned by Drexel
- frats, offices

Topography matters
Consequense of inital settlement persist
Tension at borders
Land holdings of single owner - big projects
Change may have more then 1 cause

(6) Types of Maps - keep in mind map time

Descriptive / Documentary

- fire ins
- ~~xxx~~ navi

Analytical

- land use
- overlays

Perscriptive

- Zoning / reglatory
- Plans

4.21

3/16

(10 min late)

Every city developed at diff time
- diff planning regulations

Can still these street patterns

NYC was dutch
- grand British land

Phila was actually laid at
depends on ~~[illegible]~~ fassion
Fire of london affected his thinking

LA
Law of the Indies
- Spanish law
- ~~where~~
- size of plaza
- arrangement of uses around plaza

NYC doubled 1830 -> 1850
$200,000 500,000
- densly packed since bad transit

Chicago
- still very small 1850

Depends when pop grows

(2)

Lots of railroads from North in Boston

NYC almost doubled again 1880 → 1890
1.7mil 2.4mil

LA ~10x 1880 → 1900
11,000 100,000

Lots of people immagrated

And in LA most homes were single family
- growth after invention of automobile

Differces

- Geo
- Tech
- Econ
- Politics - zoning
- Culture
- Pop

Technology, Communication, Urban Life

- make timeline as reading Crabgrass Frontier
- 1775 mail
- 1843 - Telegraph
- 1887 Phone
- 1982 Cell Phone

} invented

(3)

More important is when it came onto site

Electric power

GPS

Ups/FedEx

Bicycle	1818
Steam Boat	1820
Elevator	1852
Electricity	1880
Automobile	1890

The Walking City

Phila

- more 18th century buildings than before
- rich had house both in city & mansion at in Fairmount park

1870 - prime Street car suburb area

Today what we think of as inner city was once suburbs

Often the ~~Street~~ street car suburbs biz model was selling the ~~Street~~car land for development

(4)

One of most famous Riverside in Chicago
- Olmstead

LA has very small dense

Did have a very large streetcar suburbs

Boston as well

Efforts to buy up streetcars

And get people to buy appliences

Automobile suburbs

Levitt Town

Federal highway system

In 1800s - builder would build 2 or 3 houses

Levit more assembly line

Big shopping emporiums

Shadows from buildings one of the reason for zoning regs

Paper

subtitles

~~subtitles~~ - use

- by issue or Chron.

(5)

Cite specific examples of obser.

Add site boundries

Remember basic req before extra stuff

- historical photographs are fine but not required

Research

Thursday, March 17, 2011
12:06 AM

HUD Urban Dev Application Copley Place : urban development action grant application to the U.S.
- Application
  - Held for me at Roach to check at
- Complaint
  - http://www.archive.org/details/tousdeptofhousin00grea
- Reponses by city of boston to complaint
  - http://www.archive.org/details/responsebycityof00bost

Retail Impact Analysis
- http://www.archive.org/details/copleyplaceretai1980bost

Draft res property rent analysis
- http://www.archive.org/details/residentialprope79econ

Garage pollution
- http://www.archive.org/details/experimentalstud00urba

Copley Place Recs by Community Task Force
- http://www.archive.org/details/recommendations00copl

Pedestrian study
- http://www.archive.org/details/pedestrianstudy00back

Gateway to Opputrunity
- http://www.archive.org/details/gatewaystoopport00colu

Copley Place EIS
- Draft
  - Reserved at Lib Roach to check at
- Public hearing
  - http://www.archive.org/details/publichearinginm00bost
- Response to draft
  - http://www.archive.org/details/responsestocople00bost
- Comments on draft
  - http://www.archive.org/details/responsestocomme00hmma
- Response to comments on draft
  - http://www.archive.org/details/staffresponsesto00bost
- Final
  - ?? Where the hell is the final?
  - Thought I saw it somewhere at MIT
  - MIT Microfiche 0535
- Comments on final
  - ?no indication of
- Response to comments on final
  - http://www.archive.org/details/responsestocomme00hmma
- Report (Project Information)
  - http://www.archive.org/details/copleyplaceproje00urba

Lease
http://www.archive.org/details/amendedrestatedl00mass

need wait later → Collection of material
Saved at lib for me Called for Thur - room use only 3/29
http://library.mit.edu/item/001371242

Copley Place: The Developer's Story
http://www.worldcat.org/oclc/80824236?tagaction=savetags&formid=soc-tag-add
Harvard http://hollis.harvard.edu/?itemid=|library/m/aleph|003981575
Oh its from a journal
Urban land, v. 44:4, April 1985, p. 8-13; with ill.
Can't find journal mentioned at all; must be mislabled

Democracy at work: Coply Place Book
http://www.worldcat.org/oclc/669935697
Hartford Mortensen Library & Allen Library don't do
Oh "Reprinted from Architectural Record, August 1986"
Whats with the giant gap in MIT's records?

Citizen participation at Copley Place
http://www.worldcat.org/oclc/32764125 Room 341
Northestern Law Lib
perhaps later → State Lib of MA (oh in boston; did not realize); in the state house; could do that; bad hrs though; seems to be no advance reg

Copley Place reinvestigated : a critical intervention into an urban mall structure : "a diagnosis, not a cure"/ Ray Kinoshita.
Harvard Thesis
Could get Mellisa to Scan a PDF for :) - Did Requested

later → Copley Place : a case study of government opportunity and constraint in private economic development
BU Thesis
BU lib

HUD Tent City App
http://www.archive.org/details/tentcitydevelopm00bost
Housing Creation
http://www.archive.org/details/housingcreationp87bost

Case Study
http://www.archive.org/details/newattitudetowar00tsai

Tent City
Draft EIS
http://www.archive.org/details/tentcitybostonma00sasa
Appendix http://www.archive.org/details/tentcitybostonma85sasa
Errata http://www.archive.org/details/tentcitybostonma1985sasa
Final EIS
Is this it? http://www.archive.org/details/bostontentcitysi00tota
Comments

First Loan Agreements
http://www.archive.org/details/brafirstloanagre00bost

Modern Copley Place
Project Notification form http://www.worldcat.org/oclc/428733161
Now → BRA/City Hall 9th floor
Or BPL Gov Documents

http://www.bostonredevelopmentauthority.org/DevelopmentProjects/devprojects.asp?action=ViewProject&ProjectID=1353
http://www.bostonredevelopmentauthority.org/Planning/PlanningInitsIndividual.asp?action=ViewInit&InitID=132

MIT
Thesis: Copley Place : the design development of a major environmental intervention
later → Check out copy missing in lib
Have to go to MIT archives (stupid hours)

Resources
http://www.archive.org/search.php?query=Copley%20place
http://www.archive.org/search.php?query=subject%3A%22Copley+Place+%28Boston%2C+Mass.%29%22
http://libraries.mit.edu/guides/subjects/architecture/boston/neig.html

Also need to scan baker booklet
When will lib be open next week?
Sat 1-6Pm
Sun 1-6pm
Mon-Wed Spring break 9pm-6pm

Nora Murphy
617 253 7040
fIT 168.B6.I7384 1975 B
11 A

Material concerning dev of Copley Place

Copley Place PNF

~~Con~~ 114 000 sf retail
60,000 - new
54,000 remain (to 115 000)
666,000 res
280 units

~~Oth~~ When built - Stuart - Dartmouth street corridor
w/ retail
Brick plaza
More res
Current FAR = 4.1
w/ parking 7.05
w/ new 9.5
Allowed 10

Exempt From Zoning
Catch basins
Seperators
(I should look up Southwest corridor too!)

Copley Case HGS

3/17

Citizen review committee

Developer Urban Investment + Development Co - part of Aetna
$500 million 1983 cost - did Water Tower Place Chicago

UDAG 18.8 million - site prep unforseen construction co

State owned - so just 1 agency to negotiate it

lease site - cheaper upfront

Sath end - early, middle 20th century - Urban decay
- loss pop jobs
abandoned buildings
decline prop value

Res well organized

42" water main through project

Only half dozen devs cald do it

11.2% unemp 1975 vs 8.5 nationally

taxes 18.1% above avg

GDP 7.8 MA vs 8% 1978-1975

Needed to revitalize econ

OSP = Office of state planning

(2) To speed development

Fight over RFP or front end designating a dev
- if dev on scene more about development
and less public scretivity
Site had been kicking around right
Don't want citizens before dev
- crazy political
If dev in cahoots w/ officals RFP sham too
So did UIDC for 6 months
Tunney Lee - MIT Arch consultant
Tent City Task force most opposed -
- though would bring upper middle class to area
drive out low + middle income
Neighborhood Association of Back Bay (NABB)
~~Middle income~~ upper middle class pros - liked it
did Park Plaza before
St. Botolph street
- Nearby res
Ellis Grap - Committee for a Balanced South End
- no subsidized housing

(3)

Wanted to avoid Park Plaza where dev. came w/ plan

At first just understand

Plan for req

- hotel 750 rooms
- dept stores
- indor athletic galery
- 350,000 sf retail
  600,000 sf office
  1000 parking

- Not so much mass
- Better pedestrian flow than Pru
- Convience store
- Back Bay Sbway not bit yet
- Low income housing
- Parking
- Cut camp C
- Set aside jobs for minorities

2 Vague guidelines prepsed for air rights

(4) 100 housing units
25% low income
"lots of undeveloped land for housing in South end"
- Ken Himmel
- Housing advocates never pushed
- Wanted Tent city site
Same qv over + over meetings
As negotiates on UIDC more hardline
- on financial negotiations
20,000 sq ft reserved for community retail.
- half for minorities
Jan 74 - UIDC lost Bloomingdales
- 2nd hotel
- ↑ office instead
Revise EIS
UDAG - Grant to use private investment in urban projects
- needed to be viable but for grant
- bonus minority emp + slum lands
Gov made sure guidelines in
But Tent City though process was sham
But good for talking to builder
Got Huntington Ave Bridge

(5)

Housing was from CDC

Complex

50% of project was edu

Housing done on purpose

Deck for Southwest Corridor added

Wanted 59% Boston res
50% women
30% minority
17.2% surround.
good faith housing

} per. construction

Loan portion ~~to~~ of UDAG to Community Improvement
"blighted"

Wanted underground connection to back bay

Boston State Hospital disposition - tried to avoid public participation

This was - citizen/public
- State negotiated
- Gov involved
- mutualy agreeable wanted

~~RFP lacks~~

(6) RFP locks into winning proposal
But Direct seems underhanded
Dev pull out - make gov look anti biz

Research 2

Saturday, March 19, 2011
3:55 PM

Southwest Corridor development plan
http://www.worldcat.org/oclc/7602820
http://walter-r1.mit.edu/item/000114046
Rotch Library - Stacks | HT177.B6.S685

Moss, Stanley Felix. Documentation of the Southwest Corridor Project /by Stanley Felix Moss. 1989.
Rotch Library - Stacks | HE310.B6.M67 1989a

Community participation in Boston's Southwest Corridor Project : a case study / by Mauricio Miguel Gaston.
Online?
Dusp thesis by Mauricio Miguel Gaston.
Thesis Urb.Stud 1981 M.C.P.

Southwest Corridor Final EIS Rotch Library - Stacks | HE214.B7.U58 1978

Massachusetts Institute of Technology. Dept. of Architecture. Boston : tent city site /a report prepared by the Total Studio, School of Architecture and Planning, MIT. Cambridge, Mass. : Total Studio, 1978.
HD7304.B7.M37 1978

Borrowing & Ordering > Access to non-MIT libraries: Harvard >Frances Loeb Library Special Borrower Card

Boston Library Consortium

Harvard Libraries

Reciprocal Faculty Borrowing Program

Countway Library of Medicine access form

Francis Loeb Library access form

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Harvard Libraries

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Frances Loeb Library (Graduate School of Design)

Eligibility:

Borrowing privileges	Room use only
- MIT graduate students - research staff - faculty	- MIT undergraduates

For how long is my card valid?

Faculty and Research Staff	September 1 – August 31
Graduate Students	September 1 – May 31

The Harvard Summer Letter is no longer needed. Students may reapply for a Special Borrower Card, valid for one year, beginning June 1st.

To apply for borrowing privileges:

Fill out the form below. You will get a response as soon as possible, and no later than 5:00 PM the next business day.

To obtain privileges at Harvard, go to the Widener Library Privileges Office:

- Widener Library, Room 130, Harvard Yard
- Monday through Friday, 9:00 am - 4:45 pm

Present:

- a printed copy of the reciprocal agreement letter, and
- your MIT ID

Please note: If you have a current Harvard College Library Special Borrower Card or have recently applied for one, you do not need to re-apply for GSD Library privileges. The HCL Special Borrower Card can be used for GSD Library access and borrowing.

If you need immediate access to Frances Loeb Library, please bring your MIT ID to the service desk at Barker, Dewey, Hayden, or Rotch Libraries, and fill out the appropriate forms at the desk.

Requestor Information

Frances Loeb Library Privileges Application

The HCL Special Borrower Card also provides access to the GSD Frances Loeb Library. The GSD Library is not part of the Harvard College Library system and has a different access agreement. Undergraduate students do not have borrowing privileges.

* indicates required field

* Kerberos name:

* MIT ID number:

* Email address:

example: yourname@mit.edu

* Full name:

* Physical address:

255 character limit

* Phone number:

* Status:
Please indicate your status

* Department: (*choose department*)
- choose department -

* Lab or Center name, or field of research:

Expected graduation/termination date (leave blank if you are an ongoing employee):

YYYY-MM-DD format

Comments:
Please include any additional information or comments:

255 character limit

Submit application

In clicking on this button, I promise to comply with Frances Loeb Library rules.

Questions? Contact Us
This page was last updated on 02/01/11

MASSACHUSETTS INSTITUTE OF TECHNOLOGY

MITLibraries

Boston Library Consortium

Harvard Libraries

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- Fine Arts
- Harvard-Yenching
- Eda Kuhn Loeb Music
- Physics
- Tozzer
- Widener

On-site-only access is available at:

- Birkhoff Math Collection
- Houghton
- Lamont
- Statistics

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- Gutman (Education)
- Harvard Law School
- Kennedy School of Government

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Depending upon the circumstance, it may be possible to make a special arrangement with Harvard or to identify other area library collections.

Students from other institutions who may be cross-registered for MIT classes should consult their home colleges or universities regarding access to Harvard University libraries.

Contact us
Massachusetts Institute of Technology
77 Masachusetts Avenue, Cambridge, MA 02139-4307 USA

Title:	**Massachusetts east-west trans-state toll road study** / prepared by **Massachusetts** Dept. of Public Works. Traffic Engineering Division.
Published:	[Boston, Mass.] : **Massachusetts** Dept. of Public Works. Traffic Engineering Division, 1952.
Description:	29 leaves : ill., maps ; 28 cm.
Other title:	**Toll road study**.
Notes:	"February 12, 1952"
Subject:	**Toll roads -- Massachusetts.** **Massachusetts** Turnpike (Mass.) -- History.
HOLLIS number:	003168822 MARC view
Link to this record:	http://hollis.harvard.edu/?itemid=|library/m/aleph|003168822

Loeb Design

NAC 8334g25 Mas 1952

Collection	Call #	Status		Barcode
Loeb Design	NAC 8334g25 Mas 1952	Regular loan Not checked out	Scan & Deliver	32044027199157

VF NAC 8334g25 Mas

Collection	Call #	Status		Barcode
VF	NAC 8334g25 Mas	In-library use Not checked out	Scan & Deliver	32044027199165

HOLLIS CLASSIC | **E-RESEARCH (ARTICLES)** | **CITATION LINKER** | **INTERLIBRARY LOAN** | **LIBRARIES & HOURS** | **HARVARD LIBRARIES**

Authors:	**Kinoshita, Ray.**
Title:	**Copley Place reinvestigated : a critical intervention into an urban mall structure : "a diagnosis, not a cure"/ Ray Kinoshita.**
Published:	1988.
Description:	1 v. (unpaged) : ill., plans ; 29 cm.
Notes:	Includes bibliographies. Thesis (Master's)--Harvard University, I988.
Subject:	Shopping **malls** -- Massachusetts -- Boston. Boston (Mass.) -- Buildings, **structures**, etc. **Copley Place** (Boston, Mass.) -- Buildings, **structures**, etc.
Authors:	Harvard University. Dept. of Architecture. Harvard University. Graduate School of Design. Thesis.
HOLLIS number:	001781560 MARC view
Link to this record:	http://hollis.harvard.edu/?itemid=|library/m/aleph|001781560

Loeb Design

NA6218 .K46x

Collection	Call #	Status		Barcode
Loeb Design	NA6218 .K46x	Regular loan Not checked out	Scan & Deliver	32044026669937

Special Collections Thesis NA6218 .K46x

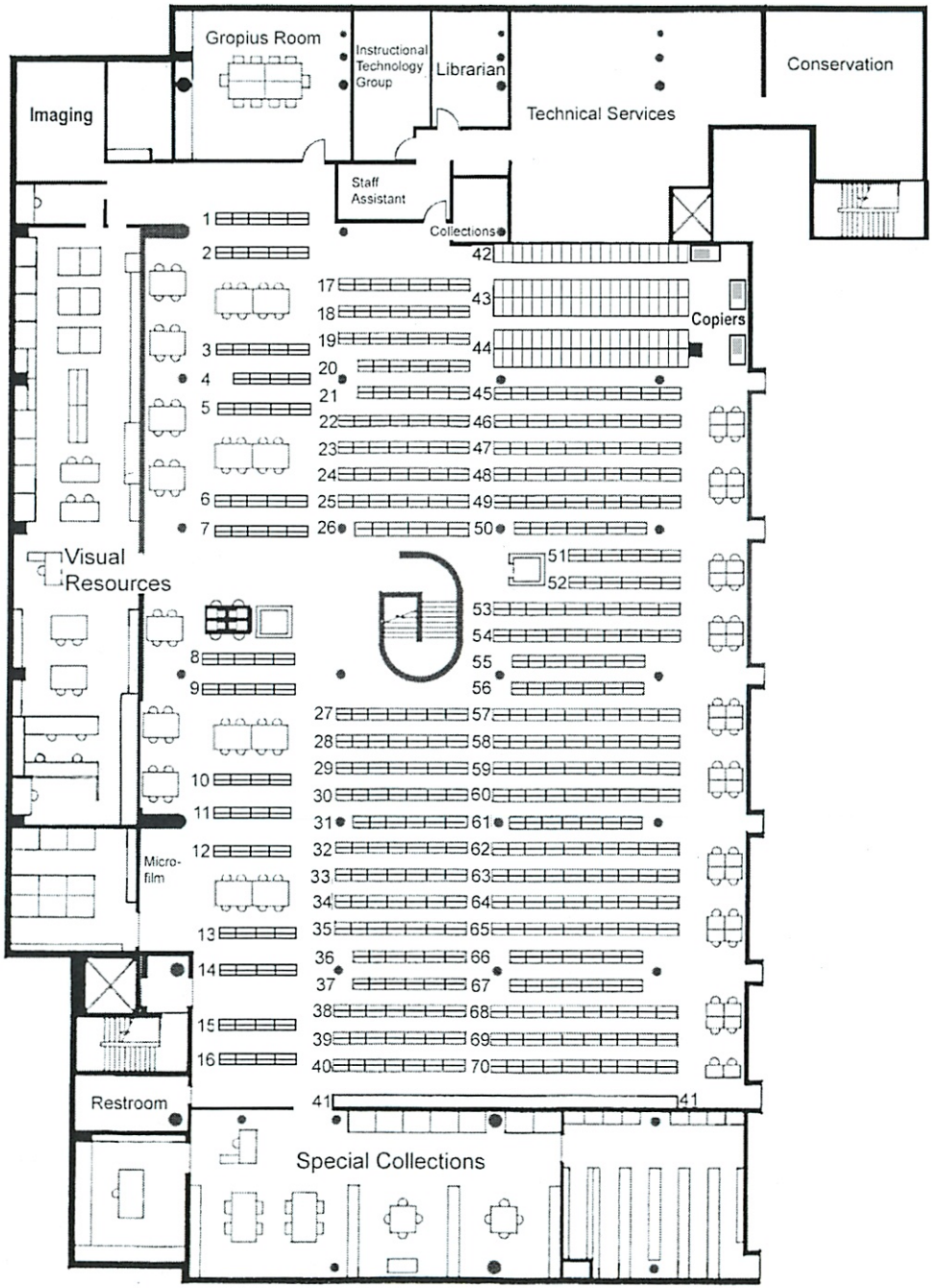
HOLLIS CLASSIC | **E-RESEARCH (ARTICLES)** | **CITATION LINKER** | **INTERLIBRARY LOAN** | **LIBRARIES & HOURS** | **HARVARD LIBRARIES**

Lower Level Stacks

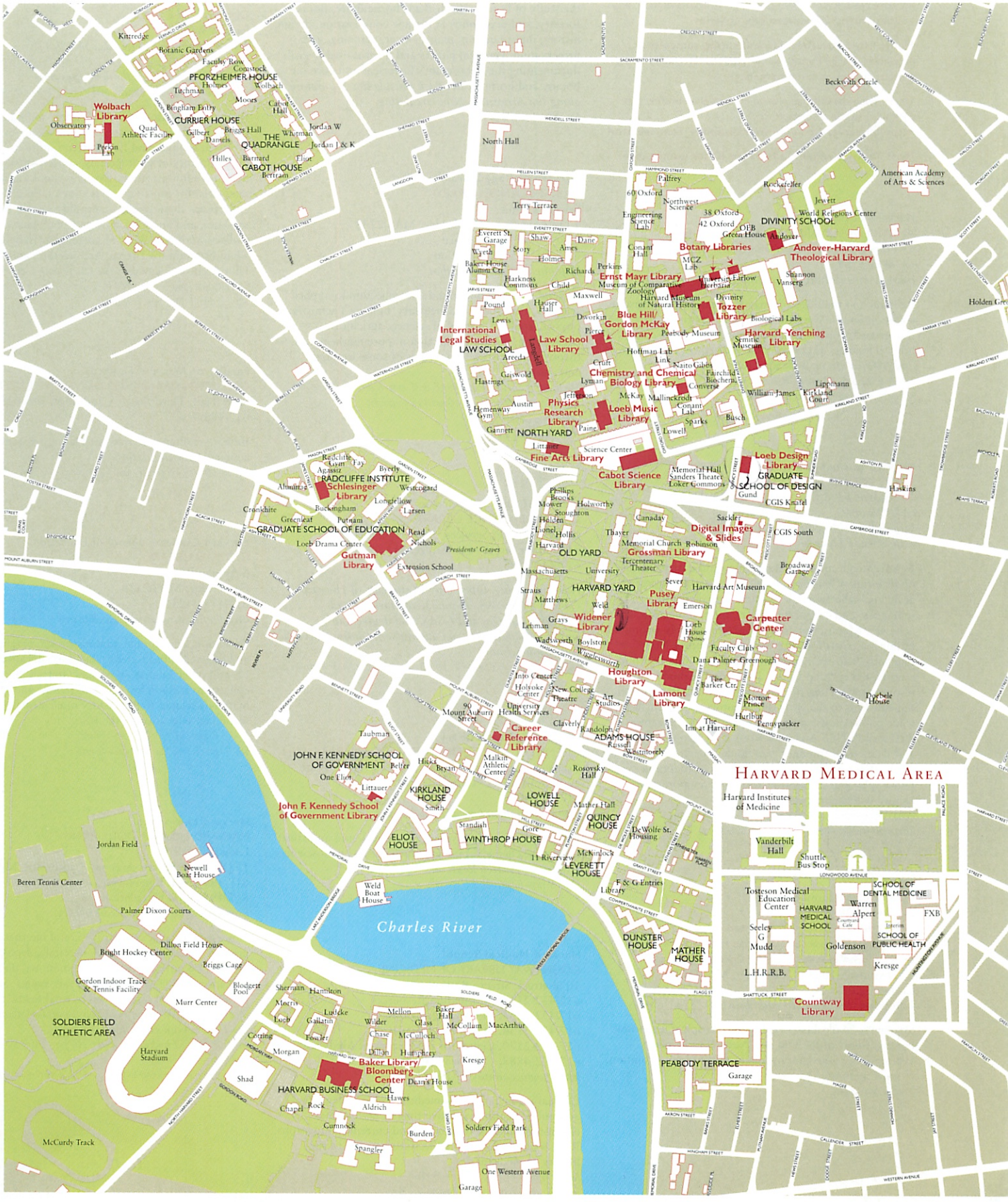
Call Number Guide

oversize	Range 40, 41, 70
folio	Range 41
A, B, C	Range 1
D, E, F, G	Range 1-4
H	Range 4-12
Hold Shelves	Upper Level
J, K, L, M	Range 12-14
LeC	Special Collections
Microfilm	Near Range 12
N	Range 14-15
NA5-NA301	Range 15-16
NA310-NA9999	Range 17-31
NAB	Range 31-36
NAC15 - 7035	Range 36-39
NAC7035 - 9999	Range 45-46
NB - NX	Range 46
P, Q, R	Range 46-47
Pam Box	Range 44
Periodicals	Range 54-69
PN Blueprints	Special Collections
Rare	Special Collections
Ref, Ref Stat	Upper Level
Reshelving Area	Range 53-54
S	Range 47-48
Soil Surveys	Range 53
Stat	Upper Level
T	Range 48-52
Thesis	Special Collections
U, V	Range 52
VF (Vertical Files)	Range 42-44
VF Thesis	Special Collections
VisSer	Visual Resources
Z	Range 52

revised 10/12/2010



HARVARD UNIVERSITY LIBRARY MAP GUIDE 2010–2011



Harvard University Library

MAP GUIDE 2010–2011

The Harvard University Library system forms the largest academic library in the world. Collections are housed in more than 70 libraries that are primarily in Cambridge and Boston. This Map Guide covers **only** Harvard's major libraries. View a complete list of Harvard libraries (with links to web pages, general information, and policies): **http://lib.harvard.edu/libraries**

Hours listed cover the fall and spring semesters. Schedules change during exams, intersessions, and reading periods, as well as in the summer.

Users with disabilities should contact the libraries that they wish to use or consult: **http://lib.harvard.edu/libraries/disability_services.html**

Most libraries require a Harvard ID for admittance.

Harvard Divinity School

ANDOVER-HARVARD THEOLOGICAL LIBRARY C2

45 Francis Avenue · Cambridge, MA 02138
617/495-5788
http://www.hds.harvard.edu/library

Religion and theology (primarily in the Judeo-Christian tradition and in Western languages), continental European Protestantism, free-church traditions, and biblical studies. *Major research collections in Catholica and Judaica are in Widener Library.*
M–Th 8:30 am–10 pm; F 8:30 am–6 pm; Sat 10 am–6 pm; Sun noon–10 pm

Harvard Business School

BAKER LIBRARY | BLOOMBERG CENTER B6

10 Soldiers Field Road · Boston, MA 02163
617/495-6040
http://library.hbs.edu
http://hbswk.hbs.edu

Research collections on the history and management of all forms of business. One of the world's largest academic collections on business management; industries; and corporate leadership, organization, and behavior. Manuscript collections (particularly strong in business records for 18th- and 19th-century New England), historical and contemporary annual corporate reports, Baker "Old Class" Collection (valuable resource for tracing the development of industry from the late 19th to the early 20th century, which includes trade publications, corporate histories, and business directories), HBS Archives, Kress Collection of Business and Economics (premier rare book collection containing works that represent the foundations of economic philosophy and business history), contemporary books, faculty working papers, and journals.
Hours vary. Stamps Reading Room: M–F 9 am–5 pm; Beaubien Reading Room (Historical Collections): M–F 9 am–5 pm

Faculty of Arts and Sciences

BOTANY LIBRARIES C2

Arnold Arboretum Library • Gray Herbarium Library • Economic Botany Library of Oakes Ames • Oakes Ames Orchid Library • Farlow Reference Library of Cryptogamic Botany
22 Divinity Avenue · Cambridge, MA 02138
617/495-2366
http://www.huh.harvard.edu/libraries

Systematic, molecular, cryptogamic, tropical, economic botany; floras of the Old and New Worlds; plant exploration; biogeography, plant morphology, evolution. *Non-circulating.*
M–F 9 am–5 pm

Faculty of Arts and Sciences

BOTANY LIBRARIES—CONTINUED

Arnold Arboretum Horticultural Library and Archives

Hunnewell Building
125 Arborway · Jamaica Plain, MA 02130
617/522-1086
http://arboretum.harvard.edu/library/library.html

Monographs, journals, and visual images supporting the study of botany, dendrology, horticulture, floras, forestry, and taxonomy; landscape conservation, design, history, interpretation, management, planning, and preservation. Personal papers and institutional records documenting the Arboretum's historical influence on botany and horticulture. *Park outside the Arboretum along the Arborway. Non-circulating.*
M–Sat 10 am–4 pm

Harvard College Library

CABOT SCIENCE LIBRARY C3

Science Center
1 Oxford Street · Cambridge, MA 02138
617/495-5353, Reference
617/495-5355, Circulation
http://hcl.harvard.edu/cabot

General sciences; undergraduate collection in applied sciences, astronomy, biochemistry, biology, chemistry, physics, zoology, history of science, agriculture engineering; research collection in pure mathematics; theoretical statistics. Videotapes of some lectures and courses.
M–Th 8:30 am–12 midnight; F 8:30 am–6 pm; Sat 12 noon–10 pm; Sun 10 am–12 midnight
Reference Desk:
M–F 9 am–6 pm

Faculty of Arts and Sciences

CAREER REFERENCE LIBRARY B-C4

Office of Career Services
54 Dunster Street · Cambridge, MA 02138
617/495-2595

Non-circulating. Open only to students of Harvard College and GSAS, alumni/ae of Harvard and Radcliffe Colleges and GSAS, and degree and certificate candidates and alumni/ae from the Harvard Extension School.
M, W–F 9 am–4:30 pm; Tu 10:30 am–4:30 pm M–F 9 am–5 pm

Harvard College Library

CHEMISTRY AND CHEMICAL BIOLOGY LIBRARY C2-3

Converse Memorial Laboratory
12 Oxford Street · Cambridge, MA 02138
617/495-4079
http://www.chem.harvard.edu/library

Organic, inorganic, physical, theoretical, and analytical chemistry; chemical biology; biochemistry; nanoscience. *Graduate research level.*
M–F 9 am–5 pm

Harvard Medical School

COUNTWAY LIBRARY OF MEDICINE (see inset)

10 Shattuck Street · Boston, MA 02115
617/432-2147, Information Resources
617/432-2134, Research Questions
617/432-2136, Access and Circulation
617/432-2170, Center for the History of Medicine
617/432-4888, Countway Hotline
http://www.countway.harvard.edu

Clinical medicine, the biomedical sciences, dentistry, and public health. Extensive runs of periodicals, electronic journals, databases, and current monographs. Rare books and special collections devoted to the history of medicine.
M–Th 8 am–11 pm; F 8 am–8 pm; Sat 12 noon–7 pm; Sun 12 noon–11 pm

Harvard College Library

FINE ARTS LIBRARY C3

Littauer Building
1805 Cambridge Street · Cambridge, MA 02138
617/495-3374, Circulation
617/495-3372, Aga Khan Program
617/495-4700, Harvard Film Archive
http://hcl.harvard.edu/finearts

Digital Images & Slides

Sackler Building
485 Broadway · Cambridge, MA 02138
617/495-4982
http://hcl.harvard.edu/libraries/finearts/collections/visual_resources

Research collection of books, slides, and photographs on the history of the visual arts, especially in the Western, Islamic, and Far Eastern traditions. Materials on the history of photography, conservation, and museum administration. Reserves (books and visual materials) for most Fine Arts courses. Special collections: digital images and slides; exhibition, museum, and auction catalogs; Rübel Asiatic Research Collection of non-Western language materials; Aga Khan Program for Islamic Architecture; and Harvard Film Archive (located in the Carpenter Center).
FAL Littauer and Sackler: M–Th 9 am–10 pm; F 9 am–6 pm; Sat 10 am–5 pm; Sun 1–6 pm

Faculty of Arts and Sciences

GROSSMAN LIBRARY FOR UNIVERSITY EXTENSION C3

Sever Hall, Third floor · Cambridge, MA 02138
617/495-4163

Reserve reading materials for Harvard Extension School courses. *Non-circulating.*
M–Th 10 am–10 pm; F–Sat 12 noon–6 pm; Sun 12 noon–8 pm

Harvard Graduate School of Education

GUTMAN LIBRARY B3

6 Appian Way
Cambridge, MA 02138
617/495-3423
http://www.gse.harvard.edu/library

Education, educational administration, psychology, and selected subject areas related to education in the US and other English-speaking countries. Special collections include historical textbooks and other materials related to the history of elementary and secondary education in the US.
M–Th 8 am–11 pm; F 8 am–7 pm; Sat 9 am–7 pm; Sun 12 noon–9 pm

Harvard Law School

HARVARD LAW SCHOOL LIBRARY C2

Langdell Hall
1545 Massachusetts Avenue · Cambridge, MA 02138
617/495-4516, Reference
617/495-3455, Circulation
http://www.law.harvard.edu/library

Domestic, foreign, comparative, and international primary and secondary legal materials; depository for selected US government and international documents; and special collections of trials, rare books, art, manuscripts, and microforms in legal fields. *LexisNexis and WESTLAW legal research databases available to the Law School community only.*
M–Th 8 am–12 midnight; F 8 am–10 pm; Sat 8:30 am–9 pm; Sun 9 am–12 midnight
Study space is restricted to the Law School community during exams.

Harvard College Library

HARVARD MAP COLLECTION C4

Pusey Library
Harvard Yard · Cambridge, MA 02138
617/495-2417
http://hcl.harvard.edu/maps

Maps and atlases from the 15th century to the present, gazetteers, and reference books on the history and science of cartography. Worldwide coverage of detailed, topographic maps. *Non-circulating. Enter through Lamont Library main door.*
M–F 9 am–4:45 pm

Harvard College Library

HARVARD THEATRE COLLECTION C4

Staff Offices: Pusey Library (enter via Lamont Library)
Harvard Yard · Cambridge, MA 02138
617/495-2445
http://hcl.harvard.edu/libraries/houghton/collections/htc

Books, manuscripts, photographs, prints, engravings, drawings, playbills, and news cuttings on the history of the performing arts. *Non-circulating. Materials are accessible only through Houghton Library Reading Room.*
Staff Office Hours: M–F 9 am–5 pm
Houghton Reading Room Hours: M, F, Sat 9 am–5 pm; Tu–Th 9 am–7 pm

Harvard University Library

HARVARD UNIVERSITY ARCHIVES C4

Pusey Library
Harvard Yard · Cambridge, MA 02138
617/495-2461
http://hul.harvard.edu/huarc

Harvard University records from 1636 to the present; Harvard dissertations and undergraduate honors theses; other historical materials, including photographs and records of student organizations; primary repository for personal papers of Harvard faculty; records management program. *Non-circulating. Enter through Lamont Library main door and follow signs to Pusey Library.*
M–F 11 am–4 pm

Harvard College Library

HARVARD–YENCHING LIBRARY C2

2 Divinity Avenue · Cambridge, MA 02138
617/495-2756, Public Services
http://hcl.harvard.edu/harvard-yenching

Most extensive academic research collection of East Asian materials outside of Asia. Includes publications in the humanities and social sciences on traditional and modern East Asia written in East Asian and Western languages. Reserve materials for most undergraduate and graduate courses on East Asia.
M–Th 9 am–10 pm; F 9 am–7 pm; Sat 9 am–5 pm; Sun noon–5 pm

Harvard College Library

HOUGHTON LIBRARY C4

Harvard Yard · Cambridge, MA 02138
617/495-2440, Reading Room
http://hcl.harvard.edu/houghton

Primary repository for Harvard's rare books and manuscripts. Collections focus on the study of Western civilization, particularly European and American history and literature. Includes special collections in printing, graphic arts, and theatre. *Non-circulating.*
M, F, Sat 9 am–5 pm; Tu–Th 9 am–7 pm

John F. Kennedy School of Government

JOHN F. KENNEDY SCHOOL OF GOVERNMENT LIBRARY AND KNOWLEDGE SERVICES B4

Littauer Building, Ground floor
79 John F. Kennedy Street · Cambridge, MA 02138 ·
617/495-1302, Reference
617/495-1300, Circulation
http://www.hks.harvard.edu/library

Public policy, public and nonprofit management, government and politics, international affairs, economics, and social and environmental policy.
M–Th 8 am–11 pm; F 8 am–6 pm; Sat 12 noon–5 pm; Sun 12 noon–11 pm

Harvard College Library

LAMONT LIBRARY C4

Harvard Yard · Cambridge, MA 02138
617/495-2451, Reference
617/495-2452, Circulation
http://hcl.harvard.edu/lamont

Houses collections in the humanities and the social sciences that include Government Document Services (US Depository open to general public) and Environmental Information Services.

Also in Lamont: Language Resource Center, Woodberry Poetry Room (contemporary poetry books, recordings, and magazines), Farnsworth Room (browsing collection for recreational reading), and Lamont Library Café.
M–Th open 24 hours; F until 10 pm; Sat 8 am–10 pm; Sun opens 8 am
Poetry Room: M–F 9 am–10 pm

Harvard Graduate School of Design

LOEB DESIGN LIBRARY C3

Gund Hall
48 Quincy Street · Cambridge, MA 02138
617/496-1304, Reference
617/495-9163, Circulation
http://www.gsd.harvard.edu/library

Architecture, landscape architecture, urban design, city and regional planning, housing, environmental planning and design, and related subjects. Visual Resources include slides, photographs, videotapes, and other materials. Special Collections include rare books, manuscripts, and archives of designers and firms.
M–Th 9 am–9 pm; F 9 am–6 pm; Sat 12 noon–4 pm; Sun 12 noon–8 pm

Harvard College Library

LOEB MUSIC LIBRARY C2-3

Music Building
North Yard · Cambridge, MA 02138
617/495-2794
617/496-3359, Isham Memorial Library
http://hcl.harvard.edu/loebmusic

Preeminent music research collection that includes books, scores, and recordings; a world music archive; the world's largest collection of Turkish and Indian classical music; and an extensive Mozart archive. Isham Memorial Library collection contains microfilms and facsimiles of music manuscripts and early printed music. *Most books and scores circulate; A/V materials, periodicals, and microforms do not.*
M–Th 9 am–10 pm; F 9 am–5 pm; Sat 1–5 pm; Sun 1–10 pm
Isham Memorial Library: M–F 9 am–5 pm

Faculty of Arts and Sciences

MAYR, ERNST, LIBRARY C2

Museum of Comparative Zoology, Second floor
26 Oxford Street · Cambridge, MA 02138
617/495-2475
http://library.mcz.harvard.edu

Systematic zoology, natural history, biodiversity, evolution, genetics, animal physiology and behavior, biological oceanography, comparative biology, cell biology, conservation biology, developmental biology, ecology, microbiology, molecular biology, bioinformatics, neurobiology, paleontology; strong in rare books and older materials. Collections from the former Biological Laboratories Library are now part of the Ernst Mayr Library. *Many older materials do not circulate. Graduate research level. Non-Harvard users must register and may be restricted. Please call for information.*
M–F 9 am–6 pm; Sat 10 am–1 pm

Faculty of Arts and Sciences

MCKAY, GORDON, LIBRARY/ BLUE HILL METEOROLOGICAL OBSERVATORY LIBRARY C2

School of Engineering and Applied Sciences
Pierce Hall, Third floor
29 Oxford Street · Cambridge, MA 02138
617/495-2836
http://library.seas.harvard.edu

Gordon McKay collection consists of materials in the fields of electrical and mechanical engineering, applied mathematics, applied physics, computer science, decision and control theory, environmental sciences, materials science, theoretical mechanics, water resources, and systems design.

Blue Hill collection consists of material in atmospheric and earth sciences, climatology, geophysics, meteorology, and oceanography.
M–Th 9 am–10 pm; F 9 am–6 pm; Sat 10 am–6 pm; Sun 12 noon–6 pm
Limited access hours: weekdays after 5 pm and weekends; contact library for details.

Harvard College Library

PHYSICS RESEARCH LIBRARY C2

Jefferson Laboratory, Room 450
Cambridge, MA 02138
617/495-2878
http://library.physics.harvard.edu

Experimental and theoretical physics; atomic, molecular, and optical physics; relativity and gravitation; quantum and string theory; mesoscopic physics; statistical and thermal physics; mathematical physics; polymer physics; biophysics.
M–F 9 am–5 pm

Harvard College Library

PUSEY LIBRARY C4

Harvard Yard · Cambridge, MA 02138
Enter through Lamont Library main door and follow signs to Pusey Library.
Harvard Map Collection
617/495-2417
Harvard Theatre Collection Staff Offices
617/495-2445
Harvard University Archives
617/495-2461 or 2462

Radcliffe Institute for Advanced Study

SCHLESINGER LIBRARY ON THE HISTORY OF WOMEN IN AMERICA — B3

3 James Street (Radcliffe Yard)
Cambridge, MA 02138
617/495-8647
http://www.radcliffe.edu/schles

Books, manuscripts, periodicals, photographs, oral histories, and audiovisual materials document the history of women in the US, primarily during the 19th and 20th centuries. Additionally, the Schlesinger houses the Radcliffe Archives through 1999 and an extensive collection of cookbooks and books on food history.
Non-circulating. Open to the public.
M–F 9:30 am–5 pm

Harvard College Library

TOZZER LIBRARY — C2

21 Divinity Avenue · Cambridge, MA 02138
617/495-2253, Circulation/Reference
http://hcl.harvard.edu/tozzer

Preeminent collections supporting the study of anthropology and all subfields, including archaeology, cultural/social anthropology, biological/physical anthropology, and anthropological linguistics. Noted collections relating to indigenous people of the Americas.
M–Th 9 am–9 pm; F 9 am–5 pm; Sat–Sun 1–5 pm

Harvard College Library

WIDENER LIBRARY — C3-4

Harvard Yard · Cambridge, MA 02138
617/495-2414, Circulation
http://hcl.harvard.edu/widener

Extensive research collections in social sciences and humanities in some three million volumes. Collections primarily emphasize literature and history and include significant holdings in linguistics, classical and modern languages, folklore, bibliography, economics, philosophy, psychology, the history of science and technology, and the history of social sciences. Includes international works in over 100 languages with special emphasis on Hebrew and Yiddish, Slavic, and Middle Eastern languages. Widener houses several departmental libraries, including Child Memorial Library (English and American literature and language), Sanskrit Library, Herbert Weir Smyth Classical Library, and the History of Science Library.
M–Th 9 am–10 pm; F 9 am–7 pm;
Sat 9 am–5 pm; Sun 12 noon–8 pm
Hours for departmental libraries vary.

Faculty of Arts and Sciences

WOLBACH, JOHN G., LIBRARY — A1

Harvard–Smithsonian Center for Astrophysics
60 Garden Street · Cambridge, MA 02138
617/496-5769
http://www.cfa.harvard.edu/lib

Astronomy, astrophysics, space sciences, and related fields.
M–F 10 am–4 pm

Published by the Harvard University Library Office of the Director · Wadsworth House · Cambridge, MA 02138
For further information, call 617/495-3650 or e-mail administration@hulmail.harvard.edu.

Subject	Library	Location
American Literature and Language	Widener Library	C3-4
Anthropology/Archaeology	Tozzer Library	C2
Architecture	Loeb Design Library	C3
Archives	Harvard University Archives—Pusey Library	C4
Art	Fine Arts Library	C3
	Houghton Library	C4
Astronomy/Astrophysics	Wolbach, John G., Library	A1
Biology	Cabot Science Library	C3
	Mayr, Ernst, Library	C2
Botany	Botany Libraries	C2
Business	Baker Library | Bloomberg Center	B6
Careers	Career Reference Library	B-C4
Chemistry	Chemistry and Chemical Biology Library	C2-3
	Cabot Science Library	C3
Chinese Studies	Harvard–Yenching Library	C2
City/Urban Planning	Loeb Design Library	C3
Classical Studies	Herbert Weir Smyth Classical Library—Widener Library	C3-4
Design	Loeb Design Library	C3
East Asian Studies	Harvard–Yenching Library	C2
Economics	Baker Library | Bloomberg Center	B6
	John F. Kennedy School of Government Library and Knowledge Services	B4
	Lamont Library	C4
	Widener Library	C3-4
Education	Gutman Library	B3
	Widener Library	C3-4
Engineering/Applied Sciences	McKay, Gordon, Library	C2
English Literature and Language	Widener Library	C3-4
Environmental Policy and Science	Blue Hill Meteorological Observatory Library	C2
	Cabot Science Library	C3
	John F. Kennedy School of Government Library and Knowledge Services	B4
	Lamont Library	C4
	McKay, Gordon, Library	C2
European Studies	Widener Library	C3-4
Extension School Course Materials	Grossman Library for University Extension	C3
Gender Studies	Schlesinger Library	B3
Geological Sciences	Cabot Science Library	C3
Government	Lamont Library	C4
	John F. Kennedy School of Government Library and Knowledge Services	B4
Harvard History	Harvard University Archives	C4
Humanities, General	Lamont Library	C4
	Widener Library	C3-4
International Affairs	John F. Kennedy School of Government Library and Knowledge Services	B4
Japanese Studies	Harvard–Yenching Library	C2
Judaica	Widener Library	C3-4
Korean Studies	Harvard–Yenching Library	C2
Landscape Architecture	Loeb Design Library	C3
Language and Literature	Widener Library	C3-4
Law	Harvard Law School Library	C2
Linguistics	Linguistics Library—Widener Library	C3-4
Maps	Harvard Map Collection—Pusey Library	C4
Medicine	Countway Library of Medicine	inset
Meteorology	Blue Hill Meteorological Observatory Library	C2
	McKay, Gordon, Library	C2
Middle Eastern Studies	Widener Library (Middle Eastern languages)	C3-4
Music	Loeb Music Library	C2-3
	Lamont Library	C4
Oceanography	Blue Hill Meteorological Observatory Library	C2
	Mayr, Ernst, Library	C2
	McKay, Gordon, Library	C2
Physics	Physics Research Library	C2
	Cabot Science Library	C3
Poetry	Woodberry Poetry Room—Lamont Library	C4
Psychology	Gutman Library	B3
	Widener Library	C3-4
Religion/Theology	Andover–Harvard Theological Library	C2
Russian Studies	Widener Library	C3-4
Sanskrit	Sanskrit Library—Widener Library	C3-4
Science, General	Cabot Science Library	C3
Slavic Studies	Widener Library	C3-4
Social Sciences	Lamont Library	C4
	Widener Library	C3-4
Theatre	Harvard Theatre Collection—Pusey Library	C4
Women's Studies	Schlesinger Library	B3
Zoology	Mayr, Ernst, Library	C2
	Cabot Science Library	C3

4.211

3/28

Don't need to color ~~All~~ site uses

-only if don't see uses

Wants to do MIT-surroundings class

" " " write Present + Future City

Many sites repeat

What is most current map?

~~Social~~ + Political + Economic Agents of Change

-Often multiple reasons for a change

-Tech changes take sometime to take effect

1956 - big highway change

Tech progress goes through social + political lense

Local, State, National rules

↑ NYC Zoning 1916

↑ Federal Housing Act
GI Bill
Highway Bill

Fed gov got involved during great depression

Zoning started 1916

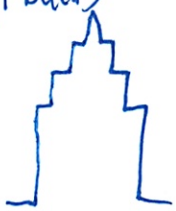
- tall skyscrapers starting to be built - steel
  - elevators
- cast a ⅞ acre shadow - blocked windows

(2)

Set setback, height, etc
And functionally different uses

Hastin 20-30 years ago no zoning

So setbacks



- particular in NYC
- not a fassion - but by law

First planning regs however was Spanish Law of the Indies 1573

- colonial towns
  - Missions
  - Presidios
  - Pueblo
- how plaza, streets layed out
- Cold: wide streets - let sun in
- hot: narrow streets - shade
- property distribution

lenght of plaza should be 1.5 times width
but this goes back to Hippocracies - wrote book on this

(3)

1830 - Mexico had CA
distributed land to settlers in large lots
Ranchos - up to 1 million acres

1850 - CA joined US

1860 - droughts → foreclosures → bought by few other rich men
- property taxes could not be met

even in 1930s land largly owned by few people
Irvine ranch

1960s - some of these ranches developed

Can go to Irvine Company

Gave land to campus - was very smart - spurred inital development

Still being built today

Private land

Big shopping center

Private land - no photos

Development different

National Policies

- today foreclosure crisis
- similar strategies to Great Depression

(4)

Housing easy to create jobs
Slum clearence
Large scale urban planning

Red lining
HOLC said black neighborhoods bad for loans
Would not loan since thought values ↓
Private banks used same maps

But actually HOLC made most money in declining market

A - "professional American men"
i.e. white non-jews

D - undesirable elements

rating block by block

FHA - encourage building w/o gov spending
guarenteed loans
10% down payment
25-30 years
Perfed single family homes
" new construction
really started new construction
cheaper to own than rent

(5)

Plus the GI bill

Levittown was able to sell the properties

Highway to commute back to cities

Context of Federal Highway Act

- 41,000 miles of highway
- $25 billion

Quick transformation 1940-1960s

Went through poorest parts of town

- cheapest to buy

By 1960 1/5 African Americans lost homes

Built to create walls - on purpose

Tore down old buildings in Dallas

- Blocks of parking lots

1959 - Anti Highway protests

Embarcadero Freeway

Housing

Before 1930s - enforced standards

1937 - Muni Housing Department for slum clearance

1949 - $ to build subsidized housing

- vol for communities to participate
- had to clear 1 unit

(6)

But where should people live temp.

Public Housing had lot of problems
- diff scale w/ surrounding communities

Urban Renewal - low-rent housing replaced w/ higher end housing

Boston's West End The Urban Villagers
- middle class

South End noticed they were next

Where did people go?
- civil disorder

UPenn threatened to move at if no land cleared for their expansion

Parking lots = holding pattern
- needed time after clearance

4.21

3/30

Empty windows of time on site

Assignments due online on Friday 5PM
- (thought Mon!)

Social + Fassion

1682 - William Penn Greene Countrie Town

- thinking was different than 1630 when Boston was settled
- conformed to newest ideas for central London
  - fire 1666
- Evelyn wanted some green squares put in
- idea that plants could asorb the smoke
- Architecture is clue to time
- Water Works
  - classical style comes in + at of fassion
  - Art museum 100 years later
- Fasion comes from ideas
- Roman on purpose to draw connection w/ Roman Empire in Uk
  - many times on purpose
  - Washington DC

(2)

Mansart roof 1880s
- from france

BF Parkway 1917-1926

Internation Style - strip away all detail

Art museum near City Hall - city beautiful movement

Pei Society Hill Towers

60s - start of Urban Renewal reaction

1964 IM Pei townhouses
- now try to fit in

1987 One Liberty Place - more ornimental again

Sanity Reforms + Public Parks

- before lots of epidemics
- ~~mid~~ 1850s - doctor mapped cases - saw centered around 1 well
- Outhouse waste leaked in
- Fairmount park
- Often reservoirs built in
  - Croton Aqueduct in Central Park

(3)

Central Park filled w/ shanties

Remember Central park was made

Rural scenery felt natural

- not just ~~concrete~~ + parks + pavement

Boston - Olmstead - first constructed wet lands

City Beautiful Movement

Olmstead had nervious breakdown

Sons took over

Chicago - Great White City 1893

- temp exhibit
- very classical
- very axial

Burnham's chicago plan 1909

- Philly is inspired by this
- From Hausman in Paris
- Beaux Art style
- Grand gestures

(4)

He knew plan would take a while
Made textbook that was req reading

Ideal city vs Dream House

Garden city
- not just form
- living + ownership ideas
- walk to work
- nice homes

- not in mold of Levittown
  - everyone has their own
  - supported by gov mortgage
- Shopping malls + supermarkets
- before corner stores + high streets

1967 - Columbia MA - shopping malls in community
Suburban Sq was ~~popular~~ one of 1st shopping centers

Urban Renewal prompted response
1960s - historical preservation

(5)

Doing infill instead

1971 Quincy Market - Rose

Remember before everyone went down town for shopping

Victor Gruen - Charles River Park did shopping malls
- Frank Gery worked for him at first

Phila - society will redev

Also Penn Station torn down 1968
- drove a lot of it

Code when made historical preservation district

1979 - Quincy Market was big new thing
- people coming into suburbs
- was not a tarist trap
- becomes killed by ~~good~~ tacky
- James Rouse
- then every city wanted one - touristy
- City criticized b/c took on risk
- ~~often~~ then original stores could no longer afford

Now we are so used to going to new stuff in old buildings

1928 City of Tomorrow Le Corbusier

- underground plazas
- big highways
- tall towers

- done in NYC
- and lots of public housing

New Urbanism

1968

Seaside FL

first wealthy clients

then public housing

Orientation is back

beux arts plaza + ~~[illegible]~~ angular streets

Hope VI Tacoma, Washington

If have porches will crime disappear?

If nice ...

Will it overcome unemp + drugs?

Designers over think what they can do

(1)

Use subheadings

Don't shortshrift intro + conclusion

Writing Meeting

3/31

Change
- too broad
- categorize

Transportation hub

Individuals → large entities
- Mass Pike Champion
- City
- But no where else

Lots of details
- harder to make

Others
- resource use
- dev pressure
- LMA

There hard to do reveal
Try to tell a story
- Put in intro

(2)

Pick theme
- call rest

→ Large institutions influential
- why?

Pre WW2, Post WW2
↑
rest of
South End

Contrast

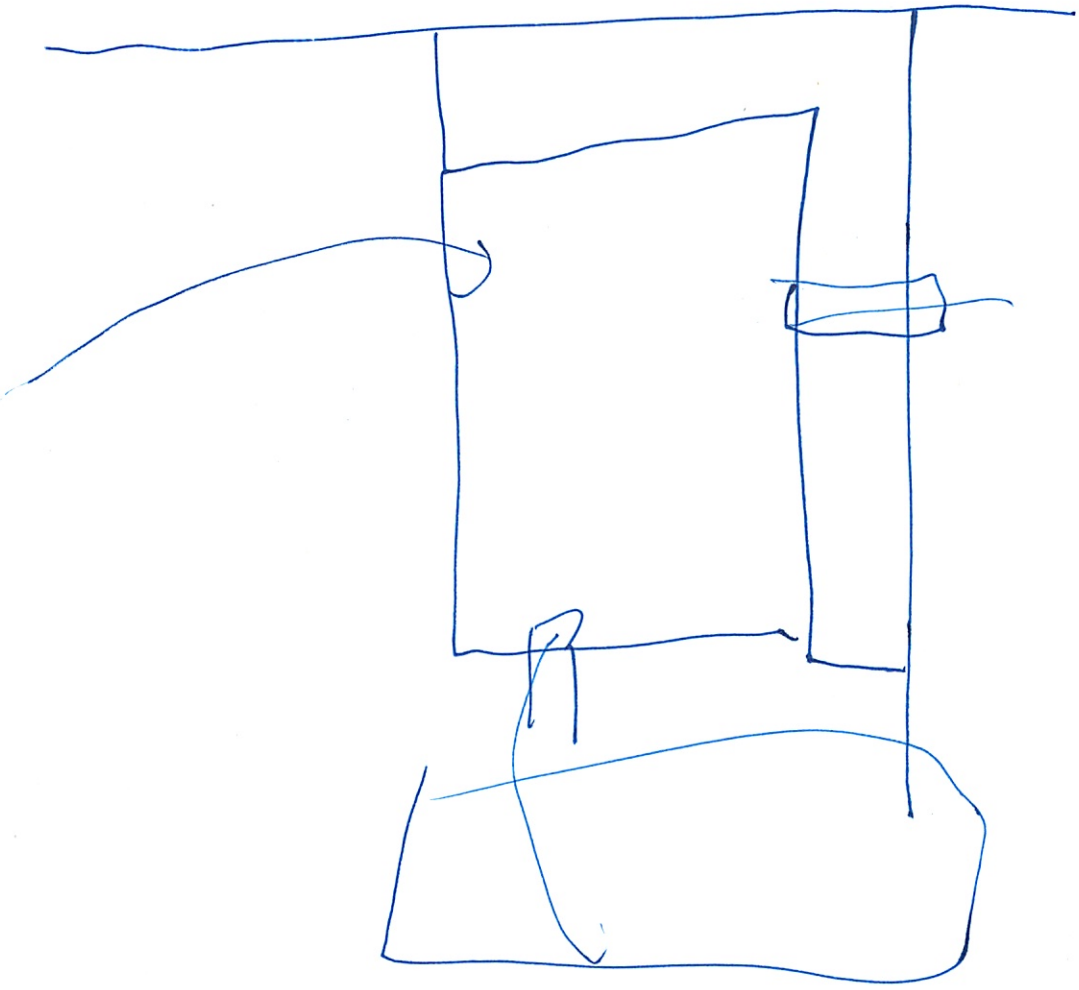
Early example of public participation

Accountability
- Reaction to urban renewal + clearing

Cleverness
- can you fit it into there

Evolution to more people's voices

Timeline



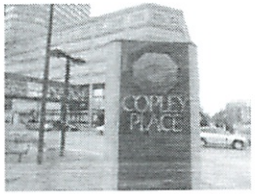
(3)

More in Crabgrass Frontier

Writing Tutor Pre-Review 3/31

Copley Place Through Time

Michael Plasmeier



mine: what the changes are.

needs set up

Table of Contents

Cohesion

Telling the story

Intro

My site has gone through many changes through its less than 170 year existence. Cities, including my site, are shaped by the social and economic mood at the time. These factors are memorialized with brick and concrete. However, sometimes these changes are not forever. A new mood comes along and changes the makeup of a city. A city is always adapting and changing. That change is apparent on my site.

Swampland

Like much of the land in Boston, my site used to be a salt marsh. Figure 1 shows an 1806 map of Boston before almost all of the landfill operations began. The one operation which had occurred when this map was drawn was the damming of the Mill Pond. However this was not to last; in 1807 the pond was filled in in order to create additional land.[1]

Generalize about land uses: power generation → transportation → put details in context

In 1818, a second "Mill Dam" was built across the salt marshes of what would be known as the Back Bay (Figure 2). Mills operated on the dam in order to harness the water power.

more between 1818 and 1834

[1] Clay, Grady. Close Up: How to Read the American City. New York: Praeger, 1973. Page 18.
[2] From the South End Historical Society http://www.southendhistoricalsociety.org/history.htm Retrieved 2011-3-5

In 1834, the first railroad tracks were built over my site as part of the Boston and Providence Railroad. Today these tracks run, from east to west, under Dartmouth Street southwest along what is now the Southwest Corridor Park. In 1888, the line was leased by the Old Colony Railroad in order to forestall the New Haven Railroad's competition. But the New Haven, under the guidance of J.P. Morgan, soon got the upper hand and leased the Old Colony tracks and established a Boston to New York route.[4] Today this route still carries Amtrak's Boston to New York service and several MBTA commuter rail routes.

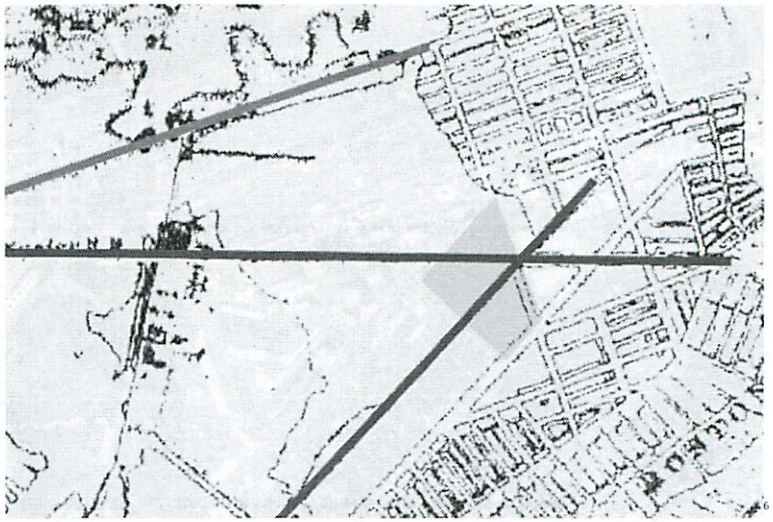
The Boston and Albany railroad also crosses my site. It opened not far behind the Old Colony Railroad in 1835.[5] To the right of my site, the B&A's tracks once crossed the Old Colony's tracks and then proceed under Dartmouth Street. The tracks then continue northwest. They once led to a rail yard, which is now the Prudential Center. The Boston and Albany tracks now run parallel to the Massachusetts Turnpike and still carry the MBTA's Framingham and Worcester line, as well as Amtrak's Lake Shore Limited to Chicago. One can see the embankments stretch out over the marshes in this 1857 U.S. Coast Survey map (Figure 3).

fit into story

[3] From Wieneke Associates. Boston history and architecture. http://www.iboston.org/assets/photos/backBayNoFill.jpg Retrieved 2011-3-5

[4] United States. Department of Transportation. Urban Mass Transportation Administration. Draft Environmental Impact Statement: Orange Line Relocation and Arterial Street Construction South Cover to Forest Hills, Boston Massachusetts. Volume 1. 1977. Page 1-8

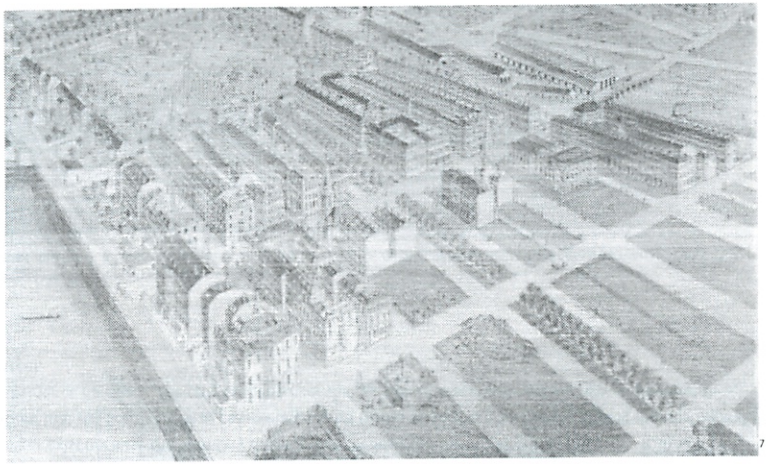
[5] Parks, Richard. "Boston and Albany Railroad." Our American Heritage. http://www.r2parks.net/b&a.html Retrieved 2011-3-19.



2nd mill dam

The dam and the railway embankments quickly became problems, however. The dam and the embankments prevented water from flowing into and out of my site. Since the residents of Boston discarded their garbage simply into the Back Bay, it quickly became a stinky situation. Coupled with the demand for more land for houses, my site was filled in by 1870, as can be seen in this 1970 drawing. (Figure 4) When the land was filled in, it was filled to a level such that both railroads ran below grade, in a cut. This can be seen in this circa 1977 view of the Old Colony (Penn Central at the time) tracks before construction of the Southwest Corridor project. (Figure 5)

[6] U.S Coast Survey, *Boston Harbor, Massachusetts*. 1857. Chart 0.337 (Note the book Mapping Boston from the MIT Press has a better scan of the map on page 65 than was available on the Office of Coast Survey's [National Oceanic and Atmospheric Administration; United States Department of Commerce] website)



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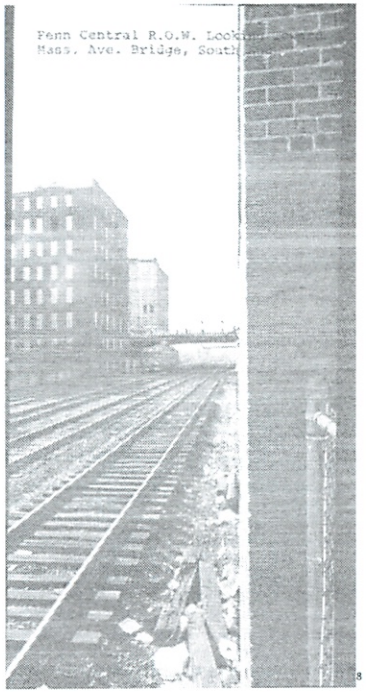

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Early Uses

By 1887, houses were starting to be built on my site. (Figure 6) Across the street from my site, the Boston Public Library' foundations had been built, but the rest of the building was on hold. Stuart Street did not exist at the time, but a small one way street called Oxford Terrace ran through the north part of my site; today it is part of Copley Place. Buildings filled about 60% of the north part of the site, and most were labeled as "French flats." S.S. Pierce and Co, a grocer, opened their flagship store on the corner of Dartmouth and Huntington. (Figure 7) Also on the north part of my site was the "Hotel Copley" and "The Berkshire," along Dartmouth Street, presumably another hotel.

[7] Fuchs, F. Back Bay. Detail of: Map of Boston, Massachusetts. 1870-7-4. Published by John Weik. http://en.wikipedia.org/wiki/File:1870_BackBay_July4_map_byFFuchs_JohnWeik_detail.png Retrieved 2011-3-19

[8] United States. Department of Transportation. Urban Mass Transportation Administration. Draft Environmental Impact Statement: Orange Line Relocation and Arterial Street Construction South Cover to Forest Hills, Boston Massachusetts. Volume 1. 1977. Figure IV-100

9

In the middle part of my site, in the triangle between the two railroad tracks, lay The Union Athletic Exhibition Co. baseball grounds. To the west of the baseball grounds lay Irvington Street and part of St. Botolph Street. Harcourt Street did not extend to Huntington Ave. at this time.

The southern section of my site was almost completely filled in at the time, largely with row houses. Some exceptions were the fire house, a Reformed Episcopal Church, and several hotels, mostly on Dartmouth Street. In addition to the current street layout, there were some local streets which no longer exist because the Tent City development redesigned the street grid in the area. It should be noted that the South End was completely cut off from the northern part of the site by the Boston and Providence Railroad. The only crossing over the Old Colony tracks near my site was at Dartmouth Street.

Need intro to tent city

[9] E.M. Bacon, E. M. and R. Herndon. "S.S. Pierce building, Copley Square, Boston." Boston of To-day. 1892. 1892. http://en.wikipedia.org/wiki/File:SSPierce_Boston_Bacon1892.png Retrieved 2011-3-27

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[10] Chadwyck-Healey Sanborn. Sanborn Fire Insurance Map 1887. 1887. Stitched together by the author in Adobe Photoshop.

11

10 years later, in 1897, the baseball stands was gone and an Armory was built on part of the field. The other land in the center of my site to the east of Irvington Street remained vacant. To the west of Irvington Street, flats were built on the block facing Huntington Ave. The "Angler Chemical Co," "International Rolling Screen Co," as well as the "Geo. S. Hutchings Church Organ Manufactory" were built to the north of the New Haven tracks. Irvington Street was extended one block south and a footbridge was built over the tracts at Irvington and Yarmouth Streets. There were no changes to the north part of the site. The south side of the site gained a bakery and the Landor Hotel was built on the empty lot at the corner of Yarmouth and Truro Streets. In addition, many of the buildings on the south part of my site are indicated as flats on this 1897 Sanborn map, but I am uncertain if that is new, or the previous 1887 map did designate flats specifically.

[11] Chadwyck-Healey Sanborn. Sanborn Fire Insurance Map 1887. 1887. Stitched together by the author in Adobe Photoshop.

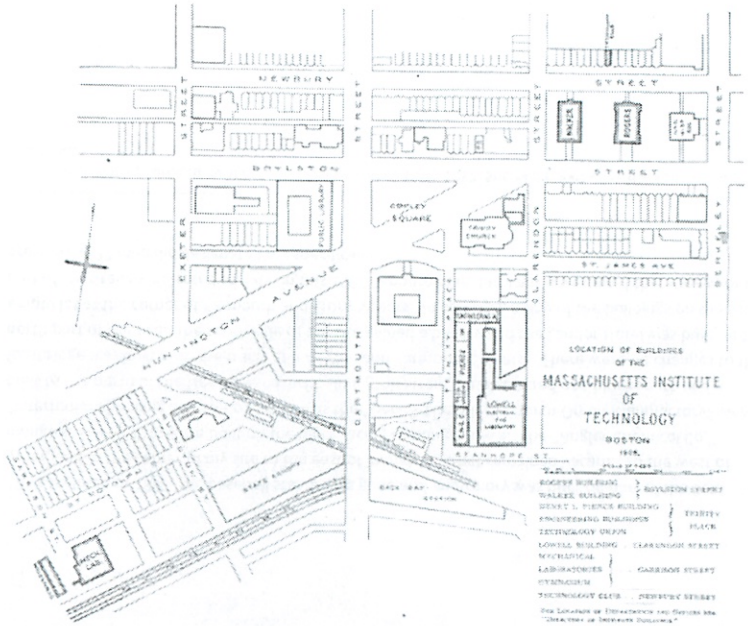
12

In 1900, the Huntington Avenue station was built by the Boston and Albany railroad in the middle of my site. The station only served trains going inbound to Boston. A matching station, Trinity Place was built opposite the New Haven's Back Bay station for outbound travel. The current Back Bay station, built with the Southwest Corridor project currently stands on the site of the old Trinity Place/Back Bay stations.[13] It also serves the inbound trains once served by Huntington Ave. As described in Crabgrass Frontier, commuter railroads were popular in Boston. The stop on my site allowed suburban residents to get off in the city.[14]

In 1902, the Technology Chambers were built on the old baseball field between the two railroad tracks.[15] The building was built to house men who were attending the Massachusetts Institute of

[12] Chadwyck-Healey Sanborn. Sanborn Fire Insurance Map 1897. 1897. Stitched together by the author in Adobe Photoshop.
[13] "What station is this? (Trinity Place)" discussion topic. Railroad.net Forums. 2008-2-13. http://www.railroad.net/forums/viewtopic.php?f=126&t=48365 Retrieved 2011-3-27.
[14] Jackson, Kennth T. Crabgrass Frontier. New York: Oxford University Press, 1985. Page 37
[15] "Technology Chambers." The Tech. Volume 21. Number 20. 1902. http://tech.mit.edu/V21/PDF/N20.pdf Retrieved 2011-3-20

Technology, which was located in the Back Bay during that time.[16] In 1903, the field between the Tech Chambers and the Amory was allowed to be used by the track team for practice. [17]



In 1904, the chemical company and organ manufactory were torn town and new brick garages were built. In 1914, they were occupied by the "L.e. Knott Apparatus Co." and "Copley Prints Photo."

By 1914, the fire station had become property of the New Hampshire railroad, as the railroad needed to curve their tracks in order to build Back Bay station. The Huntington Chambers and Offices were built in the empty space along Huntington Ave in the north part of my site.

[16] "Technology Chambers." Advertisement. The Tech. Volume 21. Number 28. 1902. http://tech.mit.edu/V21/PDF/N28.pdf Retrieved 2011-3-20

[17] "Training Ground for Track Work." The Tech. Volume 22. Number 23. 1903. http://tech.mit.edu/V22/PDF/N23.pdf Retrieved 2011-3-20

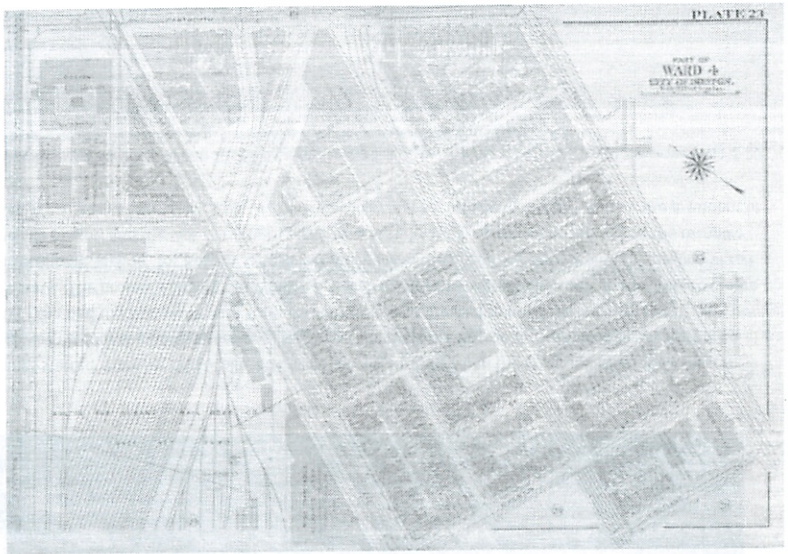
Can generalize / maybe about transportation?

In 1917, three garages were built in between the armory and the Technology Chambers in what was once the field. In 1922, the garages were occupied by the "E. H. Patch Co," the "Checker Taxi Co. Ltd.," and the "E. F. Tomlinson et. Al. Trust."

By 1928, Stuart Street was cut through the north part of my site. This caused major changes. The Oxford Hotel and the French apartments along Oxford Terrace were torn down. In its place were the Copley Theater, the Trinity Building and "Willard Welch at Al. Trust Building," which was wedged awkwardly between Stuart Street and the Boston and Albany Railroad, were built along the new street alignment. Separately, the B&A railroad was now leased by the New York Central Railroad, but no changes occurred to my site. The Landor Hotel became the "Morgan Memorial Home for Working Girls",

[18] Chadwyck-Healey Sanborn. Sanborn Fire Insurance Map 1914. 1914. Stitched together by the author in Adobe Photoshop.

when Eliza Henry bought the six story building for them as a donation.[19] The organization is now called "Morgan Memorial Goodwill Industries," or simply "Goodwill." The empty space between the buildings in the back streets on the south part of my site had been designated as "Leighton Park." The New Hampshire railroad had become the Boston and Providence.



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By 1937, the Technology Chambers was renamed "The Irvington," but it was still apartments for bachelors, what we would call a dorm today. The last empty lot on the north of my site has been filled in, the letters are blurry, but it looks to have been a garage building with a filling station in the back. A school was built next to the theater. A business school was now open in the Pierce Building. The awkward Willard Welch at Al. Trust Building had become a private art school. The garages built on the old Tech field had been labeled the Copley Garage, with room for 130 cars.

In the south part of my site it appears that some houses may have been begun to be torn down, especially closets to the railway. A "Wet Wash Laundry" opened in the back, near Columbus Ave.

[19] Upper Pemigewasset Historical Society and Rick Russack. "Who Was James E. Henry?" Logging In Lincoln: The Industries and People of The Lincoln, Woodstock Region. 2010. http://www.logginginlincoln.com/J._E.html Retrieved 2011-3-21.

[20] G.W. Bromley & Co. "Plate 23. Part of Ward 4." G. W. Bromley & Co.'s 1928 Atlas of the city of Boston. 1928. http://hdl.handle.net/10427/5327 Retrieved 2011-3-22.

21

Figure XX shows Trinity Place station with Technology Chambers and the garages in 1959

[21] Chadwyck-Healey Sanborn. Sanborn Fire Insurance Map 1937. 1937. Stitched together by the author in Adobe Photoshop.

 [22]

The Turnpike

Things started changing drastically, however, starting in 1948 when the state published their Master Highway Plan for the Boston Metropolitan Area.[23] In 1952, the Boston-Springfield Highway Authority, later renamed the Massachusetts Turnpike Authority, was created to build the highway to the west of the state. The project's champion, William F. Callahan, saw the expressway as an opportunity to create an "economic lifeline" for Boston, whose fortunes sank in the preceding decade with the decline of rail and sea freight, and the lack of modern highway access. In 1955, construction started on the turnpike from West Stockbridge to Weston. In 1956, Callahan met secretly with Alfred Perlman, the president of the Boston and Albany Railroad, to discuss plans to acquire the B&A right-of-way. However, in 1956, the Prudential Insurance Company also announced its intensions to develop the old Boston and Albany rail yard into a high rise office tower. President Dwight Eisenhower also signed the Federal Highway Act into law in 1956, granting states the ability to construct new highways while paying only ten percent of their cost. This was actually a blow to Callahan's project, because the expressway could now be constructed directly by the state for 10-cents on the dollar.

However, the Turnpike Authority was able to raise the money in 1964 in order to start construction. The two tracks of the Boston and Albany railroad would be preserved, but the right of way had to be widened by tearing down buildings for the highway. In addition, Callahan was able to work out a deal for the highway to be built under the Prudential Center. However, this meant that the interchange planned for the B&A rail yard was moved to my site. The entire center of my site, including the the Armory, Copley Garage, and the Irvington, was torn down for a 360° ramp to allow motorists driving into Boston to continue east on Stuart Street without a dangerously short ramp. A second ramp branches off this ramp halfway around the loop to allow motorists to go east on Huntington Ave. The exit to this ramp is actually to the west of my site, next to the Prudential Center. Another, much shorter ramp allowed traffic coming east on Huntington Ave to enter the Turnpike going out of Boston. Up until the construction of Copley Place, this ramp interchange areas was simply a grassy "hole" in the middle of the city. The narrow sidewalks, low lighting, and wind made the area a place that people tended to avoid.

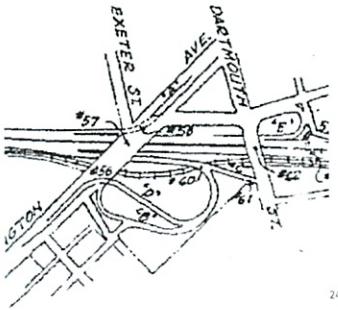
The north part of my site was torn down was also torn down. The triangle which is now the Westin hotel remained a grassy vacant lot up until the construction of Copley Place in 1980.

(more research on highway teardowns)

individual / entity (Mass Pike)

[22] DeWolf, Nick. "111159 04 00D." 1959-11 http://www.flickr.com/photos/dboo/273971089/ Retrieved 2011-3-20

[23] Eastern Roads. "Massachusetts Turnpike: A Historic Overview." Boston Roads. 2001. http://www.bostonroads.com/roads/mass-pike/ Retrieved 2011-3-21



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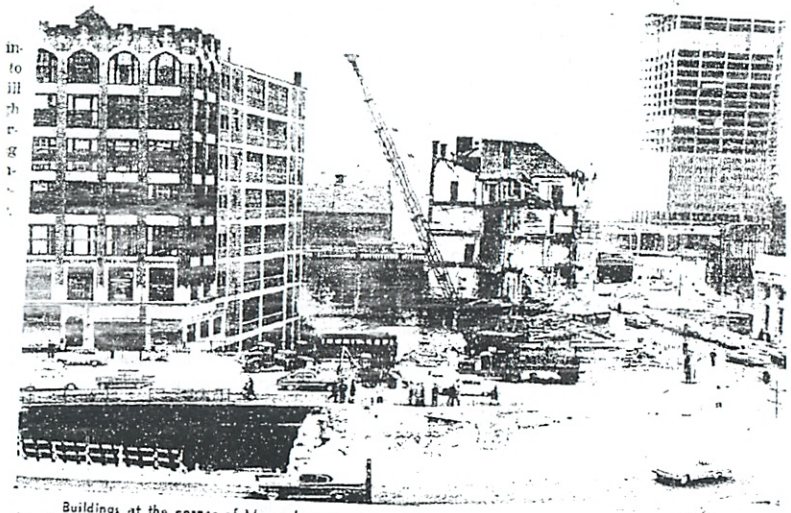


Buildings at the corner of Massachusetts Ave. and Boylston St. are being razed to clear the route of the Mass. Turnpike extension into Boston. Shown being levelled is the building adjacent to the now-closed "Mass. Station" bus terminal. In the upper right is the Prudential Tower, scheduled for completion next year. The turnpike extension will pass under the Prudential Plaza —Photo by Conrad Grundlehner

25

[24] "????." The Tech. Volume 83. Number 2. 1903. http://tech.mit.edu/V83/PDF/N2.pdf Retrieved 2011-3-20

[25] "????." The Tech. Volume 83. Number 2. 1903. http://tech.mit.edu/V83/PDF/N2.pdf Retrieved 2011-3-20

The south section of my site was designated as an Urban Renewal district in 1965.[26] In the 1965 report, the section of my site to the east of Yarmouth Street was marked for demolition in 1969-1971 as part of "stage 4" of the South End renewal district.[27] Mayor John Collins introduced the plan by saying, "once a residential area of great charm, its day of fashion was brief and it has become seriously blighted."[28] The South End neighborhood was home to many new immigrants and tenements. The Urban Renewal plan sought to upgrade the existing buildings. If this was not possible, then the buildings should simply be torn down. The plan said the following about the old buildings:

> The project area was developed between 80 and 125 years ago when most residential structures were built as single attached dwellings. Many have since been converted and few remain in their original use.
>
> During the last 20 years, due to changes in living conditions, many of these converted structures have been abandoned. Vandals have destroyed these buildings and, in addition, a high incidence of fires has left others vacant. As the population has declined there has been no economic incentive to improve these buildings and many of them have become tax foreclosed or been demolished. Construction is mostly of brick with frame interiors. Party walls between attached dwellings are typically 8 inch brick walls, 5 or 6 stories in height. Where party walls must serve as end walls because of demolition of attached structures, they are often inadequate to support that number of stories. Also, throughout much of the area such party walls do not extend above the roof line to act as exterior fire stops. In consequence of these deficiencies, some buildings are uninsurable except at excessive rates. Some of the project area contains buildings of cheap original construction designed for housing lower income families. These structures have not been well maintained over their approximately 100 years of highly transient occupancy. Lack of central heat and the widespread use of space heaters has been a serious cause of fire.[29]

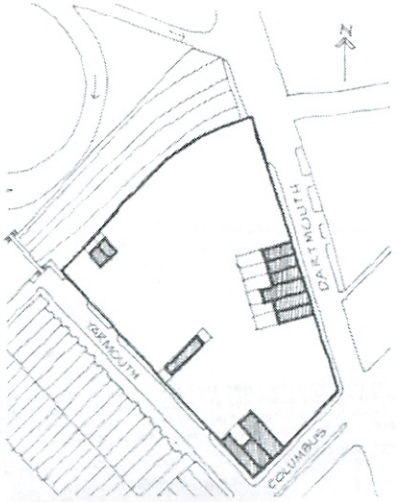
However, some of the buildings on this section of my site escaped the wrecking ball. (Figure) The BRA assumed ownership of half of the land and it soon became a parking lot for Copley Place. It would stay empty for many years.

[26] Boston Redevelopment Authority. South End Urban Renewal Project: Final Project Report: Application For Loan And Grant, Part I. 1965 http://www.archive.org/details/southendurbanren1965bost Retrieved 2011-3-20

[27] Boston Redevelopment Authority. South End Urban Renewal Project: Final Project Report: Application For Loan And Grant, Part I. 1965 http://www.archive.org/details/southendurbanren1965bost Retrieved 2011-3-20. Page 509.

[28] Barnet, Alison. "Discriminating people moving in." 2011-1-6. MySouthEnd.com. http://www.mysouthend.com/index.php?ch=columnists&sc=alison%E2%80%99s_adventures&sc2=&sc3=&id=114829 Retrieved 2011-3-22

[29] Boston Redevelopment Authority. South End Urban Renewal Project: Final Project Report: Application For Loan And Grant, Part I. 1965 http://www.archive.org/details/southendurbanren1965bost Retrieved 2011-3-20. Page 53



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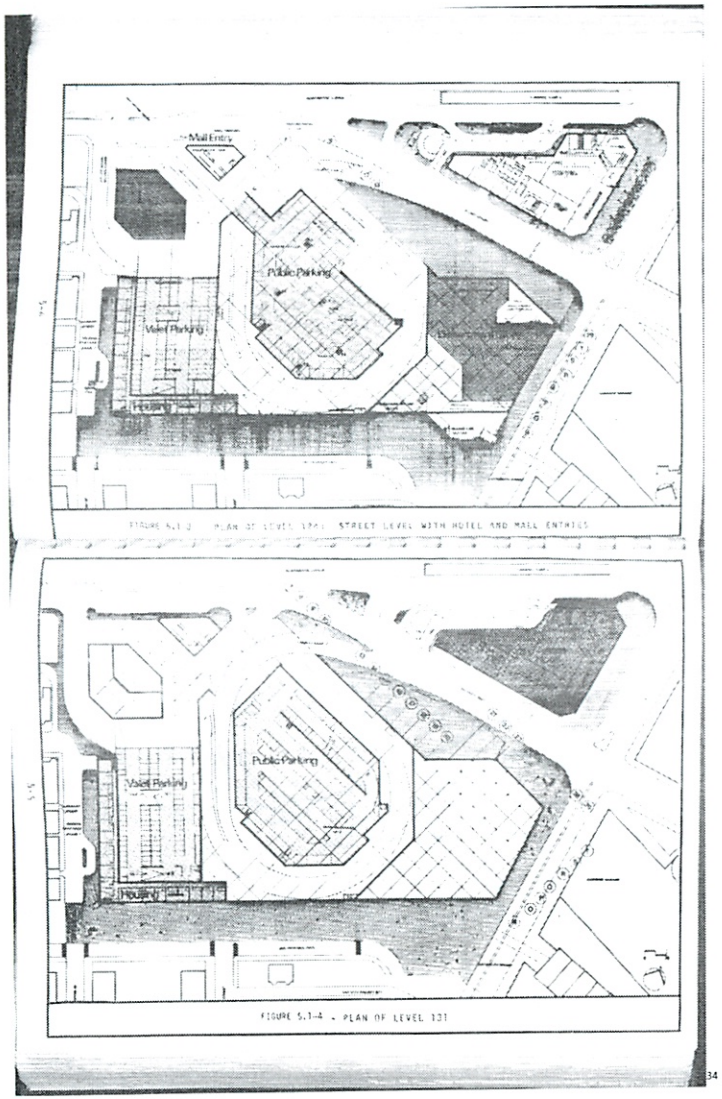
Copley Place

In 1977, the Urban Investment and Development Corporation (UIDC), a division of Aetna Insurance, approached the state to discuss development of the air rights over the Huntington Avenue exit of the Turnpike.[31] The state was in a bad economic state at the time. Massachusetts unemployment was at 11.2%, versus 8.5% nationally. Gross National Product had only grown 0.8% in the years 1970 to 1975, vs. 8% for the entire nation. Governor Dukakis created the Office of State Planning (OSP) to oversee the project. A decision was made to appoint UIDC the developer of the site early on, instead of going out for bid, so that citizens could work on the project with the developer. An extensive public comment process followed. The process was considered notable by a case from the Harvard Kennedy School of Government.

The developer sought to maximize the use of the site by combining retail, office space, and two hotels onto the site. The developer claimed that it had to have a project of that scale in order to cover the high cost of building over a highway and two different rail lines.[32] A plan to build a deck over the Southwest Corridor tracks was proposed by the developers. The developer wanted to integrate all of these ideas into a single multi-use building. For example, the hotel lobby opens up into the shopping area. The UIDC also built a similar project, Water Town Place in Chicago, before Copley Place, which also combined a hotel and shopping mall. The trend back to multiple uses is interesting – according to Crabgrass Frontier, sections in cities were originally multi-function.[33]

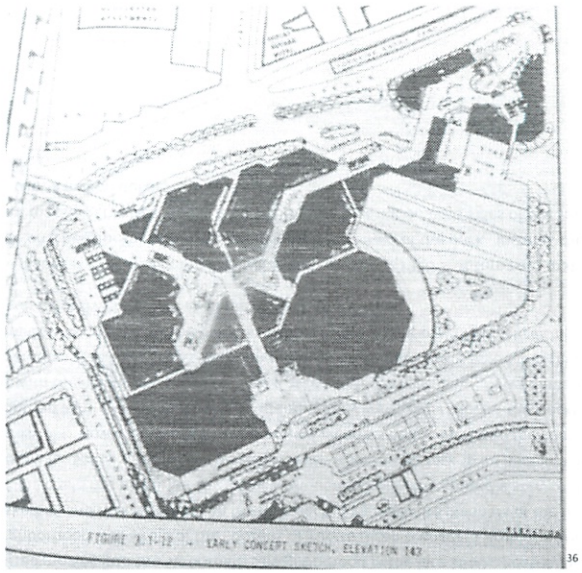
[30] Tent City Book
[31] Harvard Case
[32] Copley Place EIS p 3-3

[33] Jackson, Kennth T. Crabgrass Frontier. New York: Oxford University Press, 1985. Page 15.



[34]

The plan was shaped significantly by the public through the public process. The community wanted the site to connect the Prudential Center to the Back Bay train station. This led the developers to orient the mall to stretch along this corridor. In addition, the community wanted a bridge over Huntington Ave, despite that the Prudential Center did not extend all the way to the southeast corner of its site at the time. Early plans put a grand exit onto the Southwest Corridor. However, the residents pushed back against this plan because they wanted the area to stay residential. In addition, in order to ease the transition to the neighborhood, a narrow strip of housing was to be built along Harcourt Street and the deck over the tracks. The community, however, did not push for more housing, because people felt that there was still a lot of land to develop for housing in the South End.[35] Citizens also pushed for some retail area near the Southwest Corridor to be set aside for community groups at reduced rents. In addition, the citizens required that part of the construction work be given to local and minority workers.


[36]

I think that many of these changes which the community pushed for worked out well for the site. The orientation of the mall and the bridge over Huntington Avenue are used by many people who pass through the site and it has no doubt resulted in higher sales than if many people did not use the mall. The housing units nicely hide the blue parking garage and ballroom from the surrounding area and

[35] Harvard Case
[36] Copley Place EIS

continue to be desirable and expensive housing units. I think that this represents a good compromise between the old-city multi-function pattern and the new desire to separate city functions.

Copley Place also made some changes to the street layout. Stuart Street was shifted slightly to make the triangle significantly bigger. In addition, some of the turnpike exit ramps were adjusted slightly and a large water main was moved.

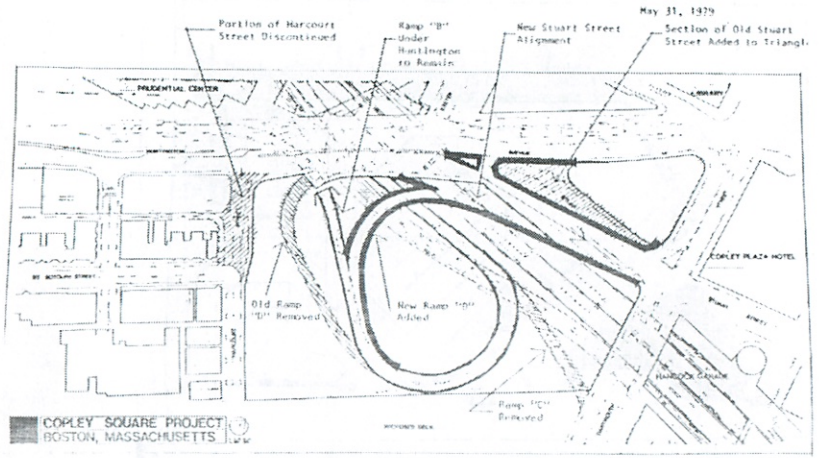


FIGURE 5.1-11

PLANNED STREET MODIFICATIONS

The Southwest Corridor

Around that same time, the MBTA was planning to relocate the Orange Line from an elevated structure over Washington Street to the Penn Central, formally the Boston and Providence, railroad alignment. The MBTA wanted to remove the old elevated structure on Washington Street which they felt was blighting the neighborhood.[37] The MBTA thought that the "Southwest Corridor" would be a good choice for the relocated Orange Line. The Penn Central right-of-way had been widened in the late 1960s for a new Southwest Expressway from Interstate 95 in Canton to an exit near Massachusetts Avenue in the West End.[38] The highway was never planned to stretch as far as my site. However, political opposition in the early 1970s had the Governor Dukakis shelve the plan and transfer the money to mass transit under the 1973 Federal Highway Act.

The deck over the new rail tracks near my site was controversial. Residents on both sides of the tracks wanted a deck for noise protection, similar to what had been built on my site as part of the Copley Place project.[39] However, the residents on either side of the tracks could not agree on a design. The St. Botolph's neighborhood, to the north of the tracks, in the center of my site, matched the South End ethnically in the early 1950s.[40] However, when the Prudential Center was built, the Center bridged the gap between the Back Bay and the St. Botolph's neighborhoods. This caused young professionals started moving into the St. Botolph's neighborhood in the late 1960s, gentrifying it. The St. Botolph's neighborhood was afraid of the "dozens of Puerto Rican teenagers [from the South End] playing basketball and making noise" on the new deck. Originally the planners of the train line thought that the rail line could not be buried any lower without disturbing the ground water, so the deck would stick up about 6 ft. Some St. Botolph's neighbors even wanted the deck to be built in a barrel shape to make use impossible. However, the MBTA and project planners deftly navigated the controversy and instead proposed light recreational uses. In addition, they were able to lower the tracks to allow the deck to be flat with the neighboring streets. This scared some of the St. Botolph residents who were used to the separation of railroad tracks between the neighborhoods. Some asked that their streets be bricked shut from the Corridor Park. The planners proposed semi-temporary iron fences instead. Some of these fences still exist today, for example at Blackwood Street.

The plan was executed in the late 1980s and opened in 1990.[41] It turns out that it was not the St. Botolph's neighborhood which should have been afraid of the deck. Instead, the South End residents were quickly gentrified. Today a ~ 1,600 square foot flat on both sides of the Southwest Corridor goes for over a million dollars.[42]

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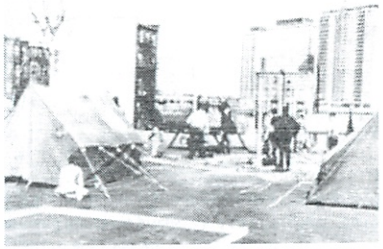
[37] EIS
[38] Southwest Corridor Pamphlet
[39] Theisis
[40] Gatson thesis
[41] O'Brien, Ellen. "Two neighborhoods celebrate completion of park projects." The Boston Globe. 1990-5-6
[42] Zillow Home Estimate of 226 Canton Street in Boston MA on 2011-3-23 http://www.zillow.com/homes/226-Canton-Street,-Boston,-MA_rb/ Retrieved 2011-3-23

Tent City

However, some residents did not like the high-end residents moving into their neighborhood. The site that would become Tent City was originally torn down as part of the urban renewal plans in the late 1960s. However, the city did not make good on its plans to provide acceptable replacement housing in a short time period. In 1968 between 100 and 300 protestors occupied the site and built tents and wooden shanties to protest the lack of replacement low-income housing.[43] The protestors posted a sign welcoming residents to their "Tent City." Thousands of people visited the protests during the day, and the protest received substantial media attention. The protest ended several says later when the police cleared the site.

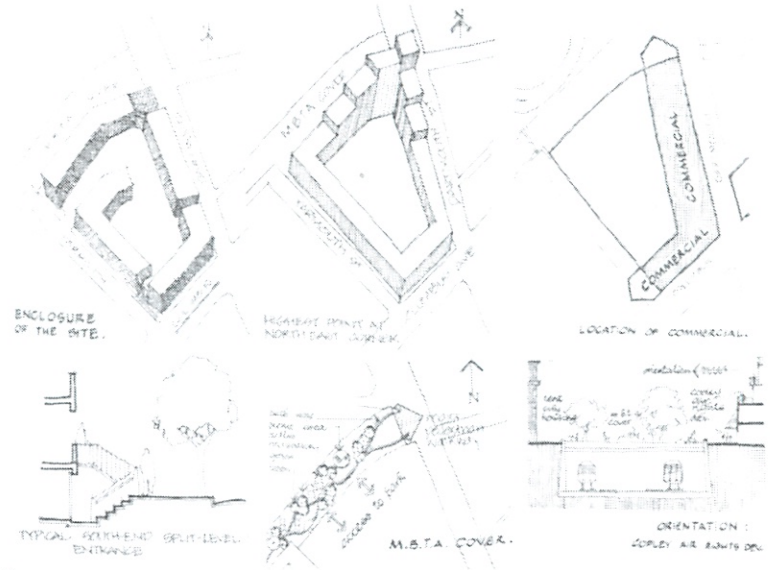


1968 demonstration at the current Tent City site [44]

However, the protest did not work. The site remained a parking lot, used mostly by Copley Place office workers for the next few years. Not much was heard about the site until 1974, when there was a proposal to build a luxury apartment building.[45] Obviously this plan did go over well with the protestors. A Task Force was created, of MIT Urban Planning students, who produced a 1978 report detailing how the site could be developed to meet the demands of the protestors. There was a hope that the developers of Copley Place would develop the site for low and moderate income households. However, in 1983, the UIDC purchased the rest of the site and announced its intentions to build a seven story 1,400-car parking garage. The neighborhood groups fought this proposal and were able to work out a deal with the BRA and the UIDC, where the UIDC would build a 698-space underground garage and the BRA would help secure government grants to build a 271-unit housing development. 25% of the units would be set aside for low-income people and 50% of the units for moderate income households.

The site would be developed with a mid-rise building at the corner of the Southwest Corridor and Dartmouth Streets and then the building would slope down to the south and west to meet the surrounding neighborhood. Streets would be added to part of the site, so that a large majority of the units would be town-houses in the classic South End style. There would be a small courtyard would playground and gardens in the middle. Like at Copley Place, some townhouses opened up onto the Southwest Corridor Park. Figure XX shows some of the recommendations from the 1974 MIT study.

Tent City was completed in 1988.[46]



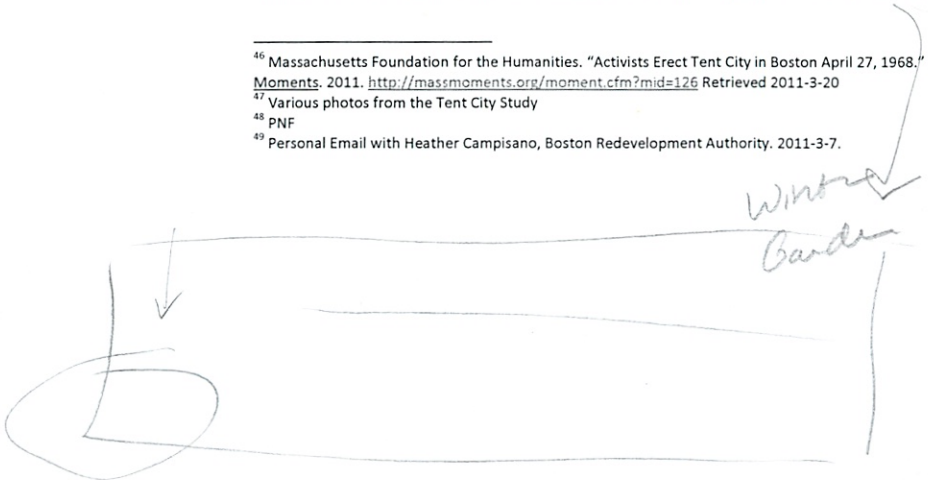
[47]

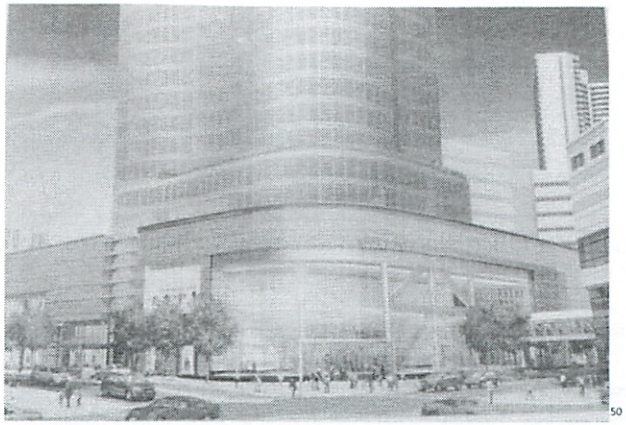
More Changes Coming

Even though my site is now fully developed, changes are still being proposed. In 2008, Simon Property Group, the current owners of Copley Place, filed a Project Notification Form (PNF) to build a XX ft tall tower with XX residential units on the corner of the site near Niemen Marcus.[48] What is now a brick courtyard would be enclosed with glass to make a winter garden and more retail space for Niemen Marcus. The tower would be almost as tall as the Prudential Center and the Hancock Buildings.[49]

[43] Massachusetts Foundation for the Humanities. "Activists Erect Tent City in Boston April 27, 1968." Mass Moments. 2011. http://massmoments.org/moment.cfm?mid=126 Retrieved 2011-3-20
[44] "Tent City." Boston Looking Backwards. 2010-8-2. http://bostonlookingbackward.wordpress.com/2010/08/02/tent-city/ Retrieved 2011-3-23.
[45] Sasaki Associates. Tent city, Boston, Massachusetts - draft environmental impact report/statement. 1985. http://www.archive.org/details/tentcitybostonma00sasa Retrieved 2011-3-20. Page 26.

[46] Massachusetts Foundation for the Humanities. "Activists Erect Tent City in Boston April 27, 1968." Mass Moments. 2011. http://massmoments.org/moment.cfm?mid=126 Retrieved 2011-3-20
[47] Various photos from the Tent City Study
[48] PNF
[49] Personal Email with Heather Campisano, Boston Redevelopment Authority. 2011-3-7.



 [50]

In the decades that my site has existed, some corners of my site have seen significant change. My site started as a marsh, and then was filled in by real-estate developers. The South End area was initially wealthy, but the wave of immigrants after the Civil War soon drove the wealthy to the Back Bay. During the first half of the century, the South End was one of the poorest neighborhoods in Boston. People were packing into the over-crowded, poorly-maintained buildings. The developers of the turnpike s thought that a ramp was more important than the buildings on my site. However, the Prudential Center, built along with the turnpike, brought working professional back into the St. Botolph's neighborhood. In the downturn of the 1980s, Copley Place filled a hole in the middle of the city, managing to fit a lot of uses into the complicated site without overwhelming the nearby neighborhood. Tent City represented the struggle of the early century South End residents to achieve their promised low-income housing taken through urban renewal. Finally, the deck over the Southwest Corridor brought wealthy people back to the South End. Today, the neighborhoods on both sides of the tracks command the same prices. One can no longer see the transportation arteries that cut through my site; the different neighborhoods that come together on my site seem more similar than ever.

[50] Photo from PNF; photographed by author at the BRA, City Hall

Graded

Natural Processes in Copley Place

Michael Plasmeier

good terse statement

Like any part of a city, Copley Place and the neighborhoods to the south of it are affected by natural processes. Although humans created the land and buildings on which my site now sits, nature has not been completely conquered. Nature and built elements continually interact. The wind that blows through my site is affected by the buildings and tress on my site. The trees that have been planted are living things and are affected by built elements the site.

My site is on filled land; the site used to be a salt marsh. Figure 1 shows an 1806 map of the city before the land was filled in. Mill Pond was created at the north of the peninsula to provide power to mills as the tide flowed into and out of the pond. In 1807, the pond was filled in in order to create additional land.[1]

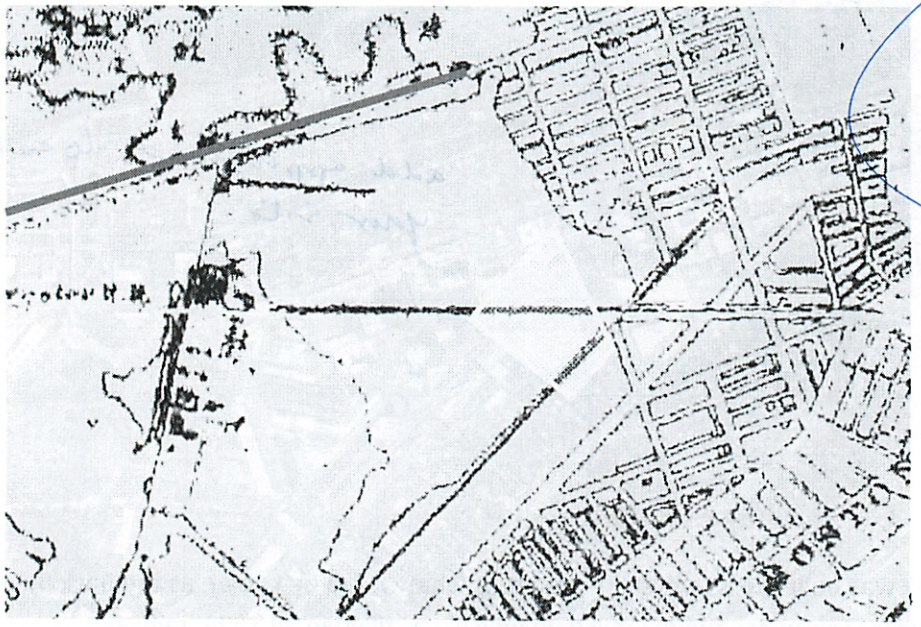
orienting mark? (Dutched of site?)

add approximate location of your site.

In 1818, a second "Mill Dam" was built across the salt marshes of what would be known as the Back Bay. (Figure 2). This was built in order to replace the old mill dam which was filled in. In 1834, railway embankments were built over the salt marshes. The railroads were brought into the city in order to transport goods, as well as dirt in order to create the fill. One can see the embankments stretch out over the marshes in this 1857 U.S. Coast Survey map. (Figure 3) (Note the book Mapping Boston from

[1] Clay, Grady. Close Up: How to Read the American City. New York; Praeger, 1973. Page 18.
[2] From the South End Historical Society http://www.southendhistoricalsociety.org/history.htm Retrieved 2011-3-5

the MIT Press has a better scan of the map on page 65 than was available on the Office of Coast Survey's [National Oceanic and Atmospheric Administration; United States Department of Commerce] website)



The site was fully filled in by 1887. The 1887 Sanborn maps show that houses have been built in the southern section of my site, where residential row homes still exist. (Figure 4) However, the main part

This is identified in a footnote, but not its current location. add that.

this is the secondary source — but where did they get it from? cite its location.

[3] From Wieneke Associates Boston history and architecture http://www.iboston.org/assets/photos/backBayNoFill.jpg Retrieved 2011-3-5

[4] U.S Coast Survey, *Boston Harbor, Massachusetts*. 1857. Chart 0.337

of what is now Copley Place was not built up. The Boston Union Athletic Exhibition Co. baseball grounds covered part of the site. The railway tracks were still exposed at this time.

[5] — are you moving from general to specific here?

According to The Granite Garden, filled land leaves a legacy of problems.[6] The soil on filled land settles over time, causing buildings to become uneven. Many of the old buildings have been built on wooden pilings which need water in order to maintain their integrity. If the ground water decreases over time, the pilings can rot, weakening the foundation of the houses. In addition, if an earthquake were to occur, it would do greater damage to the houses built on filled land.

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[5] 1887 Sanborn Map stitched together and superimposed on Google Earth map.

[6] Clay, Grady. Close Up: How to Read the American City. New York; Praeger, 1973. Page 19

not Granite Garden

some of the "I noticed" could be eliminated for concision (it's implied by your description).

Ah- to specifics here.

I did not find overt examples of this on my site. I did notice that the alley behind the original brownstone houses was depressed. I also noticed this in other alleys in the Back Bay. I think that this was done on purpose, to allow deliveries to be made to the basement level of the houses. In addition, not much attention is spent on maintenance of these alleys. I suspect that the original owners of these homes never stepped foot in the alleys, instead a carriage would be brought around to the front of their house for them. (Figure 6)

yes

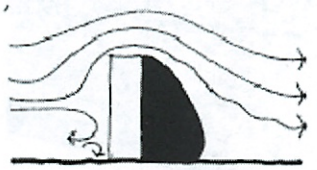
set

Abrupt transition

Human activity has changed my site quite a bit. However human activity has not completely wiped out nature. Wind is a major factor on my site.

In general, Boston is windy. The wind from the Atlantic Ocean comes in over the many waterways which surround Boston and hits the city. The large form of Copley Place directs a significant amount of the wind to street level. On the evening of March 4th, 2011 I took wind measurements on the site using an Ambient Weather Intell Instruments Plus Wind Meter. (Figure 6; all measurements in meters per second)

The wind was strongest at the base of the Mariott's hotel tower. The tower extends right out to the street. (Figure 7) As the wind hits the side of the tower, it comes barreling down onto the narrow sidewalk below (Figure 8). When I measured the wind along the sidewalk, I clocked 3.7 meters per second! As a pedestrian, the wind was very noticeable. I was glad to have a hat and scarf on. However, under the Beaufort scale, which categorizes wind speeds, 3.7 meters a second is at the low end of a "gentle breeze." The scale was designed to help sailors gauge wind conditions before exact wind meters were invented. Thus, it might not be the best to measure wind levels for pedestrians. I would not like to see what it like to walk along the street on a more windy or stormy day! I wonder if any pedestrians have been hurt by the winds. I suspect that many pedestrians use this street in order to get to the Shaw's supermarket across the street. As the sign indicates, this is not really a street, but rather a delivery dock for Copley Place.



8

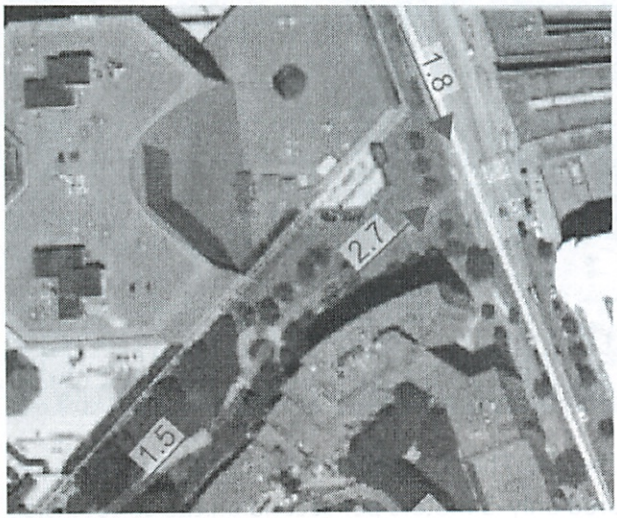
[8] Spirn, Anne Whiston Air Quality at Street Level: Strategies for Urban Design. June 1986. Prepared for the Boston Redevelopment Authority. http://www.annewhistonspirn.com/pdf/Air-Quality_1986.pdf Retrieved 2011-3-5.

[7]

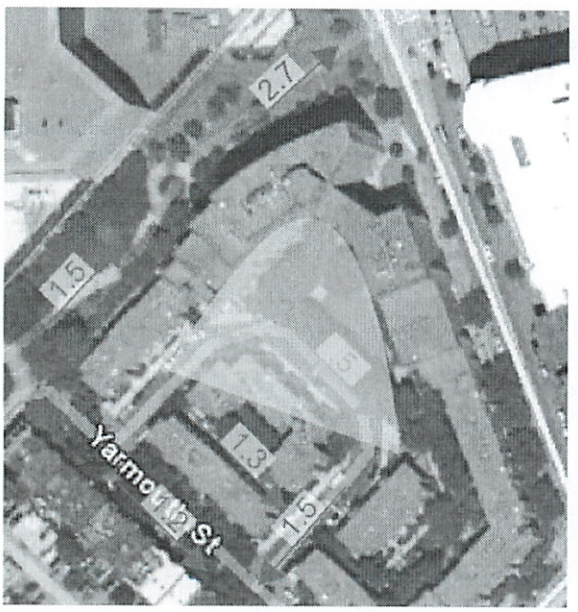
[7] All measurements made in meters per second by Michael Plasmeier on 2011-3-4 at around 9PM using a Ambient Weather Intell Instruments Plus Wind Meter

The wide avenues (Huntington Avenue and Dartmouth Street) which border my site are wind corridors at street level. The streets are wide, traffic arteries, with many cars per hour. In addition, the few street tress which exist, are very small, allowing the wind to blow down these streets almost unchecked. I measured wind speeds of around 1.5 to 2 meters per second along these streets.

The second strongest wind I observed on my site was at Back Bay station exit to Copley Place on Dartmouth Street. Here the wind of the Southwest Corridor park comes down into the open plaza. The wind also hits the "C" shape of medium-rise office buildings that make up the core of Copley Place and bounces off into the street below. (Figure 9) The 2.7 meters per second which I observed was very noticeable. As I was walking south down Dartmouth Street I could feel the wind whipping around the corner to the Southwest Corridor. In addition the wind and the lack of tree cover does not make the plaza a hospitable place to stay in the winter. (Figure 10) It likely does better in the summer when then lack of tree cover provides a welcome relief from the air conditioning during the lunch break.



Buildings can also stop the wind and shelter the street below. The "C" shaped building of Tent City helped protect the inner courtyard from wind; I measured only .5 meters per second on the street inside the courtyard. (Figure 11)



The wind along the Southwest Corridor and the other neighborhood streets was more moderate. I clocked 1.5 meters/second. The other buildings and the trees stopped the wind. Remember, I made my measurements at ground level, under the cover of the trees. The wind was noticeable, but it did not feel particularly windy. I also suspect that the reduced wind was partially because the residential streets in my district were not very long; most only went a block before running into a dead end. (so wind couldn't build up?).

I was not able to look at wind above street level or how the buildings affect the wind flow several blocks away. However, the Dayton study in The Granite Garden clearly demonstrates that tall buildings, empty parking lots, and street trees help shape the wind from several blocks away.[9] I would be interested to see any wind studies done in the area. I know that the developers of Copley Place were in the process of planning to add a residential tower to Copley Place. I wonder if their planning got as far as wind tunnel testing, and if those plans were made available to the public as part of the planning process.

subheadings?

My site has numerous street trees, especially in the residential section. (Figure 12) The trees in this section are planted directly in the ground. The trees are starting to disrupt the sidewalk with their roots. The trees look relatively healthy, but these trees face many of the problems described in The Granite Garden.[10] Stones closely surround the tree, the bricks of the sidewalk are cemented in, and cars park right next to the trees. (Figure 13) In addition, salty snow melts right into the tree's root structures. According to The Granite Garden, all of these factors mean that the trees are much smaller than they would be if they had the free reign to grow.[11]

Houses on the west side of the street often have hedges growing in front of the houses, while the east side has empty lots. This is likely because the east side does not get much sun. I noticed that the trees on each side were growing out into the middle of the street, as opposed to towards the buildings. I believe that that the trees did this in order to gain additional light. This is a problem all street trees face; they must be in a place in order to get light. The Granite Garden showed trees that had been planted under a building. Needless to say, they were not doing very well.

Note that cites to Granite Garden all appear as cites to Clay (you may want to go in and figure out what's happening).

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[9] Clay, Grady. Close Up: How to Read the American City. New York; Praeger, 1973. Page 79
[10] Clay, Grady. Close Up: How to Read the American City. New York; Praeger, 1973. Page 190
[11] Clay, Grady. Close Up: How to Read the American City. New York; Praeger, 1973. Page 190


CARLETON ST
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Closely observed

The trees in the Southwest Corridor face different conditions. (Figure 14) The park is wider, so more trees have more space to grow. However, they cannot extend their roots down into the ground, because they are planted on top of a subway. There is a curb surrounding the trees, which almost looks like a planter. However, it could just be a curb to keep the distinction between the city and nature clear. Multiple trees were planted next to each other; as opposed to one per planter. This should give the trees more room to grow and spread their roots. The separation between the people and the soil should also not make the soil compact, which is healthier for the trees. Hopefully the park was built with drainage in mind. If proper drainage was not provided, the tree would suffer from what The Granite Garden calls the "teacup syndrome" where the tree roots rot since the water cannot drain away. It appears that this is not the case because the trees look relatively healthy. The trees have enough light here, so they are growing straight up, as opposed to sideways, as I observed in the residential neighborhood.

New trees have been planted in front of the Residences of Copley Place. They also have a granite curb, instead of a concrete curb. I suspect that these were only recently planted by the firm that manages the Residences of Copley Place. The units on ground level each have an individual entry level. However, the uniformity of the plants suggests that the managers of the Residences are maintaining the land, as

opposed to individual residents. If each individual owner was allowed to maintain the garden in front of their property, I would suspect to see more flowers, ~~like~~ a typical community garden.

The worst environment possible for street trees exists on my site along the Dartmouth Street side of Copley Place. (Figure 15) Here the trees are planted in small, individual concrete planters. The soil cannot go very deep because this section of the street is actually a bridge over a highway and train station. The sides of the planters are exposed to air, allowing the soil to freeze and heat up rapidly. Furthermore, the trees are at the base of Copley Place, so they are exposed to gusty winds which dehydrate both the trees and soil.[12] One can clearly see that the conditions are taking a toll on the trees. All of the trees are fairly small. Although, I do not know when they were planted, they could have been all recently replaced. They could also be surprising old, since the poor conditions limit the tree's growth.

[12] Clay, Grady. Close Up: How to Read the American City. New York; Praeger, 1973. Page 178

Conclusion

Although Copley Place is a monolithic development, it cannot escape from the natural processes which shape the city. My entire site is built on filled land. Wind whips through the site, blocked and shaped by the buildings. Street trees are forced to survive in some of the harshest conditions possible for them. This is the condition in which my site exists. It is not possible to escape it or to design around it. When builders want to add to my site in the future, they must consider the natural factors which affect the site and construct a plan which considers nature's processes. They must build the proper foundations, so the building does not topple in an earthquake. They must consider how water will run through the site. Where will it go? Is there enough capacity in the sewer to remove the results of a heavy rain storm or snow melt? Can it be held and only slowly released? Can you do that at the same time that you make park or plaza? They must make sure that sufficient airflow is allowed so that emissions from cars and busses does not hang around, while making sure that the buildings do direct wind down to pedestrians. They should make sure that trees have enough room to grow. They should think about energy and how it is gained or lost. Adding shades on top of windows is an easy way to save on years of air conditioning costs.) out of scope?

As our cites become more and more dense, these problems will only continue to grow. Can we solve the problem, or will cities become unlivable?[13] add footnote to this statement/question

Michael - This essay contains a number of close observations. The wind and tree information is particularly detailed and interesting, and you've struck a better balance between (your) primary observations and information from secondary sources. Some of your transitions are still rather abrupt. Look for the connections between sections - why does one topic follow another? - for ideas to connect the information (and enrich the discussion overall). You could also improve the focus by looking for + eliminating extra verbiage. Of course, you have to decide what "extra" is! Look for repeated information; also consider what the reader already knows from the context (you're describing observations, for instance, so these will be your observations or opinions) or has already been told, or is implied in the task itself. Try to tighten up the discussion to let the subject content appear at its best. Looking forward to assignment 3, which will probably be very interesting for this site. -Jeanne

[13] Maps not individually cited are from Google Earth. Imagery Copyright 2011 Google. Wind measures and overlays are by the author. Images not cited are by the author. Text and the portion of images created by the author are copyright 2011 Michael Plasmeier and are released under the Creative Commons Attribution, Share Alike, Non-Commercial 2.5 license http://creativecommons.org/licenses/by-nc-sa/2.5/ Permission granted to share and remix under the terms of the license.

Michael Plasmeier

Assignment 2: Your Site and Natural Processes

Basic Requirements correct the references to Grady clay to Spirn
add site location to USGS maps
give full citations for old maps + photos

Quality of Observations

excellent.

Quality of Writing and Argument

good. see Jeanne's comments

Quality of Illustrations

excellent. expanded captions which draw attention to their significance would be more effective.

Quality of Web site

good.

Final Grade

A-