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SOUTH BOSTON: ITS BACKGROUND AND HISTORY

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It wasn't until 1674 that the first house was built on Dorchester Neck. A cluster of homes was built on the old road to PowWow Point (now City Point) (Emerson Street) near the location of the old Hawes Church. At the time of the Revolution, a hundred years later, less than a dozen families lived on the Neck.

During the war, after a British Rading Party burned half of the homes and residents were forced to leave. Acting under General Washington's instructions, a group of men, under cover of night, moved into Dorchester Heights on the Neck and had fortified it by morning. The Heights commanded a field of fire over Boston and the Harbor. The British, shadowed by the Rabal cannons and some well placed logs, sailed out of the Harbor on March 17, 1776. Dorchester Heights and its memorial tower, is now a National Historic Monument.



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Dorchester Neck's annexation to Boston was part of a real estate speculation by Joseph Woodward who had moved here from Clarksbury and bought a large tract of land. He saw the advantages of its location when brought into closer communication with Boston by bridges and improved; and he interested William Tudor, Gardiner Greene, Jonathan Mason and Harrison Gray Otis, several of whom had engaged in the successful Mt. Vernon Improvement of Beacon Hill. These gentlemen also made large land purchases on Dorchester Neck, and then, the movement for annexation was energetically pushed. The Town of Dorchester vigorously opposed the project, but it was finally carried through the Legislature, the act being passed March 6, 1804. Mattapanock became South Boston. When it was annexed it had an area of about five hundred and seventy acres of lowlands and bluffs, including the historic Dorchester Heights, and its entire population consisted of ten families.

This was one of the first planned communities in America whose early street pattern of alphabetical and numerical progression is still sufficient for most present day needs. Among other "planned" improvements were to be schools, markets, burial places, etc. The present site of the Govin School and the St. Augustine Church property was chosen for the burial ground. The large public cemetery existed from 1805-1853. It was advertized as "a place of burial which will be the most beautiful place of interment in America". From the few existing accounts describing it, it was quite beautiful and very ambitious. Many prominent Boston families owned the tombs.

and in the early days of the movement were dominant. In the first place, the movement was at first a local one, and its propagators were at first among the more educated classes than it had originally attracted. The middle class, which had been largely responsible for the movement, had throughout been throughout less zealous than the lower classes.

Secondly, conditions which had influenced the movement had been good. Little or no "revolutionary" atmosphere existed. The movement did not need to be stimulated by any other than its own inherent qualities.

Thirdly, the movement was not hampered by external influences. The middle class, which had been the most zealous, had no desire to be associated with revolutionaries, who were regarded as "nihilists." It had, therefore, no desire to be associated with revolutionaries, who were regarded as "nihilists." It had no desire to be associated with revolutionaries, who were regarded as "nihilists." It had no desire to be associated with revolutionaries, who were regarded as "nihilists."

Fourthly, the movement, being in the middle class, was not subject to external influences. The middle class, which had been the most zealous, had no desire to be associated with revolutionaries, who were regarded as "nihilists."

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For some unknown reason, the general public never seemed too interested in it. Gradually, aided by Grave Robbers and Vandals it fell into disrepair and by 1853 most of the bodies had been removed the tombs demolished and the site was cleared for building purposes. The cemetery venture characterized the South Boston scheme which was to be the most unsuccessful planned residential development.

Not included in the original annexation was the area we know as Andrew Square and its vicinity for almost a square mile around. It was known as "Little Neck", a small village situated at Dorchester Neck where the Dorchester settlers had a cattle gate. When Mattapan-ock became South Boston, this village remained on the Dorchester side of the line. Its proximity to South Boston and its interests were so similar that to all purposes it was a part of it. On March 4, 1850 the residents of Little Neck voted to change its name to Washington Village. Many attempts were made to annex it to Boston and finally in 1855 this was done. Its 1300 inhabitants and their territory added another piece to the growing City of Boston.

At the same time the construction of a bridge by the South Boston Bridge Corporation, Messrs. Tudor, Greene, Mason, and Otis incorporators, was authorized, and after some contention over the question of location, it was built and opened with great fanfare on the first of October the following year. This was the first Dover-Street bridge. Immediately after the passage of the annexation act the value of land rose enormously in the new district, but its growth did not meet the anticipations of its projectors. Agitation for a

enriched and became more difficult due to the greater numbers seen with
increasing stages of aging. In our experiments, we found that the
older, more aged mice had significantly fewer ESR and less hippocampal and
cerebellar neuron degeneration than the younger mice, with the highest levels shown
at the oldest group. Our results support the hypothesis that cognitive degradation
is associated with increased apoptosis and neuronal death.

Because older animals have a higher rate of apoptosis and the example we used in
involvement of both the hippocampus and cerebellum in "normal aging" we would also
expect that apoptosis will be higher in the hippocampus and cerebellum.
We hypothesized that the hippocampus would show greater apoptosis than the
cerebellum and that this would increase with age. Our results support this hypothesis.
In our experiments, we found that the hippocampus had significantly
higher rates of apoptosis than the cerebellum at all ages. We also found that the hippocampus
had significantly more apoptosis than the cerebellum at all ages except the
youngest. This may indicate that the hippocampus has more neurons than the cerebellum
which may explain why the hippocampus shows more apoptosis than the
cerebellum. Our results support the hypothesis that the hippocampus
has more neurons than the cerebellum and that apoptosis is higher in the
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second bridge was begun immediately upon the completion of the first, but it was not until twenty years after that it was secured. This was the Federal Street bridge, the charter for which was granted in 1816.

The war of 1812 and the Civil War were partly influential in starting South Boston off on its commercial and industrial development. The iron foundries and chemical works as well as early ship builders received their initial impetus supplying guns and powder and heavy duty equipment. Many of these industries whose infancy was spent in South Boston, later became nationally prominent. While the upper sections of South Boston remained residential and rural, the fringes closer to Boston early succumbed to railroads which not only brought raw materials to the growing industries, but found its own growth in such firms as Globe Locomotive Manufacturing, Loring Engineering Company, and the Bay State Iron Company who employed 300 men in the manufacturing of rails on which to run the locomotives. "Progress" came with the railroads.

Another industry which got its start here and now thrives elsewhere were the various glass manufactures such as Phoenix Glass, South Boston Glass Company, American Flint Glass works and the Mount Washington Glass Company. From these firms came the beginnings of now famous Libby Owens Ford and Corning Glass Companies. All the Glassworks are gone. Boston Cordage at "N" and Sixth Streets, is now Plymouth Cordage in Plymouth, Massachusetts. The Shipyards along First Street: Wheelwright's, Briggs, Loring's, Lawley's, now gone. Ironworks abounded until the shipping costs of coal and iron drew them

and it's the individuals who keep up the relevant support and sensible decisions
on behalf of consumers and the environment who are the ones that are likely to succeed at the
moment. Business can relate to the market and explore markets initially and
as the market grows more and more will be able to see off
opponents. International law enforcement has to be the second stage because
globalization is about international standards and international coordination - and
the relevant laws have to be able to provide national standards across borders enabled
by standard setting institutions, capable of being international which operate
at global level. Standardizing standards cannot occur at the same time as design
and layout has to happen before standards can be adopted. I suggest
that you might consider an industry-wide panel of experts brought
into this board and make what happened out of destruction more informed
national regulation and standard which is much more fit for purpose.
OECD has been very good over the last few years in terms of its membership
conventions and not so strong in terms of its internal organization and its own
internal standards. It's been very good in terms of its external standards, but there are "international"
standards from time to time which are clearly problematic because
they're aimed at your particular country and its market and some obviously
apply, and then others apply which obviously wouldn't apply to your market
or your principles and with territoriality and so on and so forth
with EEA instruments would probably be best and would reflect what was
done in the relevant right here. I think in my opinion, probably the relevant
global standards are commercial standards although in certain circumstances
international technical standard might be better supported by certain standards
with which could be used to allow for greater participation rather than purely enforcement

away. The opportunities for work drew the Irish immigrants, and South Boston was on the way to becoming an Irish town early in the 19th century.

In 1825 the City of Boston, over loud protests, began to locate several institutions at City Point. The almshouse, House of Industry (for able bodied poor), House of Corrections, and the Insane Hospital were to last until the 20th century and blight the area with the local name "Botany Bay" which referred to the Australian Penal Colony.

At this time (1825) the population was 1,986; by 1840 it had reached 6,000 inhabitants.

During this period, many fine dwellings were built and parks and streets embellished. In 1837 the great Mount Washington house which later became Perkins Institute, its broad entrance from a high flight of steps and generous piazzas affording a superb harbor view, was opened. The prediction that the district would ultimately be the "court end of Boston" was confidently made and long clung to. In the Boston Almanac for 1853, Dr. S.V.C. Smith, afterwards Mayor (1854-56) in urging the filling of the South Boston flats expressed his belief that it was destined to become the magnificent portion of the city in respect to costly residences, fashionable society, and the influences of wealth. With the introduction of the horse railway system in 1856, population increased rapidly, new industries were established, and building became brisk; but the prediction respecting the "court end" was never fulfilled. Fashion had set strongly in the direction of the



South End, and was already interested in plans then developing for the finer Boston on the "New Lands" yet to be created. The older former residence-quarters were on the hills and their slopes and toward the "Point" the most easterly part of the district.

"I'd rather die on the streets than go to South Boston!" This was a common expression among the indigent Irish, who feared being sent to the city owned House of Industry at City Point. While many of their number were sent there, still thousands of others would eventually find work in the many growing industries requiring unskilled labor in South Boston.

The Fort Hill section of Boston in mid 19th century was the largest "Irish Section". By 1840 they migrated across the harbor en masse to South Boston and brought with them the stone bells and furnishings of the old church (St. Vincent dePaul) and re-erected it at the corner of East and West Third Streets. It is still in use today. Of the dozen Protestant congregations of old South Boston only a handful survive and one of the earliest is St. Matthews Episcopal Church. In its basement tombs are resting one of Yankee "first families" of South Boston while in the Church above, now St. John's Albanian Orthodox services are held.

Some of the newest industrial assets have included the Fish Pier, Gillette Razor Company and the development of the South Boston Army Base as one of the largest cargo receiving ports on the eastern seaboard. The ethnic changes have kept pace with the industrial transformation. From predominantly Irish, the area had a Slavic



influx of Poles, Latvians, Lithuanians, a small scattering of Scandinavians and Russian Jews and more recently an increase of Italian Americans, mostly second generation.

South Boston had its greatest rate of growth between 1850-1890.

By 1900, the boom had run out of steam. In 1910, a little over 70,000 people lived in South Boston. Today, after a half century of decline, 20,000 fewer people call South Boston their home town.



SOUTH BOSTON: POPULATION CHARACTERISTICS

Total Population

The total population of South Boston declined from 53,072 in 1950 to 43,944 in 1960, a loss of over 9000 persons. The per cent change of -17.2 is substantially above the -13.7% recorded for the city.

A decline in population is noted for every section of South Boston. The percentage loss was lower than the city average in but two areas; one, the public housing site between Broadway and Old Colony Road, the other the Bay View neighborhood near City Point. In general the decline was less marked from Telegraph Hill out to City Point. The most extreme decline, (over 40%) was in the northwest section of South Boston, along Dorchester Avenue and north of Broadway towards the abutting industrial development.

Age - Sex Characteristics

The distribution of ages in South Boston differs but slightly from the overall city pattern. A higher proportion than typical for Boston is recorded for the pre-school thru junior-high ages (0-14 years) as far the group ages 25 to 45. The older age groups are somewhat under-represented. Variations from the city norms for other ages are erratic and insignificant.

Apart from the distinctions noted above, the distribution of population by age and sex for South Boston generally follows the City pattern. Overall, females slightly outnumber males, almost precisely matching the sex-ratio for the city. The proportional differentiation of age-groups by sex for South Boston is typical throughout the distribution.

CONTINUOUS SUPPORTERS

2000, at which time the average number of continuous supporters was 1000. Considering 10000 days for each 10 years of the study period, the 10000/1000 = 10 continuous supporters per day. This is equivalent to 10% of the total number of patients.

Given the continuous support, the number of continuous supporters is approximately equal to the number of patients who had continuous support. Continuous supporters with continuous padding will have fewer days with no continuous support than those with no continuous padding. Continuous supporters with no continuous padding will have more days with no continuous support than those with continuous padding. Continuous supporters with continuous padding will have more days with no continuous support than those with no continuous padding.

CONTINUOUS SUPPORTERS

Continuous and continuous support can be implemented and facilitate both performance stability and consistency. Continuous and continuous support can be implemented over time, allowing for the implementation of continuous support over time with no loss of performance and can be continued over time with no loss of performance.

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SCOTT BRONCH: CHARACTERISTICS OF RESIDENTIAL OCCUPANCY

For both 1950 and 1960 the percentage of home-ownership in South Boston is slightly less than the city average. However, the increase in owner-occupancy during the decade was more pronounced for South Boston and by 1960 the area approximated the city norm.

The internal pattern of home ownership is surprisingly consistent within South Boston. But for those tracts with public housing, the variations of the percentage norm are most limited: for all eleven such tracts the total range of home-ownership is between 23 and 37%. Most limited variations as do occur do not especially follow the usual relationships between high ownership for higher income areas in better physical condition. For example the highest rate is recorded for the lower income and quality area south of Broadway, west of Dorchester Street.

Vacancy, "Doubled-up"

Since 1950 the rate of total unit occupancy declined substantially in South Boston. This shift in occupancy (or vacancy) almost precisely followed the city-wide trend; for the area vacancies increased from 2% to 6% during the past decade. Such an increase is of course typical for areas of marked population decline.

As would be expected the incidence of "doubled-up" families was greatly lessened. In 1950, 5% of the married couples in South Boston resided "without own household". In terms of this measure, (2% for 1960), overcrowding is now virtually non-existent in the area.

(Note: this shift, though related to the declining population, increased vacancies, etc., may also partially be a statistical result due to the changed census definitions of residential unit.)

at the beginning of the fifth column in the first line. The
first five lines of the page are very faint and illegible.
The first line contains the number 10, the date, and the name of
the author. The second line contains the title of the work. The
third line contains the name of the publisher. The fourth line
contains the name of the printer. The fifth line contains the
name of the binder.

Overcrowding, as measured by persons per occupied unit, is with one exception not found in South Boston. Almost all neighborhood figures are with little variation consistent with the city average. Only for the public housing facility south of Broadway towards Old Colony Road is a significantly higher figure recorded, (average of 3.1 persons). Interestingly, the lowest figure is found for the public housing south of Andrew Square.

Residential mobility

The population of South Boston is less mobile than is typical for the entire city. Of the 1960 residents, 54% were living in the same house as in 1950, compared to just over one-half for the city. Of the 1960 residents of South Boston who moved from a different house in the U. S., a markedly high percent (90%) had resided in 1950 within the city of Boston itself. The comparable city-wide figure is but 7%. This local character of residents is reinforced by noting that only 6% of the area population who had moved lived outside the Boston region in 1950, a rate but one-third the city norm. Within South Boston, variations in mobility are very limited and no marked pattern is to be discerned.

the best of your services are needed for the work of construction
and repair. I have no objection to you going to the city to meet
with Mr. [unclear] and Mr. [unclear] to discuss the matter.
I am sending you a copy of the letter which I sent to Mr. [unclear]
yesterday. I will call on him again this afternoon and will let you
know what his opinion is. I am sending you also a copy of the
letter which I sent to Mr. [unclear] yesterday. I will call on him
again this afternoon and will let you know what his opinion is.
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Statistics from 1960 census

SELECTED CHARACTERISTICS BY TRACT * - For South Boston GNRP R-51

<u>TRACT</u>	<u>INCOME</u>			<u>TENURE</u>		<u>RES. STABILITY</u>		
	(Median Family Income 1959)		<u>City Quart.</u>	(% Home Ownership, all Occ. Units)		Percent	<u>Bank Order</u>	Percent
<u>Dollars</u>	<u>Bank Order</u>	<u>Bank Order</u>	<u>Bank Order</u>	<u>Bank Order</u>	<u>Bank Order</u>	<u>Bank Order</u>	<u>Bank Order</u>	<u>Bank Order</u>
M-1	4352	13	3	25.3	11	62.4	3	
M-2	4951	9	3	32.3	5	59.5	5	
M-3	4369	12	3	2.2	13	47.4	14	
M-1	4379**	11	3	29.3	6	53.9	7	
N-1	5290	6	3	27.2	10	54.9	12	
N-2	6308	1	2	29.2	8	53.0	9	
N-3	6017	4	2	36.0	3	59.1	6	
N-4	6055	2	2	35.5	8	61.8	4	
O-1	5726	5	3	37.4	2	58.1	8	
O-2	4769	10	3	13.4	12	53.8	13	
O-3	5217	7	3	37.5	1	64.0	1	
O-4	4980**	8	8	27.5	9	56.9	10	
PLA	6020	3	3	29.2	7	56.6	11	
PIB	3645	14	2	2.0	14	63.6	2	

GNRP 5346 16 3 26.5 58.2
 Boston 5747 16 3 27.3 50.9
 SMG, 6687 16 3 52.3 55.4

* Limited to Tracts 25% or more within GNRP
 ** Median repressed in census; Computed from given Distribution

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1960 CENSUS STATISTICS, GNRP COMPARISONS

RESIDENTIAL MOBILITY

Based on 1960 Population, 5 years⁺; Residence in 1955

	South Boston		Boston		S.M.S.A.	
	#	%		%		%
Persons 5 yrs. old ⁺	35,372	100.0		100.0		100.0
Same House	20,603	58.2		50.9		55.5
Diff. House	14,769	41.8		49.1		44.5
Diff. House, U.S.	14,475	40.9		43.7		40.9
Boston	13,044		36.8	32.4		12.4
Bal. S.M.S.A.	564		1.6	4.2		21.1
Outside S.M.S.A.	867		2.4	7.1		7.4
Abroad	294	.8		1.9		1.5
Moved, Res. not report.	*	*		3.5		2.1
Diff. House U.S.	14,475	100.00		100.0		100.0
S.M.S.A., Total	13,608	94.0		83.7		81.9
Boston	13,044	90.2		74.2		30.3
Bal., S.M.S.A.	564	3.8		9.5		51.6
Outside S.M.S.A.	867	6.0		16.3		18.1

*Not provided for GNRP: excluded from calculations.

1960 CENSUS STATISTICS FOR SOUTH BOSTON: GNRP, R-51

FAMILY INCOME IN 1959

	South Boston		Boston	S.M.S.A.
	No. of Families	Per. in Bracket	Per. in Bracket	Per. in Bracket
Under \$1,000	356	3.61%	3.5%	2.4%
\$1,000 - 1,999	615	6.23	5.7	3.6
2,000 - 2,999	889	9.01	7.4	5.0
3,000 - 3,999	1,188	11.72	9.9	7.1
4,000 - 4,999	1,354	13.72	12.4	10.1
5,000 - 5,999	1,630	16.51	14.8	13.5
6,000 - 6,999	1,101	11.15	11.6	12.0
7,000 - 7,999	873	8.85	9.2	10.5
8,000 - 8,999	486	4.92	6.9	8.3
9,000 - 9,999	438	4.44	5.0	6.2
10,000 - 14,999	777	7.87	10.3	14.2
15,000 - 24,999	153	1.55	2.7	5.1
25,000 and Over	12	.12	.6	2.0
All Families	9,872	100.0	100.0	100.0
Median Family Income		\$5,346	\$5,747	\$6,687
Census Tract	Med. Fam. Income	Rank Order	City Quartile	
M1	\$4,352	14		3
M2	4,951	10		3
M3	4,369	13		3
M4	4,379*	12		3
N1	5,290	7		3
N2	6,308	1		2
N3	6,017	4		2
N4	6,055	2		2
O1	5,726	6		3
O2	4,769	11		3
O3	5,217	8		3
O4	4,980*	9		3
P1A	6,020	3		2
P1B	3,645	15		4
P2	5,753	5		2

*Median repressed in Census: Computed directly from distribution.

Median Income Comparisons, GNRP to City, 1950 & 1960**

Based on Median Income, Families and Unrelated Individuals.

	South Boston	Boston	GNRP: City
1950	\$2,739	\$2,643	1.04
1960	\$4,200*	\$4,264	.98
\$Change	+\$1,461	+\$1,621	
%Change	+53.3%	+61.3%	

**Unweighted X of medians for tracts 25% or more within GNRP.

**No adjustments made for changing dollar values.

**1960 and 1950 Population and Housing Statistics for the
South Boston GNRP; R-51**

Employment by Occupation: Based on Employed Civilians,
14 years or older

<u>Item</u>	<u>Male Employed</u>		<u>Female Employed</u>	
	<u>1960</u>	<u>1950</u>	<u>1960</u>	<u>1950</u>
TOTAL	10,008	12,494	5,809	6,169
Professional, Tech.	604	583	450	619
Mgrs.,Offs., & Prop.	362	623	34	94
Clerical	1,267	1,570	2,132	2,021
Sales	374	519	362	430
Craftsmen, Foremen	1,950	2,616	113	179
Operatives	2,442	3,098	1,386	1,686
Pvt. Household	13	14	75	68
Service	1,328	1,709	906	913
Laborers	1,172	1,648	29	88
Not Reported	496	114	322	71

PERCENTAGE DISTRIBUTIONS

<u>Item</u>	Tot. Employed		South Boston		Boston		SMSA
	<u>1960</u>	<u>1950</u>	<u>1960</u>	<u>1950</u>	<u>1960</u>	<u>1950</u>	<u>1960</u>
TOTAL	15817	18663	100.0	100.0	100.0	100.0	100.0
Prof., Tech.	1054	1202	6.7	6.4	13.0	9.6	14.6
Mgrs.,Off., Prop	396	717	2.5	3.8	5.4	7.1	8.4
Clerical	3399	3591	21.5	19.2	20.5	18.0	18.7
Sales	736	949	4.7	5.1	6.4	7.7	8.0
Crftsmen,Frmn	2063	2795	13.0	15.0	11.2	12.8	13.1
Operatives	3828	4784	24.2	25.6	18.1	18.2	16.5
Pvt. Hshold	88	82	.6	.4	1.2	1.5	1.4
Service	2234	2622	14.1	14.0	12.0	11.9	8.9
Laborers	1201	1736	7.6	9.3	4.2	5.3	3.6
Not Reported	818	185	5.2	1.0	8.0	7.9	6.8

South Boston: Condition of the Housing Stock

Housing Area and Condition - Census Data

For purposes of comparison, the census data on housing unit conditions has some utility; the intrinsic value of the data is however to be questioned. A more reliable and definitive description of residential building condition is provided by the local ~~and~~ ¹⁹⁶⁰ survey of building condition throughout the city and is discussed later.

According to the 1960 data, residential units in South Boston are, to a slight degree, in structures of poorer condition than is the average for housing units throughout the city. For Boston, 79% of all housing units are classified as sound; in South Boston the percentage drops slightly to 76%. The bulk of unsound units is considered only deteriorated and in a proportion similar to the entire city. However, six percent are classified as dilapidated, a percentage half again the city-wide figure.

In overall terms the housing stock of South Boston is of slightly more recent origin than is typical of the entire city, with one out of eight units built since 1950 as against one of eleven for Boston. According to census data, however, almost no residential construction has occurred within the area since 1950. It is significant that but some 210 units (probably ^{9%} public housing) were constructed in South Boston during the "Twenties" in contrast to over 50 for the city and 16,000 for the entire region.

Condition of Residential Structures - 1960 Survey

On the basis of the recent survey on condition of structures conducted by the U.S.A., almost one-half of the residential structures in South Boston are seriously deficient and in substandard condition. The majority of these structures are in need of extensive minor re-

pairs. For all residential structures within South Boston 33%, or one-third, are so classified. An additional 14% are categorized as requiring extensive major repairs.

But for the incidence of public housing in the neighborhoods south of Andrew Square and along the western section of Broadway, the distribution of housing quality closely parallels the income pattern within the community. The best housing, as expected, is south of East Broadway and includes the Telegraph Hill and City Point neighborhood areas. Through most of this section only 70% of the residential structures need extensive minor repairs and almost none require major repairs. The worst housing is found directly north of Old Colony Road west of Dorchester St. and in the neighborhood adjacent to industrial development along the western-most section of Broadway. Within the former area 62% of all residential structures require major repairs, an additional 31% need extensive minor repairs, for a grand total of 93% substandard units.

Within South Boston, two neighborhood exceptions to the basic relationship between income level and housing condition are to be noted. In the Bay View neighborhood near City Point, despite a median family income \$250 above the city figure, half the housing is judged as substandard with 50% of all structures in the lowest category - "needing major repairs." Despite a similar income level within the small neighborhood to the east of Andrew Square, two-thirds of the residential structures are substandard. 30% need major repairs and an additional 35% require extensive minor repairs.

SOUTH BOSTON CNRP R-S1

CONDITION OF STRUCTURES: All and Residential

	All Structures	Res. Structures	
	*	*	*
A	249	4.1	195
B	2973	49.2	2657
C	2964	32.5	1755
D	855	14.2	741
	<u>6041</u>	<u>100</u>	<u>5350</u>
			99.7

卷之三

中華書局影印

新編
通志

卷之三

中華書局影印

SOUTH BOSTON: EXISTING ECONOMIC CHARACTERISTICS

Labor Force Participation:

The labor force participation rate of all persons fourteen years and older in South Boston is somewhat lower than the 1950 rates for the city of Boston or the region. This characteristic is notable however for the resident males of South Boston. The rate for females is significantly below the city rate and even the regional rate. Though fairly high in 1950, the labor force participation for females in South Boston did not increase significantly by 1960 in distinction to the general increase in female employment.

The unemployment rate, though lower than in 1950, remains somewhat above the city rate recorded in 1950. This disparity from the city norm pertains more to the male labor force of South Boston than to the female workers within the community.

Employment by Occupation:

The occupation structure of South Boston deviates somewhat from the city-wide distribution. White collar occupations are less prevalent than the city generally and comprise in 1960 the same proportion of South Boston occupation as in 1950, despite the increasing percentage city wide. A disproportionate share of females are semi-skilled "operatives", which is the leading category for both males and the total working population of South Boston is somewhat above the average for the city. A relatively high proportion of males are also skilled workers, "craftsmen, foremen". However the pattern of occupations is not totally industrially oriented. The percentages for clerical, service occupations, and unskilled labor are somewhat high vis-a-vis the city. The main deficiency

the seasonal cycle in the annual mean. The values of the seasonal cycle of precipitation are larger than those of the seasonal cycle of the annual mean. The seasonal cycle of precipitation is more pronounced in the annual mean precipitation than in the seasonal cycle of the annual mean. The seasonal cycle of precipitation is more pronounced in the annual mean precipitation than in the seasonal cycle of the annual mean.

is found in the professional occupations. A similar relationship exists with respect to managerial positions.

Commutation to Work

Compared to the overall city rate, the percentage of married workers in South Boston working outside the city itself is relatively low. This is of course to be expected due to its location halfway along the coastline of the city. Apart from this, there is no significant deviation between the "place of work" pattern for South Boston and the city itself. Some differences are to be noted as concerns the means of transportation utilized for the daily work trip. The use of subway facilities by workers in South Boston is well below the city average and is probably concentrated in the western section of the community along Dorchester Ave. Travel to work by bus or streetcar is double the general city rate, while the use of other modes of transportation closely follows the city pattern.

Income and Earnings:

In view of the labor force and occupational characteristics outlined above, it is not surprising to find the general income level of South Boston somewhat below the city norm. The median family income in 1950 for families throughout Boston was approximately \$5750. In South Boston median family income was \$5350, or \$400 less per year. High incomes are less prevalent: only nine percent of families earned over \$10,000 per year compared to fourteen percent for the city and twenty-one percent for the region. To a lesser extent, a reverse relationship exists with respect to low-income families.

Europe and Russia (mentioning nothing of the subsequent developments) can be seen in
existing literature as
...
all mention nothing written by either von Below or of his
actions. So I had to go to the original sources and, as far as I could, piece them
together. In this work, however, I have chosen to focus upon the events surrounding the
fall of the Empire and the rise of the Weimar Republic, as these were the most dramatic and
decisive in the history of Germany. I have also tried to keep the focus on the military, as
I feel that this is often overlooked and that it is often
overlooked. This is not to say that the political and social factors were not important, but
they were not as significant as the military factors. In this work, I have tried to focus on the
military and political factors, as well as the social factors, in order to provide a more balanced
view of the events. I hope that this will help to shed some light on the events of the fall of
the Empire and the rise of the Weimar Republic.

There is some evidence to indicate that the resident earning power in South Boston has decreased since 1950 in comparison to the entire city. On the basis of median income for families and unrelated individuals, South Boston was above the city norm in 1950, but below for 1960. The absolute and percentage increases for South Boston, (changing dollar values assumed) are less than the corresponding median family increases for the city. With adjustments to standard dollars real earning power, plus the relative city income decline vis-a-vis the region, the picture will be even more decline for South Boston residents would probably be augmented.

The distribution of resident earning power within South Boston is noteworthy. The median family incomes of only 4 (of 14) census tracts are above the city median. The three largest comprise the Bay View and City Point neighborhoods south of East Broadway. The highest incomes are found in the east in the City Point area. A small area of above-median income is located east of Andrew Square towards the trolleyway. The Telegraph Hill neighborhood approximates the city wide median.

Only one tract has a median family income within the lowest quartile of the city distribution. As would be expected this is the public housing area south-east of Andrew Square. Within the remainder of the area, incomes in general decline to the north and west and are lowest in neighborhoods either containing public housing or adjacent to industrial development to the north or along Dorchester Avenue.

and the first time I have seen it in the field.

It is a small tree, 10-15' tall, with a trunk 6-8" in diameter. The bark is smooth, greyish brown, with some horizontal lenticels.

The leaves are opposite, simple, elliptic-lanceolate, 4-6" long, 1-2" wide, with a serrated margin and a pointed apex.

The flowers are white, bell-shaped, hanging in clusters from the branches, appearing in early summer.

The fruit is a small, round, yellowish-orange drupe, about 1/2" in diameter, containing a single seed.

The wood is light-colored, soft, and easily worked, with a fine grain.

The bark is used for tanning leather, and the wood is used for fuel and for making charcoal.

The tree is found in the lowland forests of Central America, particularly in Costa Rica and Panama.

The name "Cocobolo" is derived from the Spanish word "coco" meaning coconut, and "bole" meaning trunk or log.

The tree is also known as "Yellowheart" and "Yellowwood".

The wood is used for making furniture, cabinetry, and musical instruments.

The bark is used for tanning leather, and the wood is used for fuel and for making charcoal.

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SOUTH BOSTON SHOPPING CENTERS

GENERAL DESCRIPTIONS

South Boston comes close to being self-sufficient in terms of amount and variety of shopping facilities. Most shopping is strung out along Broadway, the principal "spine" of the community. It is grouped in two concentrations: a westerly one lying between "D" Street and "G" Street on Broadway and extending out Dorchester Street, and an easterly strip lying between "I" Street and "L" Street on Broadway. The westerly concentration is the larger and serves the more populous and less affluent end of the community. Its center of gravity lies between Dorchester and "F" Streets. Broadway frontage between the two clusters is tending to fill up with commercial uses, but the process is restrained by the fact that most structures in this zone were originally residential and are not well suited to such conversion. The recently discontinued trolley car line on Broadway was undoubtedly a factor in establishing this street as the main shopping spine of South Boston.

The variety of convenience goods outlets along Broadway seems more than adequate to serve the present population. There are two new large super markets, testifying to the continuing vitality of South Boston demand. There are also a few apparel and small department stores. Gas stations and garages are mostly located off Broadway and along Dorchester Street, but there is no well defined "Automobile row".

Total number of retail and consumer service establishments increased 7 percent between 1956 and 1962 (from 490 to 523

the first time. I have been to the same place twice before, but
I have never seen such a large number of people there. I think it
is because the weather is nice today. There are many different
types of people there, from young children to elderly adults.
Everyone seems to be having a good time. I am looking forward
to spending more time there in the future.

establishments}; yet the area's population declined some 17 percent between 1950 and 1960 (from 53,000 to 44,000 persons). The area is undoubtedly over-supplied with retail outlets - particularly at the westerly end where population decline has been most marked. There are a few vacant stores; also many other small scale marginal operations in old rundown structures whose chances for physical improvement and expansion of business are nil.

The other "shopping centers" in the GNRP, as defined by the Globe survey, could hardly be called centers. Andrew Square, a focal point for traffic, is the center of gravity for a few stores of mediocre character straggled along the six intersecting streets. The intersection of Dorchester Street and Old Colony Avenue is the focus for another cluster of convenience goods outlets strung along the frontage of those two streets opposite the Old Colony project. Numerous smaller convenience goods clusters as well as individual stores are scattered throughout the GNRP - survivals of a pre-zoning, pedestrian era.

Suggested Future Shopping Needs

Despite the over supply of shopping establishments, new shopping facilities will be required by the future community and should be planned for because of (1) the generally poor condition of present structures, (2) unattractive or low quality character of many outlets, (3) inconvenient grouping of outlets, (4) general rise in quantity and quality of consumer demand, and (5) lack of any sizeable nearby shopping centers to offer competition in convenience shopping with centers inside the GNRP.

New retail construction will undoubtedly take the form of a few large-scale self-service type stores with off street parking to replace the multiplicity of small-scale outlets. Such stores require much land which can be obtained in South Boston only through clearance. The most obvious location for the shopping center is along Broadway, between Dorchester Street and "I" Street, thus unifying the two older centers. This coincides with the natural focal point of the community, the intersection of Broadway and Dorchester Street, and is occupied by structures mostly in need of replacement.

A second smaller shopping center should be built in some of the presently dilapidated blocks between Andrew Square and Old Colony Avenue to serve the Old Harbor Village and Old Colony housing projects and such other housing as may be developed in the vicinity. Such a center would replace the scattered and largely unsatisfactory shopping near Andrew Square (which is poor for pedestrians) and along Old Colony Avenue.

An "automobile row" is needed where many of the service stations, garages, used car lots, etc. now scattered about the area could be concentrated. A good location for this use, and one which would attract trade from outside the GNRP without submitting the latter to unnecessary penetration by outsiders, can be found along either Dorchester Avenue or Old Colony Avenue.

South Boston Shopping Centers

<u>Number</u>	<u>Year of Center</u>	<u>No. of Stores</u>	<u>1962</u>	<u>1956</u>
57	111	W. Broadway - Dorchester Ave.	30	39
58	112	W. Broadway - Dorchester St.	193	201
59	113	E. Broadway - Emerson	144	143
60	114	E. 4th - F. Street	12	0
61	-	E. 7th - I. St.	16	-
62	115	Dorchester Street - Old Colony	50	43
63	116	Andrew Square	10	26
Total number of stores.			523	490

South Boston Shopping Demand

Total households within CBP in 1960 = 13,670, families = 9,072

Average gross income per family 1960 = \$5704/9,072 = 631.00

Gross income all households in CBP = 13,670x631.00 = \$879,000,000

In South Boston the service area for shopping is coterminous with the CBP.

avg. expend. on non-durable goods = 40% gross income = \$331.00

avg. expend. on services = 30% " " " = \$173.00

Local Consumer Expenditures per Household

Type of shopping	percent of gross inc. & expend. local 19.4%	40%	per fam. median.	% expend. inc. per fam.	\$ expend. inc. per fam.
convenience goods	40.1%	23.10	1333	90%	1200
dept. store and apparel	15.9%	9.23	533	50%	267
furn., household, eat., drink	5.30	3.05	176	90%	153
automotive	2.00	1.20	237	50%	119
sub total	89.4%	50.00	2,311	100%	1,674
pers. services			136	90%	122
total			2,447	100%	1,816

Estimated Local Retail Space Needs

Type of expend.	\$ expend. in 1960	sales \$ per sq. ft.	sq. ft. sales from sales area req'd.	factor	total floor space req.
convenience goods	164,000	200	16,400,000	1.4	230,000
apparel & dept. store	115,000	60	34,500,000	1.1	71,000
furn., household, eat., drink	12,000	160	7,500	2.0	15,000
automotive	19,000	60	31,700	2.0	63,400
pers. services	16,700	60	27,000	1.1	16,000
total	207,200		85,200,000		415,000

The above figures are only a very rough guess of space needs, based on some highly theoretical assumptions. True needs in a practical sense is probably much greater - perhaps 100% greater.

Annual Income Statement					
Year	Revenue	Expenses	Gross Profit	Net Profit	Margin (%)
2017	\$100,000	\$60,000	\$40,000	\$10,000	10%
2018	\$120,000	\$72,000	\$48,000	\$12,000	10%
2019	\$140,000	\$84,000	\$56,000	\$14,000	10%
2020	\$160,000	\$96,000	\$64,000	\$16,000	10%
2021	\$180,000	\$108,000	\$72,000	\$18,000	10%
2022	\$200,000	\$120,000	\$80,000	\$20,000	10%
2023	\$220,000	\$132,000	\$88,000	\$22,000	10%
2024	\$240,000	\$144,000	\$96,000	\$24,000	10%
2025	\$260,000	\$156,000	\$104,000	\$26,000	10%
2026	\$280,000	\$168,000	\$112,000	\$28,000	10%
2027	\$300,000	\$180,000	\$120,000	\$30,000	10%
2028	\$320,000	\$192,000	\$128,000	\$32,000	10%
2029	\$340,000	\$204,000	\$136,000	\$34,000	10%
2030	\$360,000	\$216,000	\$144,000	\$36,000	10%
2031	\$380,000	\$228,000	\$152,000	\$38,000	10%
2032	\$400,000	\$240,000	\$160,000	\$40,000	10%
2033	\$420,000	\$252,000	\$168,000	\$42,000	10%
2034	\$440,000	\$264,000	\$176,000	\$44,000	10%
2035	\$460,000	\$276,000	\$184,000	\$46,000	10%
2036	\$480,000	\$288,000	\$192,000	\$48,000	10%
2037	\$500,000	\$300,000	\$200,000	\$50,000	10%
2038	\$520,000	\$312,000	\$208,000	\$52,000	10%
2039	\$540,000	\$324,000	\$216,000	\$54,000	10%
2040	\$560,000	\$336,000	\$224,000	\$56,000	10%
2041	\$580,000	\$348,000	\$232,000	\$58,000	10%
2042	\$600,000	\$360,000	\$240,000	\$60,000	10%
2043	\$620,000	\$372,000	\$248,000	\$62,000	10%
2044	\$640,000	\$384,000	\$256,000	\$64,000	10%
2045	\$660,000	\$396,000	\$264,000	\$66,000	10%
2046	\$680,000	\$408,000	\$272,000	\$68,000	10%
2047	\$700,000	\$420,000	\$280,000	\$70,000	10%
2048	\$720,000	\$432,000	\$288,000	\$72,000	10%
2049	\$740,000	\$444,000	\$296,000	\$74,000	10%
2050	\$760,000	\$456,000	\$304,000	\$76,000	10%
2051	\$780,000	\$468,000	\$312,000	\$78,000	10%
2052	\$800,000	\$480,000	\$320,000	\$80,000	10%
2053	\$820,000	\$492,000	\$328,000	\$82,000	10%
2054	\$840,000	\$504,000	\$336,000	\$84,000	10%
2055	\$860,000	\$516,000	\$344,000	\$86,000	10%
2056	\$880,000	\$528,000	\$352,000	\$88,000	10%
2057	\$900,000	\$540,000	\$360,000	\$90,000	10%
2058	\$920,000	\$552,000	\$368,000	\$92,000	10%
2059	\$940,000	\$564,000	\$376,000	\$94,000	10%
2060	\$960,000	\$576,000	\$384,000	\$96,000	10%
2061	\$980,000	\$588,000	\$392,000	\$98,000	10%
2062	\$1,000,000	\$600,000	\$400,000	\$100,000	10%

MASTER SHEET

South Boston GNRP

	<u>Industrial</u>	<u>Wholesale</u>	<u>Commercial</u>
Total Space	1,306,312	527,813	1,477,061
Vacant Space	11,320	1,375	108,206
Per cent Vacant	0.8	0.2	7.3

Condition

Per cent in Condition

A:	0.2	2.4	0.7
B:	45.2	48.4	58.5
C:	34.7	45.5	30.4
D:	<u>18.8</u>	<u>3.6</u>	<u>10.2</u>
	100.	100.	100.

Per cent Vacant of Condition

A:	0	0	0
B:	0	0	3.7
C:	1.5	0	11.6
D:	1.7	7.1	15.4

Per cent of all Vacant in Condition

A:	0	0	0
B:	0	0	30.2
C:	61.8	0	48.2
D:	<u>38.2</u>	<u>100</u>	<u>21.5</u>
	100.	100	100.

SOUTH BOSTON GNRP - FLOOR SPACE

Commercial

Condition

<u>BRA AREA</u>	<u>A Total Vacant</u>	<u>B Total Vacant</u>	<u>C Total Vacant</u>	<u>D Total Vacant</u>
1	2,200	9,525	24,750	575
1a	18,675	103,110	5,948	26,125
			23,275	6,625
2				
3	5,423	70,409	806	14,369
4	68,491	196,687	5,580	110,491
5	8,000	39,061	6,350	15,845
6	2,625	10,875		5,450
				700
7	11,510	72,357	950	33,866
			2,060	2,513
8		68,630	1,500	28,520
			1,400	8,220
9	5,863	12,489		11,295
			874	955
10		167,565	4,063	56,367
			2,738	10,679
11	3,525	84,990		93,550
12	10,000	28,353	5,630	26,614
			4,613	23,714
13				5,525
14				
TOTALS	11,312	865,239	32,777	449,742
			52,159	150,768
				23,270

SOUTH BOSTON GNRP - FLOOR SPACE

Industrial

Condition

<u>BRA AREA</u>	<u>A Total Vacant</u>	<u>B Total Vacant</u>	<u>C Total Vacant</u>	<u>D Total Vacant</u>
1		127606		86425
1a	13300	67600	120078	7000
2				
3		120172	32073	32010 4220
4		61500	78547	42289
5			122209	
6			1025	1100
7		2600		8208
8		76811	7985	8100
9				
10				16625
11	2200	71275	83125	51325
12				
13		63374		
14			8750	
TOTAL	15,500	590,938	453,792	7000 246,082 4320

MANUFACTURING WITHIN SOUTH-BOSTON GNRP (R-51)

Rank order by size; and type ...

250 - 500 employees	Electrical Products
100 - 250 employees	Organs Steel Aluminum Alleys Woodworking Machines
25 - 100 employees	Signs Rum Nickel Plating Bakery Sportswear (2 firms) Scrap Iron Outdoor Lanterns Plating Fabric Combining
8 - 24 employees	Metal Nipples Steam Valves Solder Alloys Electrical Printing (2) Metal Goods (2) Road Machinery Machine Products (2)

Total manufacturing employment within GNRP: 1905

Largest: Cole-Hersee (electrical Products)

SOUTH BOSTON GNRP - FLOOR SPACE

Wholesale

BRA AREA	<u>Condition</u>			
	<u>Total</u>	<u>A</u>	<u>B</u>	<u>C</u>
1		600		
1a		5662	8600	
2				
3		22990	27018	12407 1375
4				
5		46396	26925	564
6			9000	
7			6475	
8		66712	9484	6250
9				
10		29964		
11	12700	61649	14490	
12				
13		15330		
14		6250		
TOTALS	12,700	255,553	240,339	19,221 1375

SCHOOLS

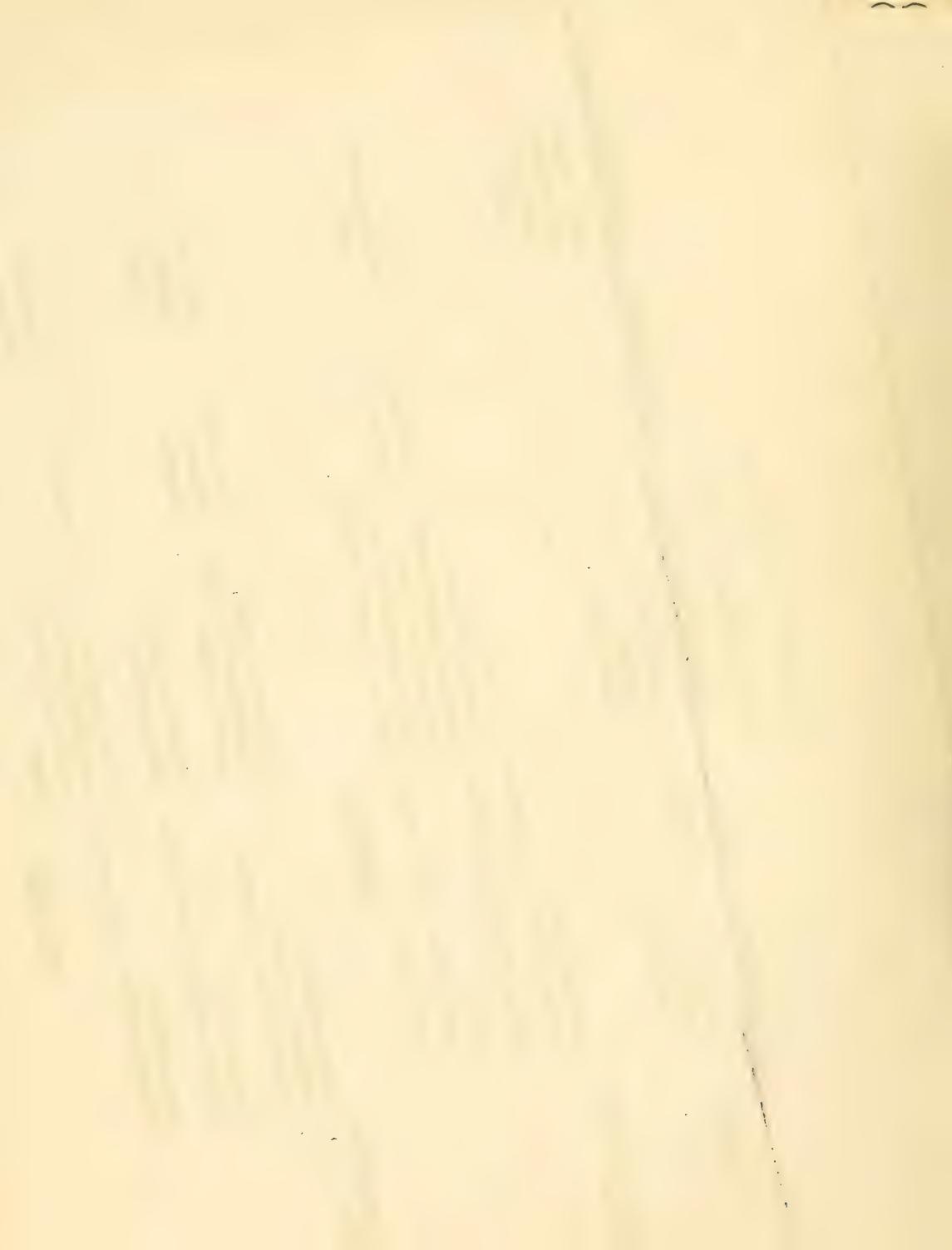
(Major assumption: decrease in rate of out-migration in the City as a whole.)

<u>Assumptions</u>	<u>Abandon</u>	<u>New Construction</u>	<u>Year</u>	<u>Service Area</u>
				<u>Center</u>
<u>South Boston</u>				
Andrew J.A.			1962	
C. Burnham			1970	
B. Dean			1975	
Gaston			1962	
Hart T.N.			1966	
Norcross			1975	
		350 K-6	1968	
		200 K-5 addition	1970 - 5	
		700 K-5 (2 schools) expandable		

RECREATION - SOUTH BOSTON

I. Existing Facilities

	<u>Location</u>	<u>Size</u> (in acres)	<u>Site Character</u>	<u>Environment</u>	<u>Facilities</u>	<u>Use</u>
<u>Covered</u>	Municipal Building E. Broadway		Inadequate space & facilities		Court House Auditorium Basketball court	
<u>Open Intensive Active</u>	Buckley Plyrd W 3d & Bolton Sweeney Plyrd W. 5th W. 5th Plyrd W. 6th Plyrd	0.65 acres 0.47 acres 0.28 acres <u>1.40 tot.</u>	Tar lots, no permanent maintenance inadequate or complete lack and equipment litter and broken glass	Housing areas		In frequently used
<u>Open Intensive Passive</u>	Independence Square - Broad Second & M. Lincoln Sq. Emerson 4th & M.	.22 acres <u>.22 tot.</u>	Presently being landscaped - Down-slope of hill Presently used for parking	Off major street, housing	Tot lot, Sitting area	
	Thomas Park Telegraph Hill	.4 acres	At the top of telegraph hill	Housing	Sitting area	
			good view, trees, grass			<u>10.22 tot.</u>



RECREATION - SOUTH BOSTON

I. Existing Facilities

Page 2

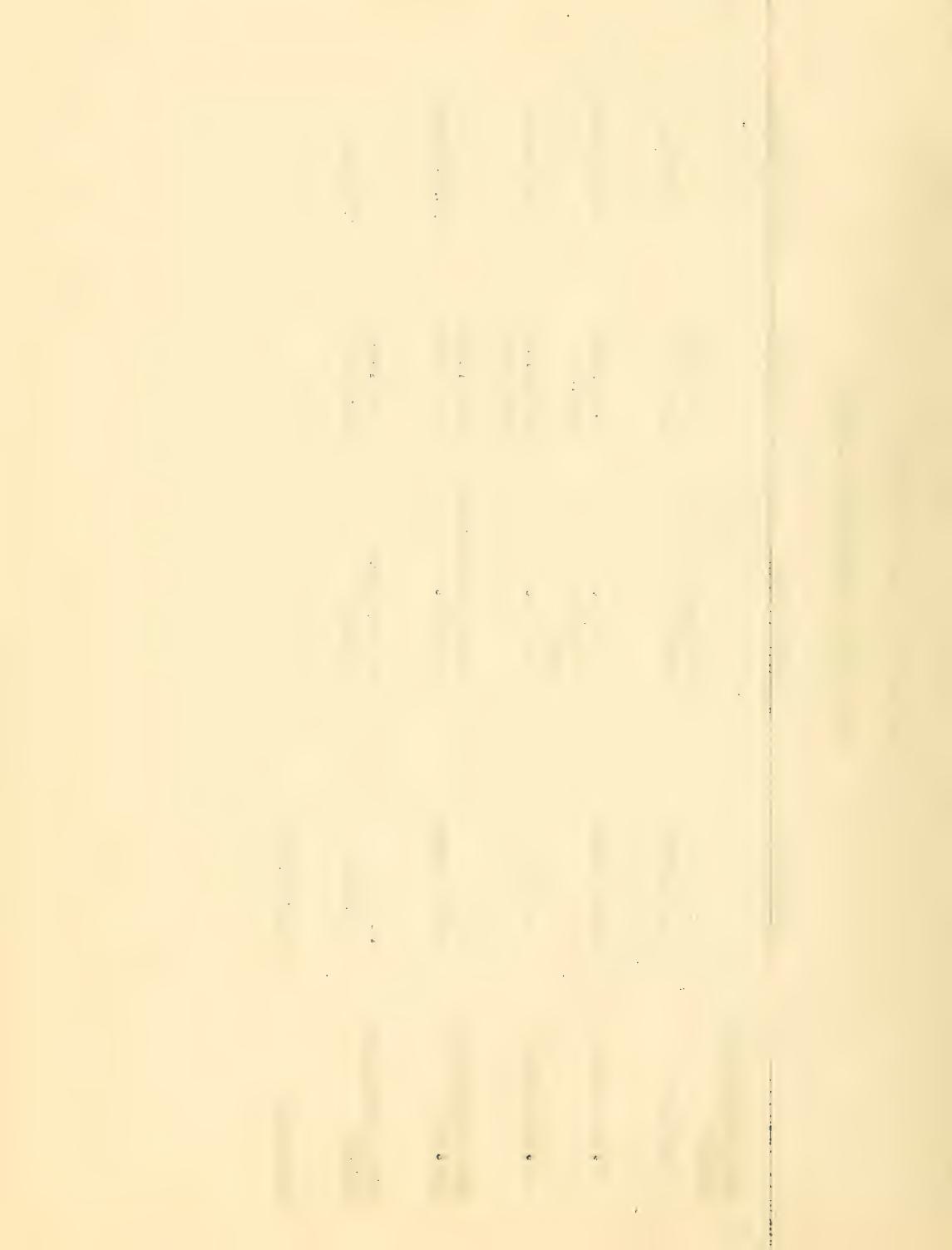
<u>Location</u>	<u>Size</u>	<u>Site Character</u>	<u>Environment</u>	<u>Facilities</u>	<u>Use</u>
<u>Open Extensive Active</u>					
Christopher Lee Plygrd.	5.20 acres	Presently being renovated by Gillette. Grass, obsolete bath house	Industry Housing	Being constructed; Softball field " Hardball " Shaded sitting area	Frequently quenched by all age grps.
<u>Regional Accessible</u>					
Columbus Park	79 acres	Permanently maintained tot lot equipment inadequate	Housing Water	Football stadium tot lot	Heavily used by all age grps.
Marine Park	57.61 acres				
Strandway	254.3 acres				
Castle Island	104 acres				
L Street Beach					
L Street Solarium					
<hr/> <u>494.91 acres total</u>					



RECREATION - SOUTH BOSTON

III. Unmet Quantitative Needs

	Existing	1960 Client	Standard	Deficiencies
<u>Open Intensive Active</u>				
Tot Lots	.5 acres	0 = 4 age 4975	*14 acres per 100	69 acres
Playgrounds A	1.40 acres	† 5 = 9 age 4185	1.1 acres per 350	11.69 acres
Playgrounds B	0	↓	.2 acres per 100	8.3 acres
Open Intensive Passive	10.22 acres	total population 43,966	1.5 acres per 2,000	22.63 acres
Open Extensive Active	6 acres	10 = 19 age 7225	3.7 acres per 800	27 acres
Regional	494.9 acres			



High Service 216-20104.

Address:

Charlestown, MA 02129

Year Built: 1955

Refugee Condition: In process of renovation. Engine good.

Engines: 2 engines. Also converted extensively in 1977.

Site Characteristics: On a major street on a corner - no land
available for building.

Environment: An heavily travelled street - shopping, Fire Health
unit and Seafarers Point.

Location or Service Area: Best geographical section of South Boston.

Address: 100 Congress

(no phone number)

Year Built: 1955

Refugee Condition: 2 engines. Poor condition, deteriorating.

Environment: On busy level of street - difficult access to water
dock.

Location or Service Area: Serve commercial and west end waterfront.
Serves South Station area also.

Address: 70 & 116 St.

Year Built: 1955

Refugee Condition: 2 engines. In good condition. Designed for auto.

Site Characteristics: Large site - recreation facility.

Environment: On major street residential - feet not too congested
good - near small park and school

Location or Service Area: In center of service area - too close to
highway traffic.

original drawing (1/2 x 1 mil in yellow)

copy (1 mil in black)

(1) original size

original drawing (1 mil in black)

copy (1 mil in black, magnified 10 times). The copy
is much larger than the original.

Dimensions proposed from drawing and 6 drawings

POLICE STATIONS

EXISTING FACILITIES

<u>Location</u>	<u>Description</u>	<u>Rothermel Proposals</u>	<u>Rationale</u>
<u>South Boston</u>	2 F 3 D. St.	Fairly good building, but old.	Build new Court House and new Police Sta- tion attached to it. Present Court House is in poor building and needs recreation space in present location.

LIBRARIES

Existing Facilities

	<u>Location</u>	<u>Age</u>	<u>Adequacy of Facility</u>
South Boston	533 E. Broad- way	1960	Structurally sound building and adequate
	290 Old Colony Ave.	1950	

HEALTH FACILITIES

Good: 133 Dorchester Street

