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 Necks annexation to Boston was part of a real estate speculation by Joseph Woodward who had moved here from Taunton 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.

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 anneration 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 Mattapanock 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

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 1826.

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 manufacturies 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

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. J.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 Old [illegible] 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 1870 they migrated across the harbor enmasse to South Boston and brought with them the stone bells and furnishings of the old church (St. Vincent deFaul) 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.

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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 35 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.

SOUTH BOSTON: CHARACTERISTICS OF RESIDENTIAL OCCUPANCY

Tenure

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 approximates 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 2% and 3%. What limited variations so 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.

Occupancy, "Doubling-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.)

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.[illegible] 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, 58% were living in the same house as in 1955, 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 1955 within the city of Boston itself. The comparable city-wide figure is but 74%. 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 1955, 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.

Statistics from 1960 census

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

TRACT	INCOME (Median Family Income 1959)			TENURE (% Home Ownership, all Occ. Units)		RES. STABILITY (% Same Res. 1955 & 1960)	
	Dollars	Bank Order	City Quart.	Percent	Bank Order	Percent	Bank Order
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-[illegible]	4379**	11	3	29.3	6	58.9	7
N-1	5290	6	3	27.2	10	54.9	12
N-2	6308	1	2	29.2	8	58.0	9
N-3	6017	4	2	36.0	3	59.1	6
N-4	6055	2	2	35.5	4	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	3	27.5	9	56.9	10
P1A	6020	3	2	29.2	7	56.6	11
P1B	3645	14	4	2.0	14	63.6	2
GNRP	5346		3	26.5		58.2	
Boston	5747			27.3		50.9	
SMSA	6687			52.3		55.4	

* Limited to Tracts 25% or more within GNRP

**Median repressed in census: Computed from given Distribution

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 $\bar{X}$ 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

Item	Male Employed 1960	Male Employed 1950	Female Employed 1960	Female Employed 1950
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

Item	Tot. Employed 1960	Tot. Employed 1950	South Boston 1960	South Boston 1950	Boston 1960	Boston 1950	SMSA 1960
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,Frmen	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 age 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 B.R.A. 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 1940 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 200 units (probably public housing) were constructed in South Boston during the "fifties" in contrast to over 5% for the city and 16% for the entire region.

Condition of Residential Structures - B.R.A. Survey

On the basis of the recent survey on condition of structures conducted by the B.R.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 20% 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 westernmost 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. For 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 30% 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-51

CONDITION OF STRUCTURES: All and Residential

	All Structures		Res. Structures	
	#	%	#	%
A	249	4.1	195	3.6
B	2973	49.2	2657	49.7
C	1964	32.5	1755	32.8
D	855	14.2	743	13.9
	6041	100	5350	99.9

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 1960 rates for the city of Boston or the region. This characteristic is not true 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 1960. 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, foreman". However the pattern of occupations is not totally industrially oriented. The percentages for clerical, service occupations, and unskilled labor are somewhat high vis-avis the city. The main deficiency

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

Commutation to Work

Compared to the overall city rate, the percentage of resident 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 oceanedge of the city. Apart from this, there is no significantdeviation between the "place of work" pattern for South Boston and the city itself. Some differences are to be noted as concerning 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 1960 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.

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 same median figure 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 of high economic 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 Day View and City Point neighborhoods south of East Broadway. The highest incomes are found to the east in the City Point area. A small area of above-median income is located east of Andrew Square towards the Strandway. The Telegraph Hill neighborhood approximates the city wide median.

Only one tract has a median family income within the lowest quantile 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.

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

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-cale 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

Number		Name of Center	No. of Stores	
1964	1956		1962	1956
57	111	W. Broadway - Dorchester Ave.	38	39
58	112	W. Broadway - Dorchester St.	193	201
59	113	E. Broadway - Emerson	144	143
60	114	E. 4th - P. Street	12	0
61	-	E. 7th - I. St.	16	-
62	115	Dorchester Street - Old Colony	50	43
63	116	Andrew Square	70	54
		Total number of estates.	523	490

South Boston Shopping Demand

Total households within GNRP in 1960 = 13,670, families = 9072

Average gross income per family 1960 = $57034/9072 = $5740

Gross income all households in GNRP = 13670x5740 = $79,000,000

In South Boston the service area for shopping is coterminous with the GNRP

avg. expend. on non-durable goods = 40% gross income = $2310

Avg. expend. on services = 30% " " = $1730

Local Consumer Expenditures per Household

Type of shopping	percent of gross inc. 1963	1960	$ expend. per fam.	local assign.	$ expend. loc. per fam.
convenience goods	40.10	23.10	1335	90%	1200
dept. store and apparel	15.97	9.23	533	50%	267
furn, household, eat, drink	5.30	3.05	176	50%	88
automotive	8.00	4.62	267	50%	133
sub total	69.45	40.00	2311		1694
pers. services			136	90%	122
total			2447		1816

Theoretical Local Retail Space Needs

Type of Legend	$ expend in GNRP	sales $ per sq ft	sq.ft.sales area req'd	non sales factor	total floor space req.
convenience goods	16400	100	164,000	1.4	230,000
apparel & dept. store	1550	65	24,500	1.5	71,000
furn. household, eat, drink	1200	160	7,500	2.0	15,000
automotive	1900	60	31,700	2.0	63,000
pers. services	1670	60	27,000	1.5	36,000
total	24720		295,000		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.

M A S T E R S H E E T

South Boston GNRP

	Industrial	Wholesale	Commercial
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:	18.8	3.6	10.2
	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:	38.2	100	21.5
	100.	100	100.

SOUTH BOSTON GNRP - FLOOR SPACE

Commercial

Condition

BRA AREA	A Total	A Vacant	B Total	B Vacant	C Total	C Vacant	D Total	D Vacant
1	2,200		9,525		24,750	575	19,425	[illegible]
1a	18,675		103,110	5,948	26,125	23,275	6,625	2,925
2								
3	5,423		70,409	806	14,369	4,274	12,343	1,368
4	68,491		196,687	5,580	110,491	6,100	60,690	[illegible]
5	8,000		39,061	6,350	15,845	5,250	1,600	800
6	2,625		10,875		5,450		700	
7	11,510		72,357	950	33,866	2,060	2,513	1,763
8			68,630	1,500	28,520	1,400	8,220	650
9	5,863		12,489		11,295	874	955	
10			167,565	4,063	56,367	2,738	10,679	1,850
11	3,525		84,990		93,550			
12	10,000		28,353	5,630	26,614	4,613	23,714	[illegible]
13								
14								
TOTALS	11,312		865,239	32,777	449,742	52,159	150,768	23,270

SOUTH BOSTON GNRP - FLOOR SPACE

Industrial

Condition

BRA AREA	A Total	A Vacant	B Total	B Vacant	C Total	C Vacant	D Total	D Vacant
1			127606				86425	
1a	13300		67600		120078	7000		
2								
3			120172		32073		32010	4320
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

Condition

BRA AREA	A Total	A Vacant	B Total	B Vacant	C Total	C Vacant	D Total	D Vacant
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.)

Assumptions	Abandon	New Construction	Year	Service Area Center
South Boston	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

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

RECREATION - SOUTH BOSTON

I. Existing Facilities

page 2

	Location	Size	Site Character	Environment	Facilities	Use
Open Extensive Active	Christopher Lee Plygrd.	5.20 acres	Presently being renovated by Gilette. Grass, obsolete bath house	Industry Housing	Being constructed; Softball field Hardball " Shaded sitting area $2\frac{1}{2}$ basketball courts	Frequently used
Regional Accessible	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					
		494.91 acres total				

RECREATION - SOUTH BOSTON

III. Unmet Quantitative Needs

	Existing	1960 Client	Standard	Deficiencies
Open Intensive Active				
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			

[illegible] Branch File Building

[illegible]

[illegible], 110 [illegible]

Year Built: 1867

Building Condition: In process of renovation [illegible] square

1 engine. Also renovated extensively in 1947.

Site Characteristics: On a major street on a corner - no land

around the building.

Environment: On heavily travelled street - shopping. Near health

unit and Saltonstall Point.

Relation to Service Area: Most geographical center of South Station.

[illegible], [illegible] Company

(see [illegible] CHOP)

Year Built: 1905

Building Condition: 2 engine. Poor building condition.

Environment: On lower level of street - difficult access to upper

level.

Relation to Service Area: Serve commercial and used neighborhood.

Serves South Station area also.

[illegible] Street, [illegible] v. [illegible] St.

Year Built: [illegible]

Building Condition: 2 engine. In good condition. Designed for auto.

Site Characteristics: Large site - recreation facility.

Environment: On major street residential - feel not too congested

road - near small park and school

Relation to Service Area: In center of service area - too close to

Winchester Street.

[illegible] (A. - [illegible] [illegible])

[illegible] 1) [illegible] [illegible].

2) [illegible] [illegible].

[illegible] [illegible] [illegible] [illegible].

[illegible] [illegible] [illegible] [

POLICE STATIONS

EXISTING FACILITIES

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

POLICE STATIONS

EXISTING FACILITIES

	Location	Description	Potential Proposals	Rationale
South Station	2 & 3 D. St.	Fairly good building, but old.	Build new Court House and new Police Station attached to it.	Present Court House is in poor building and needs recreation space in present location.

LIBRARIES

Existing Facilities

	Location	Age	Adequacy of Facility
South Boston	533 E. Broadway	1960	Structurally sound building and adequate
	290 Old Colony Ave.	1950	

HEALTH FACILITIES

Good: 133 Dorchester Street