

ASSIGNMENT 4. ARTIFACTS, LAYERS, TRACES, AND TRENDS

This is the fourth assignment in a four-part, semester-long project. The task of the third assignment was to trace changes on your site over time using old maps, plans, prints, and photographs. Now the objective is to find traces of these changes present in the current environment and to interpret their significance. Many of you were attracted to your site because of some anomalous features that puzzled you and made you wonder why they were there and what had caused them to be. This is an opportunity to explore some answers to such puzzles.

Take a walk through your site looking for clues to the past and to what the future may hold. You will find it helpful to refer to the old maps you analyzed for the third assignment (and old prints and photographs if you have them). Walk through the site several times, once for each period for which you have a map, and compare the site today with what it was like at the time depicted on the map. This will be easier than trying to compare three or four maps from different time periods all at once. Look also for traces of past populations. Make notes on what you see. What different kinds of traces can you find and what period of the site's history do they belong to? Do they relate to one another in any way? Describe the traces you think are most important or interesting. What do they reveal about the past and the present? Why did they survive? Are they still fulfilling some original purpose? Do they reveal anything about the present and/or future? What additional clues can you find in the present that hint at potential trends for the future?

Describe what you have found. The paper should be about 2400 words, accompanied by illustrations (don't forget to include links to the maps from the third assignment). Focus on what seems most significant or interesting to you. Look for patterns. Don't try to mention every trace of the past you find or every clue to a trend. The objective of this assignment is to give you an appreciation for how past owners, functions, events, and ways of life have left traces on your site and, based on this understanding, to give you the opportunity to speculate on how the site may develop in the future.

Illustrate some of the artifacts, layers, traces, and trends that you found. These illustrations may include old maps, photographs, and prints, but should also include some drawings or photographs of what you saw and found significant. Do not feel intimidated if you doubt your artistic skills. The object is to record what you see and highlight what is significant about it. The illustrations will be graded on quality of content; your grade will not be reduced for lack of artistic skill. Illustrations are another way of recording and thinking about your observations. Organize the illustrations and present them neatly. Be selective: quality is more important than quantity. Do not use dozens of photographs, hoping a few will hit the mark.

Successful papers are well organized, cite specific examples to make each point, put examples in context, and are illustrated. In organizing your paper, focus on the artifacts, layers, traces, and trends that you found, the important issues they raise, and patterns they illustrate; consider using subheadings to highlight your key points. Choose your examples carefully. They should illustrate the issues and patterns you identified as important in your site. Illustrations should be apt and clearly linked to your reasoning. Include a map identifying the boundaries of your site. Do not forget to list the source of each illustration.

Assignment #4 Due: Friday, April 22, 5PM. Post the assignment on your home page, send the address to spirm@mit.edu, and send [Jeanne Wildman](#), the writing tutor the address and a copy of your text. Late submissions will receive a reduction in grade. There will be no extensions without prior, written, consent of the instructor.

4.211

50/2

Presentations

South End

- urban renewal
- finally reaching the population it was designed for

Mission Hill

- no one would talk to him
- not seeming to have an effect
- park shady
- community strengthening
- lots of little league
- There is this Yelp for playgrounds
- community more secular now - less impact
 - lecture series - outward effect
- why has it not gentrified like other locations?
 - legacy
 - housing stock - not new
- will it gentrify more in future?

②

Kendal Sq

- map looks like Gerymandering
 - Mural
 - too sanitary
 - not enough small retail
 - MIT's development in Kendall
 - what do residents want
-

Are we being too careful?

- urban renewal

Things are growing again

Proximity and geography

20 years ago around MIT - very empty, vacant

East Cambridge Gentrification

Location is important

60s, 70s it was Rt 128

now it's Kendall Sq

No simple single room

③

Next year; use all MIT-nearby sites

- talk a walk for presentation
- talk to neighbors

Lots of talking on Kendall on Plaza - DUSP site
Not making its way back

9/21

5/4

Final Journals due Fri, not sat

- reflect on class as whole

- can have extension till sat

Paper due ^{next} Wed

Presentation Mon

Central Square

Good place or bad place? 

11.001 asks on 1st day

(very organized presentation)

Old stables

Nich renovated residential tower

City Run Senior Center

Rent Control lifted 1997

Community reaction to gentrification

Neighborhood Conservation Movement

- Streetcar Suburbs Conservation
- Reaction to gentrification

② Local lot sticker

~~TAH~~

DUSP Obsessed w/ community

Commercial hub for Cambridge outside university setting

Many larger storefronts vacant

Bishop Allen - is all parking lots
- Since all Mass Ave

↑ of college students

What is a good place?

One Kendall Sq

On top of former Broad Canal

Railroad used to be 6 tracks wide

Urban renewal project

Doesn't really know b/w ITA building

Profs: Lots of lots of gentrification

③

Mit very hard living Depression

Shift took a while while

People in public housing can't afford any nearby biz - ~~don't~~ they stay - advantage of old way of public housing

Charlestown

Colonial

Navy yard

- was decommissioned

Downhill late 20th century

Public Housing

Coming back, but still not what it used to be

Part of Freedom Trail

- 1950s

City Hall used to be transit center

Playground all asphalt

City erased history of elevated subway

Q Why promoting?

- for tourism, gentrification

- more time capsal

④

No dates before 1850s on historical plaques

Commemorating diff things

Much diff after bridge to Boston built

Scary to bike / drive there

Davis Square

Downhill till T came

Historical appreciation

- signs + statues

History ends ~~since~~^{at} 1940s

- glossing over

Reinvestment

T Art

- someone went back + got story

Residents can't really afford

No specific face

Needs to reconcile the 2 groups that are there

Q5

Young pros moving in

Gentrification is issue

Pro: Transportation is key in development

How you define gentrification

- pushing out
- or revitalization
- or reinvestment

70s + 80s this did not exist

Shift back

Was An environmental impact

Phila City planning - part of the deal

Issues w/ tax base, pop.

Gentrification seen as a very good thing in 70s + 80s

Suburbs declining?

Some areas resistant to gentrification

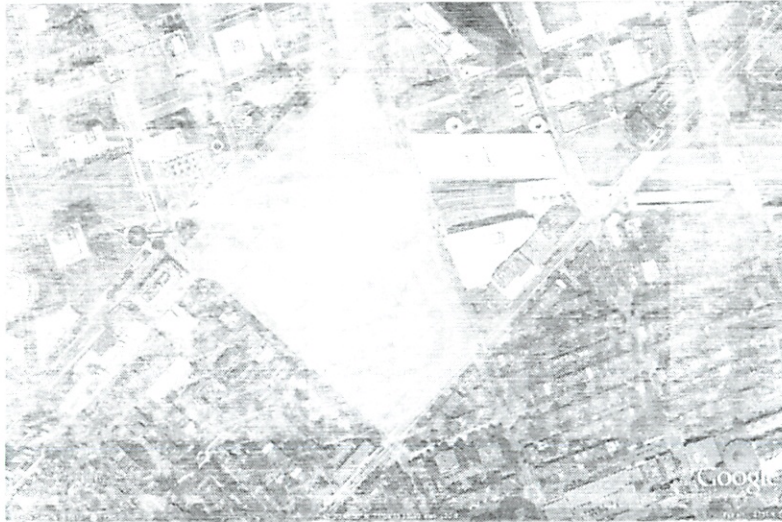
As a planner - can we do public housing

- use
- Some areas really want
 - some areas hate

Artifacts, Layers, Traces, and Trends

Michael Plasmeyer

The buildings on my site have been built over many different time periods. These different periods are evident in the different buildings styles. These styles reflected the attitudes of the times when they were built.



There is one block of remaining original South End homes on my site. As I noted in my last paper, these homes were once considered to be blighted and part of slums. However, an apartment on one floor can go for over 1 million dollars.² As I walked down the street, the neighborhood looked nothing like a slum.

The homes do not look run down at all; in fact, they look like they were restored with historical character in mind. The small yards are nicely fenced in, with bars that match the fire escape on the building. The sidewalks are paved with historical brick. The streetlights, although they have a modern

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² Zillow Home Estimate of 226 Canton Street in Boston MA on 2011-3-23 http://www.zillow.com/homes/226-Canton-Street,-Boston,-MA_rb/ Retrieved 2011-3-23

Picture: personal photograph of the author

Note: The file printed so oddly, on multiple pages, that I've may included a few here.

light element, have been made to look historical. All of these signs point to the appearance that people live here who care about the historical nature of the site and have the money to pay for improvements.



Like much of the Back Bay and South End, the basement is at street level or a little below. Almost all of the homes have a long main stairs that goes up to the first floor. Some of the homes even have a small entry to the basement under the main stairs. This is an artifact of the era when servants lived in the basement.

The historical look ends on the main street and does not continue into the alley. The alley is barely paved; instead it seems to be made of loose rock. Some of the homes have built additions or decks on the backs of them. It seems like the historical preservation rules do not apply to the backs of the buildings. Indeed, the backs of the homes were largely different, save for a few groups of similar buildings. This points to the fact that many of the South End and Back Bay buildings were built by different builders.

There are also 2 garden sheds in the alley. These suggest that the residents here are preparing to garden in the upcoming months. Generally only people who care highly about their property and people that have the free time are able to garden.



The signs next to the door look cheaply produced—like a government housing project. I think if a private builder was building a similar complex, then they would try to use nicer signs. Also the “No loitering” sign seems to be at odds with the desire to create an active street, as described in The Death and Life of Great American Cities by Jane Jacobs.³

The complex also has security cameras. These indicate the presence of an over-arching organization to manage them, in this case the Tent City Corporation. This further suggests that the apartments are rented, as opposed to individually owned.

} or have
a
condo
organization

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Under the mid-rise of Tent City is the entrance to the underground parking lot. The garage is labeled the "Dartmouth Street Garage." I found out from my research that the managers of Copley Place paid for the garage under Tent City. They probably did not want it to be called the "Tent City Garage" when they were talking to their corporate tenants, so they decided to go with a generic name. The generic name probably also signals to the public that public parking is available in the garage.

tenants



North of Tent City is the deck over the Southwest Corridor. I noticed immediately that both Copley Place and Tent City have entrances along the deck. This is different from the original buildings because the deck was a fairly recent addition. The railway tracks used to be exposed, and as I read in the Orange Line EIS, were literally "off-the-charts" loud.⁴

The first floor of the Copley Place apartments open directly onto the street. I never found a reference to this in the planning documents, so it must not have been controversial when it was built. However, it makes the buildings fit in with the neighborhood more. The upper floors are served by elevator directly to a lobby and parking garage, so residents don't have to interact with the community as much as the first floor residents.

? I can also see the shops along the cover in Copley Place. These shops were set aside by the developer for community-oriented shops at below-market rents. However, when I first came to the site, I never noticed the shops. The shops are not noticeable at all if you just walk through Copley Place's shopping arcade and then exit down the escalator to Dartmouth Street, since they face the wrong direction. But even when I was walking along the Southwest Corridor deck, I did not notice the stores. The stores

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

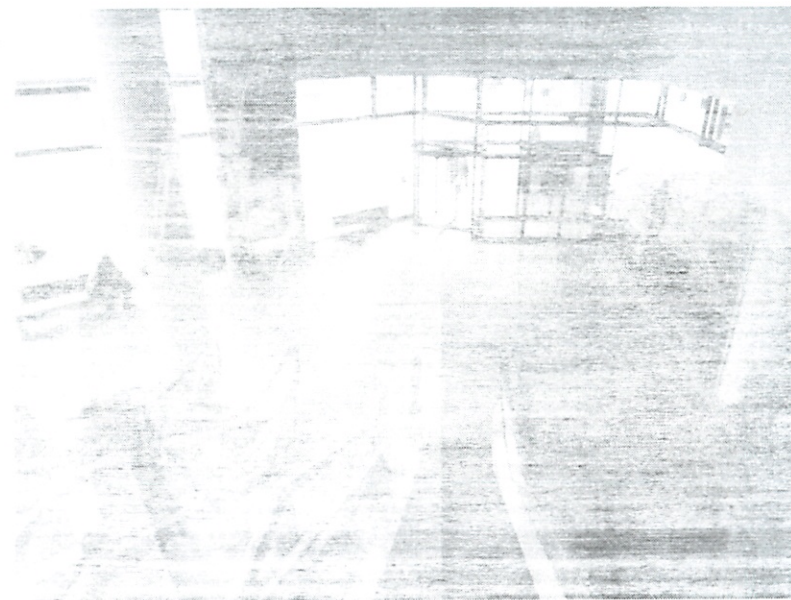


Even though the building was built in Copley Place with the intention of being a "walkable city" and having a lot of parking spaces, the building was not designed to be a "walkable city" and having a lot of parking spaces. The builders either could not build the parking garage deep underground because Boston was on filled land, or they did not want to because it would have been too expensive.

At development of this scale certainly felt that it needed parking. Especially when it was built, many commuters drove into the city to work. No tenant would lease that much office space without having a lot of parking available. Some parking was also thought to be needed for the retail. The developers thought that shoppers would drive in from the suburbs to shop at the high end stores. The stores reflect this mix – there is no small market where commuters can buy items before heading home. The hotels certainly need parking, as many people drive into the city and expect to be able to park their cars. Urban upscale hotels certainly enjoy charging for parking. I remember that Copley Place was forced to build a garage because no spaces were available in nearby lots and garages.

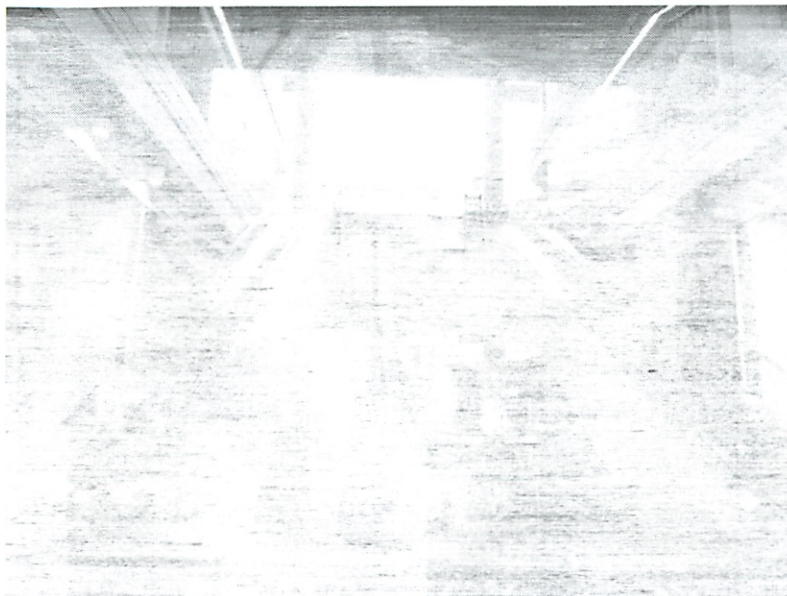
For many years, municipalities required a *minimum* number of parking spaces for a given floor area. This was done to make developers provide parking so that the new buildings did not further crowd out street parking. However, many cities have now adopted *maximum* parking rules. Many cities have

realized that parking spoils create demand for cars. They have realized that restricting the number of parking spaces encourages transit usage and building a walkable city.⁷



Another thing I noticed is that there is no direct entrance to the office buildings from outside. If you turn right in the main atrium (when walking from Copley Place) you notice the escalator up to the sky lobby of the office buildings. However, these elevators do not go outside. Some of the newer buildings in Copley Place, like 111 Huntington Ave do have a direct entrance from the outside. However this entrance just leads to an escalator up to the lobby at the mall level. An outside entrance seems to be a feature that is being included in newer buildings.

⁷ Shoup, Donald. "Who Should Pay for Parking?" *CATO Unbound*. 13 April 2011. <http://www.cato-unbound.org/2011/04/13/donald-shoup/who-should-pay-for-parking/>



Observations on
The brick
paving -
interesting

The sidewalk outside of Copley Place is brick, but it feels really corporate. Kendall Square seems the same way. It just feels weird to see the large expanse of perfectly flat bricks in these large-scale projects. I can't decide exactly what it is, but it does not seem right.



The logo of Copley Place also looks like it is from the 1980s. During this time period, what art projects or shapes were very much in fashion. The logo does not say much about the actual building, although I suppose the figure resembles the shape of Copley Place's office towers.



On a project for the future of the city has already been announced. The owners of Copley Place want to build an extension to Warner, Menck and a tall residential tower on one corner of Copley Place. This would enclose the "empty" corner on the site to create a "winter garden" park. On top of this winter garden about 40 floors of residential units would be built. This tower would bring even more people back into the city. The people who could afford such high-rise apartments would likely work in the nearby office buildings of Copley Place and the Prudential Center. This would help lower the demand on the transportation systems – both road and mass transit. It would give a few hundred residents a very short commute time. It would also contribute to the businesses that make the Back Bay livable – like the Shaw's market and Trader Joes. It might even help swing the retail of Copley Place more towards everyday shops – as opposed to the luxury shops which exist today.

⁹ Wanderungen. "Trump Tower New York." 2008 Aug 26.
<http://www.flickr.com/photos/wanderungen/2860293585/> CC BY-NC 2.0 Generic License
<http://creativecommons.org/licenses/by-nc/2.0/deed.en>



inner city development and the urban form. The urban form is a result of the interplay of many factors, including the physical environment, the social and economic context, and the political and cultural context.

For example, the urban form can be shaped in the form of a city, a suburb, or a village. It can be built in different ways, such as in the form of a grid, a radial pattern, or a mixed-use development. The urban form can also be shaped by the way in which the city is managed, including the way in which the city is planned, the way in which the city is built, and the way in which the city is maintained. In the end, the urban form is a result of the way in which the city is managed, and the way in which the city is built. In the end, the urban form is a result of the way in which the city is managed, and the way in which the city is built. In the end, the urban form is a result of the way in which the city is managed, and the way in which the city is built.

My site will continue to change and update, bringing new fashions of urban development to the area.

Michael - there's a wealth of interesting details here. You've done wide-ranging research (and cited sources carefully). As we discussed in class, it would be best to tie your insights in with the theme and so on. You do some of artifacts

¹⁰ Epsilon Associates. *Copley Place Retail Expansion and Residential Addition*. June 2008.

¹¹ Jacobs, Jane. *The Death and Life of Great American Cities*. New York: Random House, 1993.

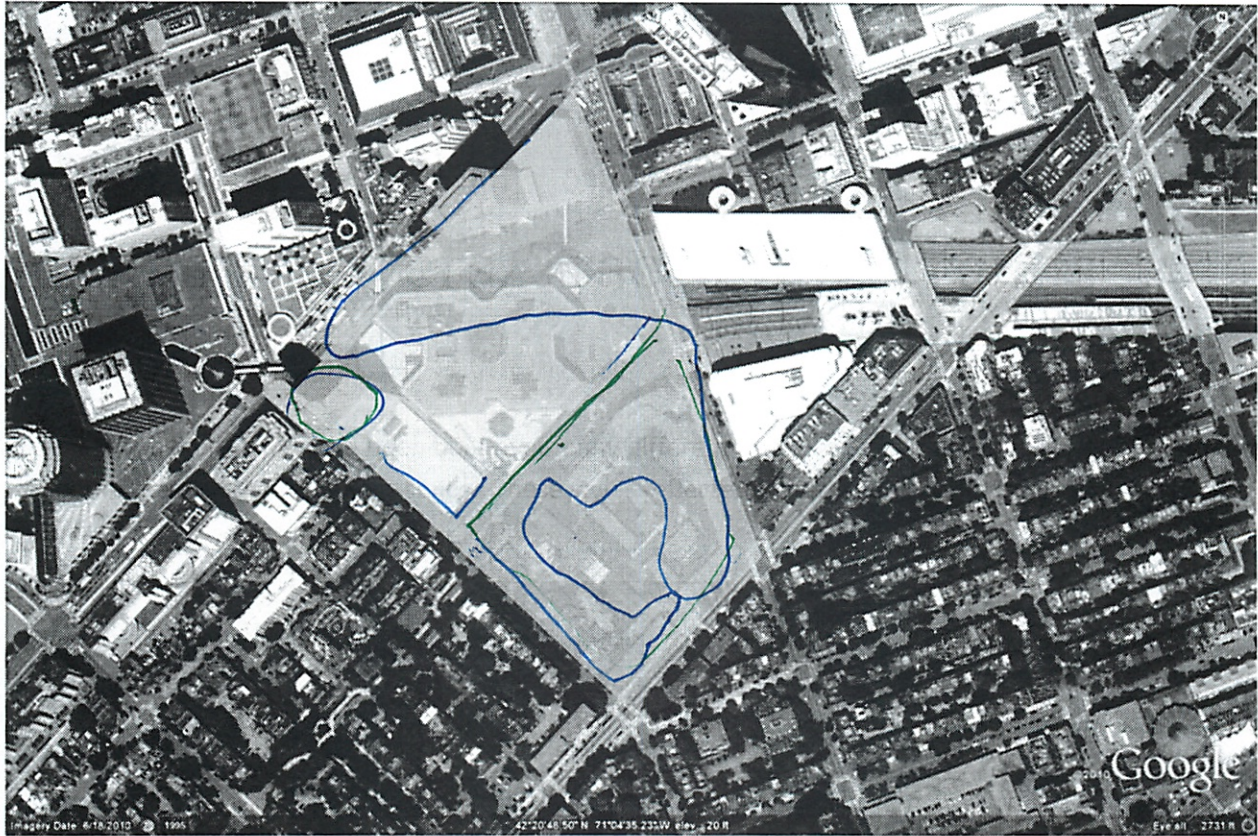
This towards the end, but should begin earlier and more comprehensively. You clearly demonstrate the ability to connect observations to their broader significance and to information you've uncovered in review documents - connecting to the theme of the assignment would be a further step in the same direction. Talk to you soon.

- Jeanne

Artifacts, Layers, Traces, and Trends

Michael Plasmeier

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1

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light element, have been made to look historical. All of these signs point to the appearance that people live here who care about the historical nature of the site and have the money to pay for improvements.



Like much of the Back Bay and South End, the basement is at street level or a little below. Almost all of the homes have a long main staircase that goes up to the first floor. Some of the homes even have a small entry to the basement under the main stairs. This is an artifact of the era when servants lived in the basement. *or when they entered the building at that level... there may have been kitchens in the basement and servants quarters on the top floor.*

The historical look ends on the main street and does not continue into the alley. The alley is barely paved; instead it seems to be made of loose rock. Some of the homes have built additions or decks on the backs of them. It seems like the historical preservation rules do not apply to the backs of the buildings. Indeed, the backs of the homes were largely different, save for a few groups of similar buildings. This points to the fact that many of the South End and Back Bay buildings were built by different builders.

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how do you know by the garden sheds is storage?

people from many different socioeconomic classes garden. what are you suggesting here?





Around the corner from the alley is the Methunion Manor Coop. This is an artifact of when the neighborhood was lower income. The building is very simple in appearance; it looks like almost no care was put into how the building looked; it seems to be built at the lowest possible cost. The building continues to provide low-income housing to the neighborhood, and is out of character with the nicer looking homes up the street.



The mural on the side of one of the old South End homes also points to the past history of the neighborhood. It portrays an African American neighborhood; no doubt left over from when many more African Americans lived in the neighborhood. I also noticed that a new dryer outlet seems to have been installed on top of the mural in one place. This indicates that the new owners are not going to out of their way to protect the mural. The mural is also starting to fade.



Moving across the street to Tent City, I can clearly see that it was built fairly recently. All of the buildings look the same, despite the attempts I read about to make the project fit in to the South End. Tent City, was of course, all built together in one large project, above a parking garage. The designers tried to replicate the street neighborhood of the South End. They even built the little hole under the stairs to mimic the old buildings. I cannot pinpoint what it is exactly, but something makes the development look cookie cutter. One specific characteristic stands out from the era when Tent City was actually built: the bright colored doors and pattern encircling the building. Bright purples and blues were very popular in the late 1980s, early 1990s.





The signs next to the door look cheaply produced – like a government housing project. I think if a private builder was building a similar complex, then they would try to use nicer signs. Also the “No loitering” sign seems to be at odds with the desire to create an active street, as described in The Death and Life of Great American Cities by Jane Jacobs.³

The complex also has security cameras. These indicate the presence of an over-arching organization to manage them, in this case the Tent City Corporation. This further suggests that the apartments are rented, as opposed to individually owned.

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I could see from the outside that some of the apartments were not well cared for. One apartment had stuff piled up to the windows. I would hate to see the inside! The resident may have been trying to insulate the apartment against heat loss, or trying to block illegal activity from being seen. Still it did not look good in the neighborhood.



In addition, one can tell that the building was designed before the Americans with Disabilities Act of 1990, as some of the retail locations are located down a flight of stairs. This is distinctive to the old row houses of the South End and the Back Bay, but it would become illegal in only a few years.



One can tell how many people live in a building by looking at the doorbell to see how many buttons there are. I took a picture of one of the doorbell systems.



Under the mid-rise of Tent City is the entrance to the underground parking lot. The garage is labeled the "Dartmouth Street Garage." I remember from my research that the managers of Copley Place paid for the garage under Tent City. They probably did not want it to be called the "Tent City Garage" when they were talking to their corporate tenants, so they decided to go with a generic name. The generic name probably also signals to the public that public parking is available in the garage.



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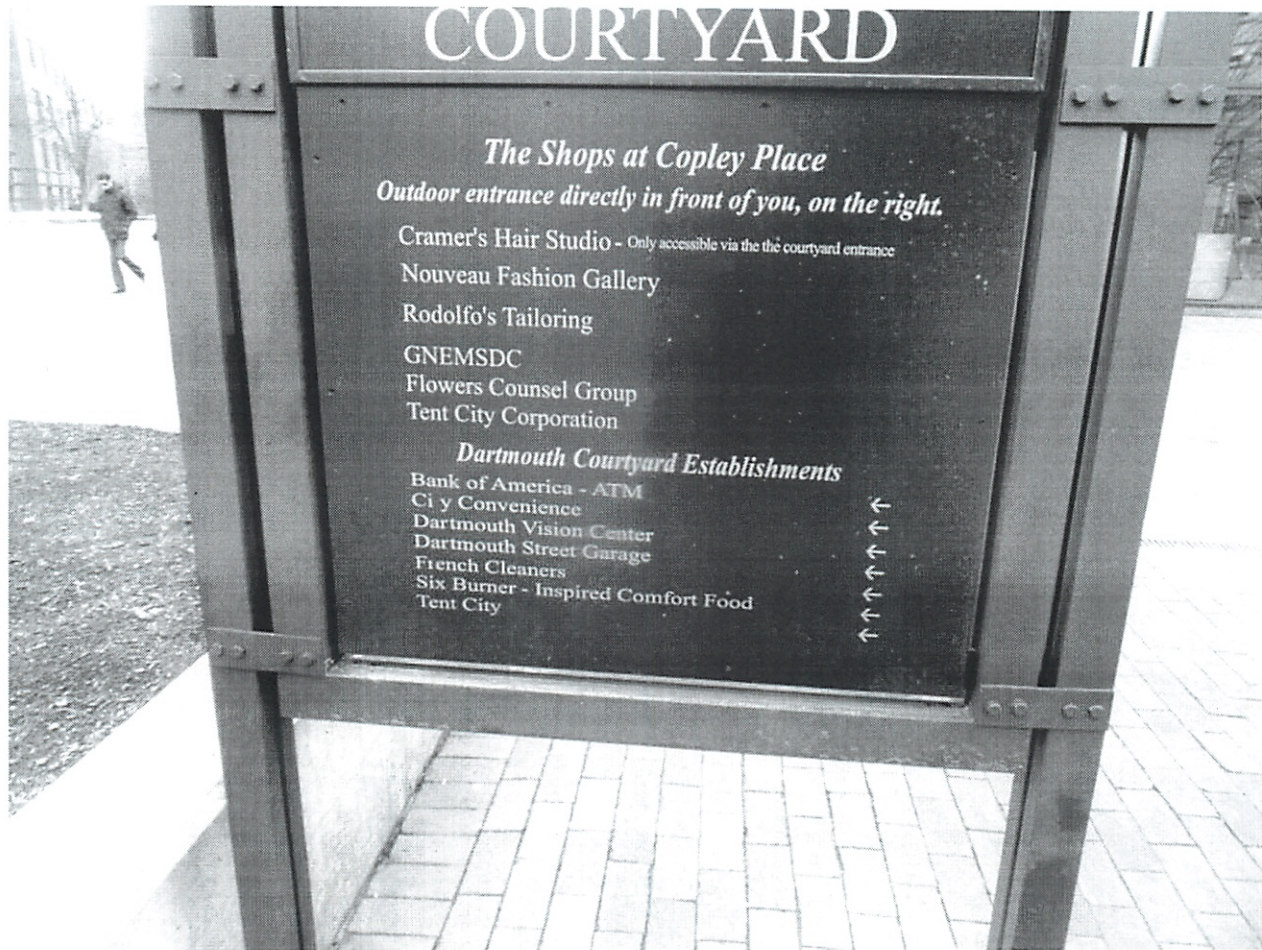
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seem to be recessed – primarily because Copley’s main entrance sticks out onto the deck. Also, the main path of the Corridor seems to push people more towards Tent City, because of the flower planters on the Copley Place side. I read in one of the minutes of the community meetings that the neighbors were disappointed with the location of the stores.⁵ However, the management seems to be trying to promote the stores. There is a sign above them and there was a sign near the entrance to the corridor pointing the stores out.

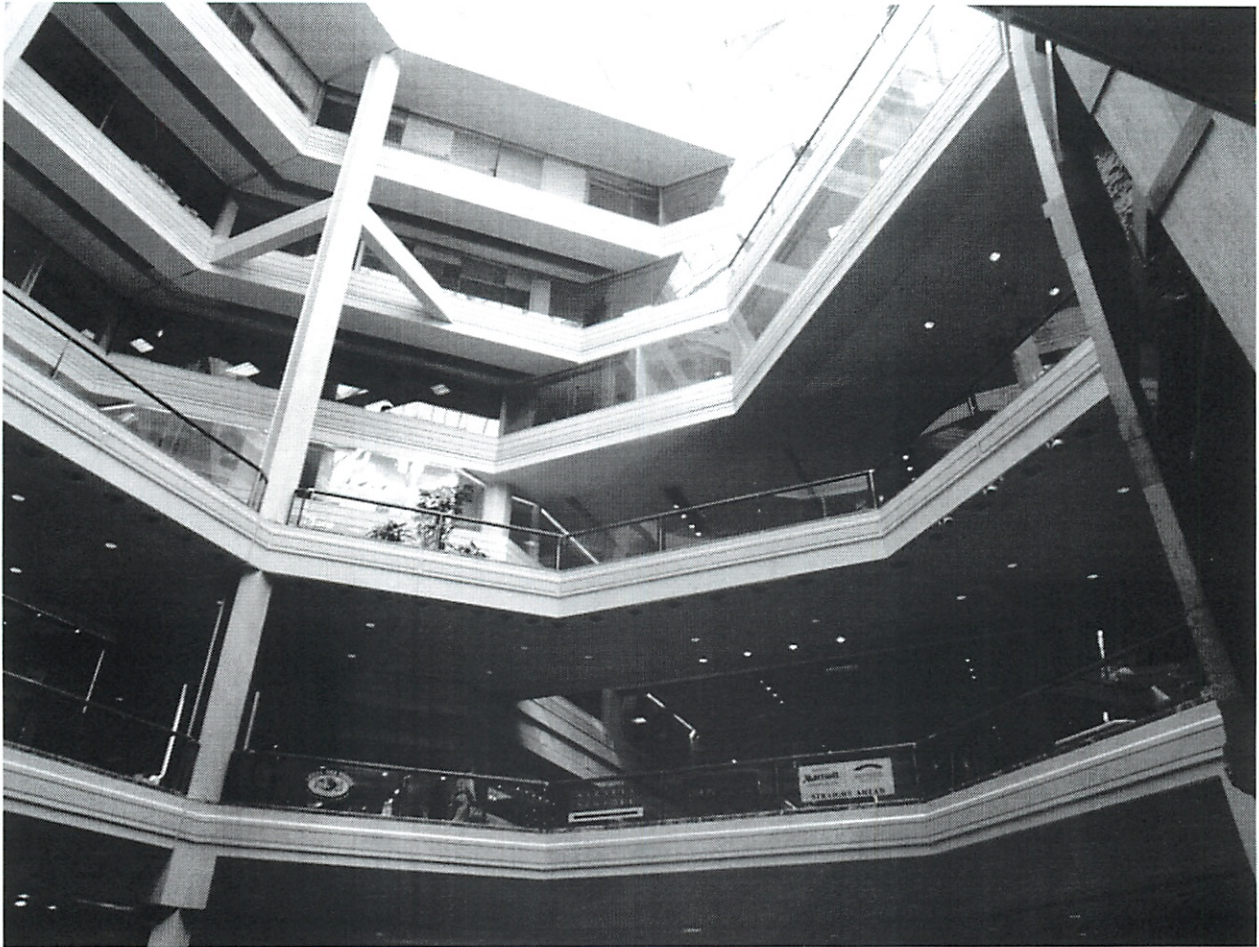


⁵ Copley Place Expansion Project. CAC Meeting #9. Wednesday, November 19, 2008 Location: Copley Place – 4th Floor Office Level
<http://www.bostonredevelopmentauthority.org/pdf/PlanningPublications/Copley%20Place%20CAC%20Meeting%209%20Notes%2011-19-08.pdf>



Inside, Copley Place is largely reminiscent of late 1980s large-scale development. The large, internal, central atrium was a distinct feature of buildings in that time period. I think that buildings built today would not have such a large internal component and would likely not be “super blocks”. Current thinking, including the vision in Jane Jacobs’ book, sought a return to small, outside, neighborhood streets. It is interesting to realize however that the site never had a connecting street grid, because of the railroad tracks.⁶

⁶ See maps in assignment 3



One thing which I learned from studying the plans of Copley Place is that the reason you go up the escalator to get to the mall, is not strictly because of the turnpike. Instead it is to get you on top of the parking garage. The builders either could not build the parking garage deep underground because Boston was on filled land, or they did not want to because it would have been too expensive.

At development of this scale certainly felt that it needed parking. Especially when it was built, many commuters drove into the city to work. No tenant would lease that much office space without having a lot of parking available. Some parking was also thought to be needed for the retail. The developers thought that shoppers would drive in from the suburbs to shop at the high end stores. The stores reflect this mix – there is no small market where commuters can buy items before heading home. The hotels certainly need parking, as many people drive into the city and expect to be able to park their cars. Urban upscale hotels certainly enjoy charging for parking. I remember that Copley Place was forced to build a garage because no spaces were available in nearby lots and garages.

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realized that parking ~~sports~~ create demand for cars. They have realized that restricting the number of parking spaces encourages transit usage and building a walkable city.⁷



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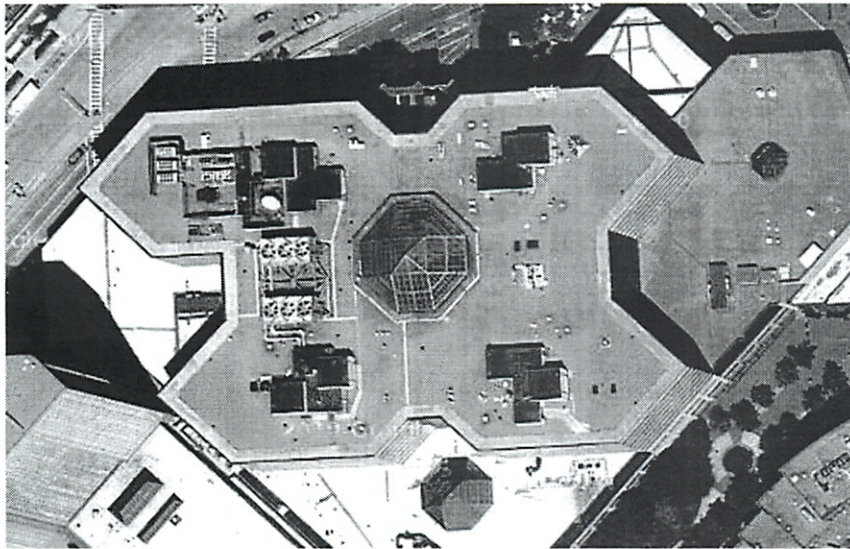
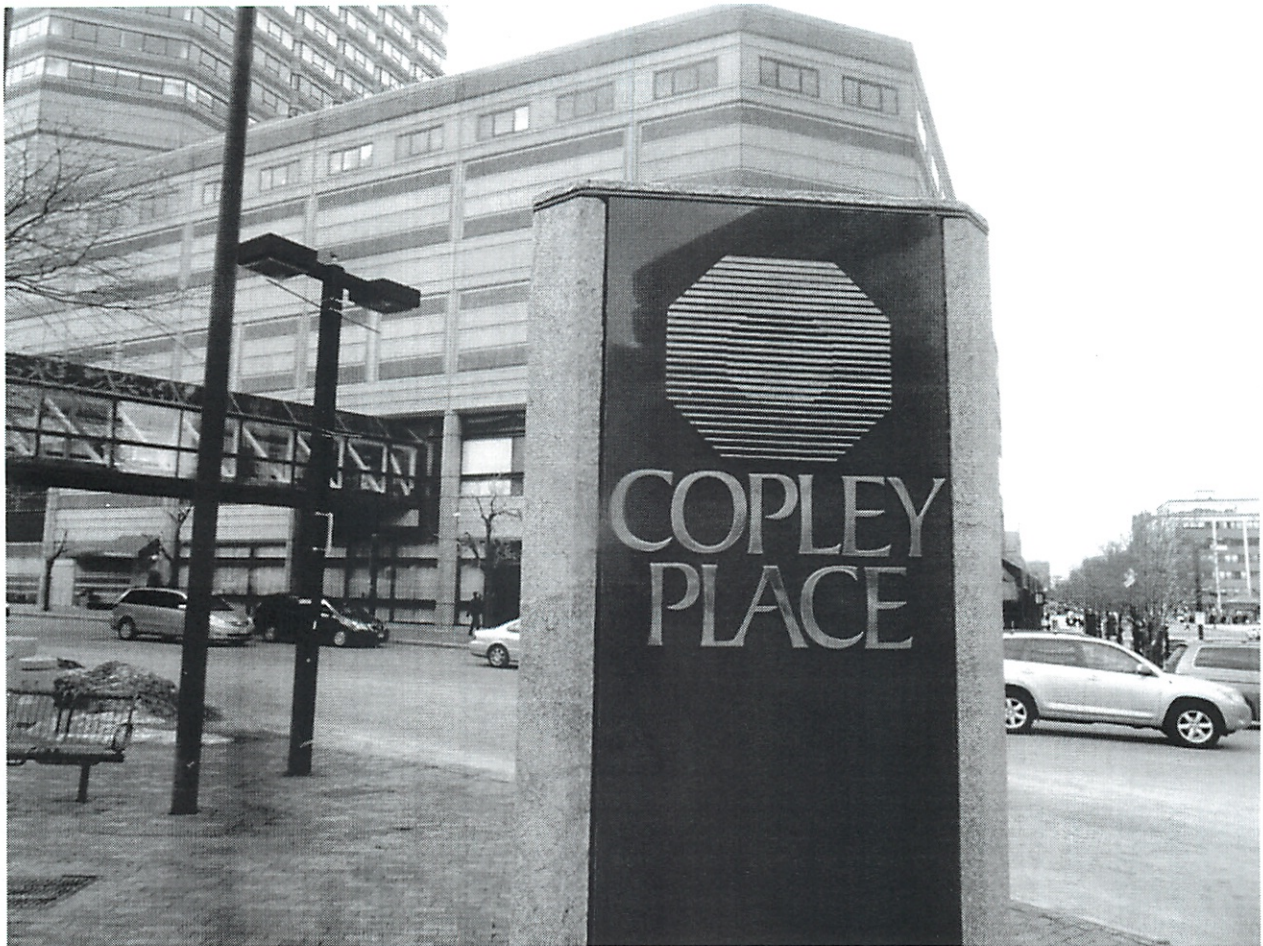


The sidewalk outside of Copley Place is brick, but it feels really corporate. Kendall Square seems the same way. It just feels weird to see the large expanse of perfectly flat bricks in these large scale projects. I can't decide exactly what it is, but it does not seem right.

more

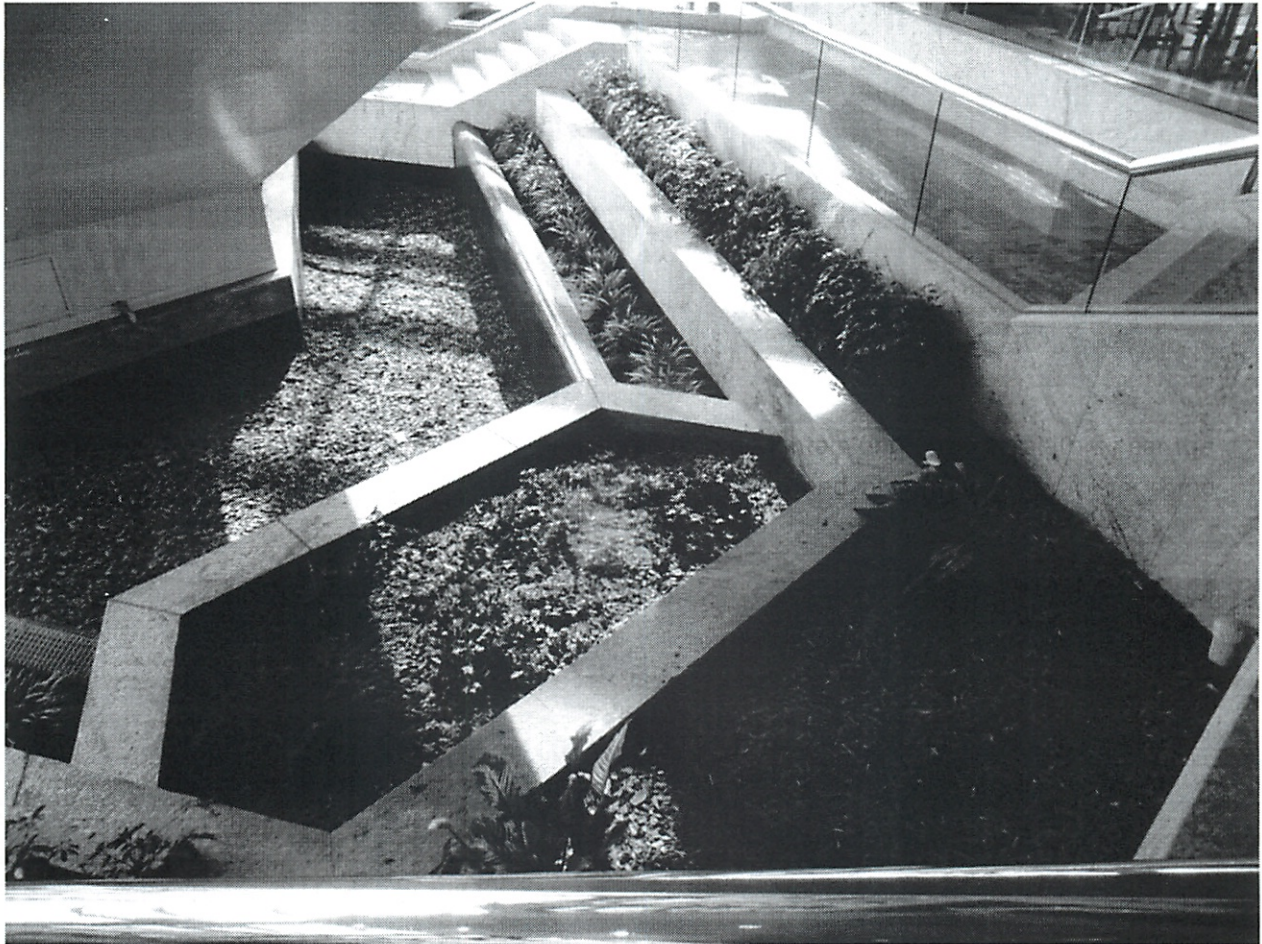


The logo of Copley Place also looks like it is from the 80s. During this time period, abstract geometric shapes were very much in fashion. The logo does not say much about the actual building, although I suppose the figure resembles the shape of Copley Place's office towers.

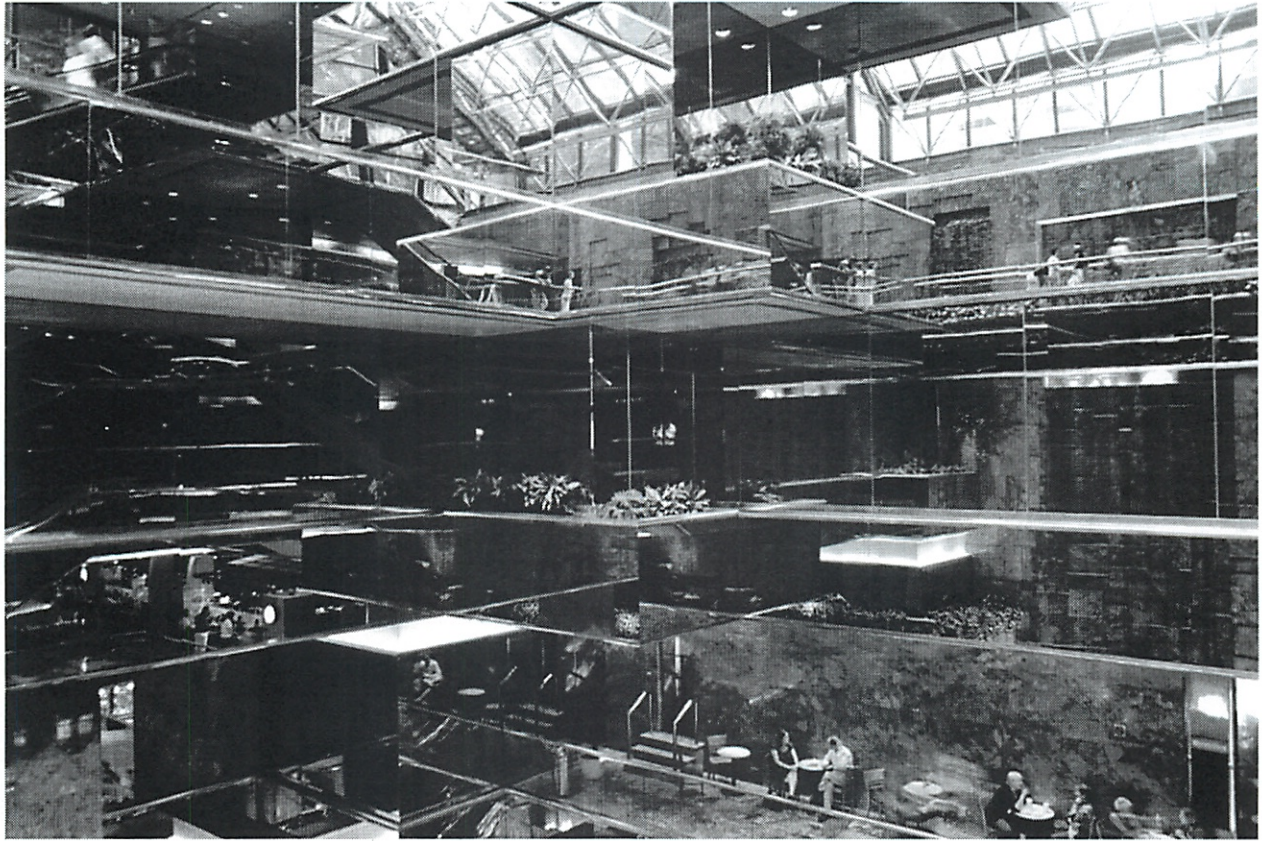


⁸ From Google Maps. Imagery from DigitalGlobe, GeoEye, MassGIS, Commonwealth of Massachusetts EOEA, and Sanborn. 2011. Retrieved 2011-4-22.

Moving over to the Westin, I could tell that there used to be a fountain under the escalators near the entrance to the shopping walkway. However, the fountain was turned into a flower terrace for some reason.



The marble and gold-colored handrails also look like luxury projects of the 1980s. It reminds me of Trump Tower – but not as bad!



9

One project for the future of my site has already been announced. The owners of Copley Place want to build an extension to Niemen Marcus and a tall residential tower on one corner of Copley Place. This would enclose the courtyard currently on the site to create a “winter garden” space. On top of this winter garden about 40 floors of residential units would be built. This tower would bring even more people back into the city. The people who could afford such high-rise apartments would likely work in the nearby office buildings of Copley Place and the Prudential Center. This would help lower the demand on the transportation systems – both road and mass transit. It would give a few hundred residents a very short commute time. It would also contribute to the businesses that make the Back Bay livable – like the Shaw’s market and Trader Joes. It might even help swing the retail of Copley Place more towards everyday shops – as opposed to the luxury shops which exist today.

⁹ Wanderungen. “Trump Tower New York.” 2008 Aug 26.
<http://www.flickr.com/photos/wanderungen/2860293585/> CC BY-NC 2.0 Generic License
<http://creativecommons.org/licenses/by-nc/2.0/deed.en>



The buildings on my site reflect the attitudes from when they were built. We can still see many of these choices as traces and artifacts from when these particular ideas were popular.

For instance, early development was done in the form of small, individually built buildings built be different developers over time. The 60s and 70s brought an era of large-scale urban planning where traditional streets were replaced with mega-projects with internal circulation mechanisms and attention to logistical requirements like parking. In the more recent years, large projects are still being built. However, they are trying to bring back some elements, such as streets and the scale of development. Through work such as The Death and Life of Great American Cities, urban planners have realized that some elements discarded in the mega projects actually play an important role in creating safe, livable areas.¹¹ The newer projects do all this while still providing for logistics such as parking, by carefully integrating such requirements into the plans.

My site will continue to change and update, bringing new fashions of urban development to the area.

¹⁰ Epsilon Associates. Copley Place Retail Expansion and Residential Addition. June 2008.

¹¹ Jacobs, Jane. The Death and Life of Great American Cities. New York: Random House, 1993.

Michael Plummer

Assignment ^{of} 3: Artifacts, Traces, Layers, and Trends

Basic Requirements

Quality of Observations

many fine observations, intermixed with less significant ones, so that they do not build on one another as much as they could.

Quality of Writing and Argument

The writing in this assignment is not as strong as previous ones and is less edited. The narrative follows a meandering walk, which lacks depth and coherence. This paper is a logical choice for revision/resubmission. The introductory & concluding paragraphs are rather generic and ~~for~~ do not introduce or summarize significant ideas that are exemplified by your site.

Quality of Illustrations

good photos, but they would be even better with captions, which would draw the reader's eye to significant detail and better integrate them into the text.

Quality of Web site

very good, overall. But the illustrations could be integrated with text more effectively. See comment above about captions

Final Grade

B+

Michael. This paper reveals the haste with which you wrote it. I am sure a revision will be much stronger.

Needs to be pulled together

- Discuss artifacts

Like at end

- Conclusion
- put into context as well in the beginning
- Fill in in the beginning
 - more intro - y
- describe arc, pendulum swing

Do give it away in the beginning

- giving a roadmap, not all
- could do surprising

- Frame/context

Walk - if more to it

- takes you past things you want to show

Do significance order, not walk order

Can plan it

Want to tie together with a theme
Or hint in beginning

②

Need to try + say something collectively about artifacts

No one residential / commercial distinction

Scale

- natural

Large dev

- larger scale

- State wanted \$

- Urban renewal

3 bears story

- too small

- too big

- medium - just right

Project manageable

Jane Jacobs - Tent City



Full circle

- parking

- density

- scope

min / max

" "

- middling out

③ Tech thinking
- expansion - need 2 cars
Retraction
- maybe not needed

More sense of outside

Return of wealthy people to city

(Prefer narrower, but more cohesive)

Most students don't have big project

What is the connection here?

- historical connection

Cohesion - like tech stories

documentaries

pulling together to a theme

Michael E Plasmeier

From: Anne Whiston Spirn
Sent: Friday, April 29, 2011 9:03 AM
To: Jessica C Agatstein; Joshua S Bails; Lawrence Q Barriner; Blanca R Carrillo; Caleb M Chacha; Sandra Trubow Fairbank; Hannah M Gramling; Carlos M Greaves; Paul G Hlebowitsh; ManYan Lam; Michael E Plasmeier; Laura Salazar-Altobelli; Polnop Samutpraphoot; Preston W Thompson; Anna L Waldo; Kari M Williams
Cc: Jeanne Marie Wildman; Maggie Nelson
Subject: Final Presentations

The purpose of the last four classes, starting Monday, May 2, is to review and discuss your sites in light of the themes of the course. Participation in all four classes is required, both through presentation of your own site and discussing others' sites. We will start at 11:05 sharp.

Plan your presentation carefully and limit it strictly to 7 minutes or less. It should be concise and interesting and should make brief reference to relevant features of at least one other student's site. In preparing your presentation, plan carefully what you will say and make sure you can do it effectively in 7 minutes. **Tell us what you discovered about your site this semester and what your discoveries reveal about the distinctive qualities of your site as they relate to themes of the course.** What changes or challenges does your site face in the future? What actions should be taken in order to guide change and/or to meet those challenges successfully? Given the limitations of time, you will have to be very selective about what you choose to tell. Plan to illustrate your talk with images on a Powerpoint or pdf file, which will be projected during your presentation. Email the file to me before class (so long as it is not too large) or come to class by 10:55 in order to transfer your presentation to my laptop. We will review 4 sites in each class session (see schedule below).

You are also responsible for leading the discussion of the other sites presented on the same day as your own. Review the other three sites and formulate some cross-cutting observations that will contribute to an interesting discussion.

For the three classes when you are not presenting your own site, you are responsible for contributing to the discussion. Read all the assignments for the sites being reviewed each day and be prepared to discuss each site in relation to the others and to your own site. In reviewing each site, consider the following questions. How does each express the themes of the course? What kinds of observations did the author make and what conclusions did they draw? Were there things you discovered on your own site that support or challenge those conclusions? What suggestions do you have for each author?

In reviewing the sites as a group, consider the following questions. What themes do the sites discussed on a single day have in common? How are they distinctive? What interesting similarities or differences are there with sites presented on other days?

Here is the schedule for the last four classes:

Monday, May 2

South End (Kari)
Mission Hill (Lawrence)
Savin Hill (Blanca)
Kendall (Caleb)

Wednesday, May 4

Central Square (Jessica)

Kendall Square (Hannah)
Charlestown (Manyan)
Davis Square (Paul)

Monday, May 9

Kenmore (Preston)
Fenway (Polnop)
Newbury Street, West End (Josh)
Copley Place (Michael))

Wednesday, May 11

Beacon Hill (Caleb)
Newbury, Boylston, and Copley (Anna)
Fort Point (Laura)
Jeffries Point (Sandra)

~~John~~ evals

Private evals

5 qv

Copley Sq

- nice map - old map w/ new overlay
- lots of standing water
- large pile of snows
- Citgo sign automotive
- (repeating stuff from last presentation)
- ~~at~~ concrete thing was always empty
- Lots of commercial dev for Fenway
- When did they decide to make it a hub

Fenway

Major changes: transportation

- ② D line used to be above grand? or rail line?
Landmark center used to be Sears Roebuck warehouse
(I should explore this space)
- Landmark
- Riverside
- use GPS logger this time!

Longwood medical center

Oh I didn't know the D branch opened 1952

Institutions come in on the vacant land

- make it different from its intended residential use
- the residents didn't come in

Stadium downtown

Newberry St

- Mass pile through all 4 sides

- Parking garage always as a garage
- not warehouse

- ③ Are there design factors behind newberry st
- That one could copy?
 - is it b/c the street is too small
 - gives ya feeling of busyness

My Presentation

- out of breath
 - too fast?
 - or was it because tiredness / lung capacity
 - thought well developed what I talked about
 - Not many questions - did I cover it well or not enough
-
- Why so diverse?
 - 3 very different uses
 - dense
 - no specific delineation
 - Mixture of uses / development

④
[good paper

I like my theme

Test City really is Jane Jacobs

And the outdoor mall

Mixed land use

Role of original development

Importance of boundaries

Transportation corridors

Persistence of rail embankments from the Millpond

- from

4,211

Did Subject Evals in class

Deacon Hill

Tri Hill

Leveled for fill

North Slope - poorer

South slope - always wealthy

Preservation keeps land values stable?

Mt. Vernon St are top of hill

1955 - before urban renewal

- they were in the know

- earlier than most

Now pushed out by \$

Very small + narrow

African Americans being pushed south in Boston
To South Shore

- ② The Segregation is process of 50s + 60s
- Red lining
18-19th century less segregated in Northern cities
-

Newbury, Bayelston, Copley

- Mix of architecture
- Shopping district b/c transit
 - boutiques

(loose on accuracy)

(Its not large stores have it - its high \$/sq ft)

Didn't look at changes w/ Copley

Wide variety of stores

? mostly non-local residents

(I would disagree)

Fort Point

Boston ~~Wharf~~ Wharf Co

1980s - Big residential change

Yuppie magnets

③

Artists found ways to do deals w/ Real Estate Co
- to continue hip vibe

Class Big Plans + Mega Urban Landscapes

Want High End Tech District

Big development

Good that it is coming

All coming at once, top down

Jeffries Pt / East Boston

- meant as a place for Bostonites to spend the summer
- East Boston Co
- Few Single Family Homes
- On axis w/ Bunker Hill Monument
- Condos on Port Pier
- Still quiet place
- Pain to get there

9

Very active neighborhood

~~Mostly~~ Rest mostly Latin

- But rest is mixture

No industrial character there

Conclusion

Same principles in other cities

What was there first

On one hand very dynamic

Other hand lots of ~~at~~ traces of the past

Even change in neighborhoods that stayed the same