

The Origins of Storrow Drive

Milo J. Hooper

11.014 Fall 2019

It is the first of September. Another warm late summer morning greets the city. All across the greater Boston area, thousands of college students are moving in and out of apartments, houses, and dormitories. With thousands of relatively young, perhaps regionally-inexperienced drivers comes a source of both great amusement and great frustration. Inevitably, inexorably, year after year - despite perennial mass publicity campaigns and endless warning signs - an unexpecting driver of a large moving vehicle, a U-Haul, or some sort of tall, box-shaped truck will fail to heed every repulsion, every attempt to divert its path away from that which has claimed many a truck's life. Like a fly to a bright light, the heavy vehicle is drawn in.

Storrow Drive beckons.

Before the driver realizes it, he has passed not under, but *into* one of the many incredibly low overpasses crossing the scenic parkway on the Boston shore of the Charles River. Like an opened can of sardines, the top of yet another U-Haul has been ripped off. The driver discovers this too late, only when he cannot proceed any further; driving into the overpass is not feasible. Traffic backs up, and the news media prepares yet another press release bemoaning the negligence of moving truck drivers.

A *Storrowing* has occurred.



Figure 1: A truck that attempted to go where it should not: under one of Storrow Drive's many unforgiving overpasses. In Boston colloquial language this is referred to as a “Storrowing.” Reproduced from [12].

Infamous for its Storrowings in recent years, the Esplanade-parallel parkway known as Storrow Drive has been a source of contention between various political, social, and economic forces since over twenty years before it opened in 1951. It was the last (and arguably most controversial) of a series of overhauls and infrastructural additions to the Charles River Basin that converted the marshy, tide-varying Charles Riverfront into a functional, aesthetic and recreational park throughout the first half of the twentieth century.

The story of Storrow Drive begins long before its construction, however. Before even the possibility of such a road was conceived, significant civil and landscape engineering had to be achieved to create the conditions that would make it both feasible and, to some, necessary.

Boston as originally settled had a significantly smaller footprint than the major American city that bears the name today. The distinction between dry land and the Charles River was, literally and figuratively, murky. Water levels could oscillate with height differences of up to ten feet throughout the day, and several regions of what is now Boston land (mostly though not exclusively the Back Bay) were once uninhabitable marshland.

Over the course of the 1800s, the peaks of various Boston-area hills were levelled, the removed land used to fill in the marshiest regions around the city. Beacon Hill, composed largely of post-glacial gravel-like rock, was mostly used to fill in the Back Bay and surrounding regions, with additional support material sent via train from the west.

Filling in Boston with reclaimed land helped with one of the primary problems with developing a stable, usable stretch of land on Boston's western shore, but there was still the issue of wildly-variable tides to deal with. The Charles River was still salty, and the shoreline receded significantly throughout the day with the tide, such "that at certain hours of the day its width consisted chiefly of mud flats" [21]. These were largely problems of the Charles River's unregulated connection to the Atlantic Ocean.

One solution to the aforementioned problems was proposed at the turn of the century: the construction of a dam on the Charles River, with locks and controls to stabilize water levels and convert the Charles River estuary into an effectively freshwater body.

The two primary champions of this dam's creation were at this time only just beginning their involvement and influence in the development

of the Charles River Basin: the landscape architect Charles Eliot, one-time firm-partner of Frederick Law Olmsted; and the wealthy, park-loving public figure of James Jackson Storrow, after whom the present parkway of Storrow Drive is named.

Eliot, who died before the turn of the century and did not live to see his dream for a glorious water park system on the Charles River fulfilled, nevertheless set in motion crucial political infrastructural trends that would enable a cohesive vision for the Charles River Basin region to be developed into what it is today. He co-founded the Metropolitan Park Commission (MPC) in 1893, an intercity organization tasked with governing, preserving, and improving the greater Boston area's natural landscape and scenery. Eliot's MPC subsequently procured property rights to much of the Charles Riverside land and campaigned unsuccessfully for several years to gain authorization and funding for a dam project.

As with nearly any major infrastructural change, the prospect of a dam on the Charles River was met with fierce opposition. The primary opponents were Beacon Hill riverside landowners, who did not want their view of the river disturbed by an unsightly dam. They were

especially offended by the 1901 proposal from James J. Storrow, one of their own, to finance the construction of the dam by filling in land adjacent to the existing shoreline and selling the newly made riverfront property lots and completely ruining their view of the river.

The 1901 proposal was swiftly shot down on a technicality, but Storrow was not about to give in. He immediately submitted a new bill, not to build the dam, but to study the feasibility of its creation. This bill passed, and in 1902 Storrow's Charles River Basin Commission spent the next year drafting a stronger proposal (with the assistance of the president of the Massachusetts Institute of Technology at the time, Henry Pritchett).

Simultaneously, James Storrow spearheaded a publicity campaign that would increase support for the dam by drawing sharp comparisons between the dreary conditions of the Beacon Hill-Charles River interface and the carefully sculpted, beautiful riverfront landscapes of Europe. Of particular comparison, for contrast pre-Esplanade and likeness post-Esplanade, was the Alster Basin of Hamburg, Germany, which served as a landscape-architectural inspiration to both Charles Eliot and James Storrow in sculpting the Charles River Basin.

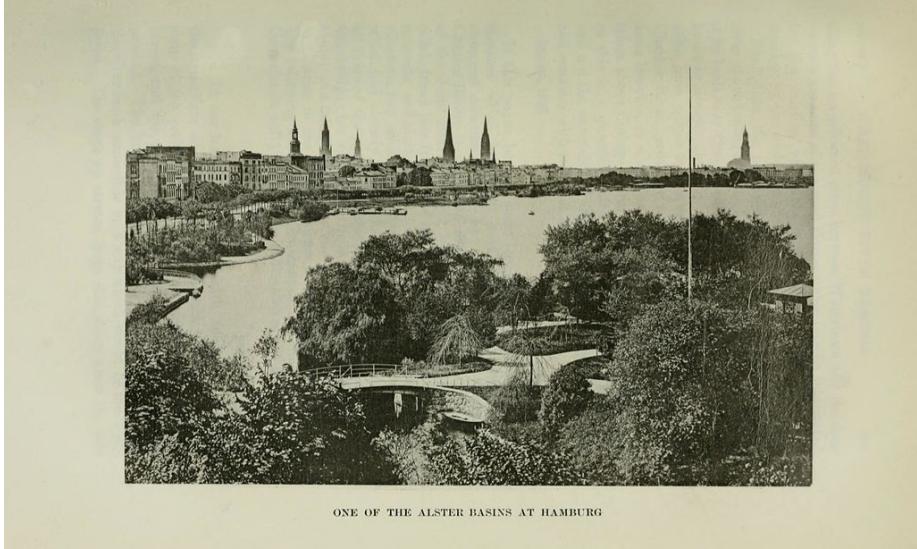


Figure 2: The Alster Basin in Hamburg, Germany. This riverside landscape served as a crucial architectural inspiration for Olmsted, Eliot, and Storrow. Reproduced from [6].

In 1903, the legislature passed a compromise bill that permitted and funded construction of the dam, but without the provision to sell a new row of Beacon Hill properties on filled land, which appeased Beacon Hill residents. The dam was eventually completed and opened in 1910.

A byproduct of the creation of the dam was an approximately hundred-foot wide fill (dredged from the river's depths), needed to cover newly-constructed sewers carrying waste that prior to their construction was merely dumped into the river.



Figure 3: The 1910 dam as viewed from the Boston side embankment, with the Craigie Bridge in the distance. This view in the modern day would show the Museum of Science and Science Park. Reproduced from [21].

Covered with grass and concrete paths, this Boston Embankment became colloquially known as the *Esplanade*, French for a “flat promenade along a shore”[14]. It was, however, a rather lackluster Esplanade; perpendicular walls, harsh borders to the water, and the lack of sunlight protection made the early Embankment rather uninviting by today’s standards.



Figure 4: Map of the embankment on the Charles River between Harvard Bridge and Longfellow Bridge in 1920. Observe the sharp dimensions of the waterfront intersection. Of additional interest is the fact that both sides of the Charles River are referred to as the Esplanade at this time, rather than merely the Boston-side. Reproduced from [18].

This is not to say that the original Esplanade had no support; art journalist Walter F. Wheeler wrote an incredibly positive account of the embankment park in 1922, echoing the sentiment and philosophy of its creators. He observed, “the appearance of the embankment on a warm summer night is ample proof of the useful purpose which the

improvement serves” [21].

One of the more positive aspects of the original embankment that made it appealing was the separation from the noise and concerns of the city despite being near the heart of greater Boston: its “park-like character and the freedom from city traffic and noise” [21]. The exclusion of large adjacent thoroughfares was not by accident.

The influence of Olmsted’s philosophy can be seen throughout the work of Eliot and Storrow, especially in the creation of the Esplanade-linked Charles River Basin parks. Eliot had foreseen the issue of sharp, stony interfaces with the water; in his biography, Eliot’s son remarks “Stone walls will not make such agreeable banks to look at from the promenades as green banks, while from boats on the water the green banks would be vastly preferable. One would about as soon row a boat for pleasure down Washington Street as row between stone walls on the Charles above Cottage Farm [now the Boston University Bridge]” [6].

Like Olmsted, Storrow believed that “beautiful open spaces and fresh air were essential for everyone, both physically and spiritually” [14]. He was “obsessed with the idea of making the Charles a place of beauty,

recreation, and health for all Boston residents of whatever status.” [15]. The roots of the calm, integrated, and well-visited park on the shore of the Charles River that he so strongly desired had been planted with the original embankment park as it stood for two decades after the completion of the dam. To truly achieve a promenade rivaling those of the Old World, however, significant work would have to be done.

Unfortunately, Mr. Storrow would not live long enough to see his dream fulfilled; he passed away in 1926, leaving behind a legacy of public service work and investment in community-benefiting enterprises—and a hefty fortune to his now-widowed wife, Helen Osborne Storrow. Helen Storrow was as avid a supporter of the tranquility and beauty that parks could bring as her husband, and heavily involved in the Storrow family’s philanthropic endeavors.

In 1929, Mrs. Storrow, seeking to make a fitting memorial to her late husband, decided to pledge \$1,000,000 of the Storrow fortune toward improvements for the parks of the Charles River Basin, otherwise unrestricted. The Massachusetts Legislature enlisted the Committee on Metropolitan Affairs to consider and generate proposals for improving the parks of the basin.

Thus arose the first serious proposal for what today one could consider a precursor to today’s Storrow Drive: the leading proposal put forth by Henry Harriman included a provision for a parkway along the Boston side of the Charles River embankment, with connections outside of its terminals near the Cottage Farm (now BU) bridge and the West End.

Just as occurred with the dam proposal nearly three decades before, once again fury was stoked in the populace. The Harriman plan was opposed on several fronts: by Beacon Hill and Back Bay residents, who saw the inclusion of the road in the proposal as a “deadly feature”[9]; by the outskirts of the Greater Boston region, who had no desire to finance the recreational activities of the city’s elite with no benefit to themselves; and those who lived near planned entrances to the speedway and did not want to accept the “unsightly”[9] nature of on-ramps and complicated road connections that would undoubtedly lower their property values.

Among its supporters included much of the rest of Boston’s political elite, and those who sought to reduce traffic in the city, claiming that an expressway would improve Boston’s ability to move automobiles into

and out of the city, improving the city's economy through increased transactions.

If anyone opposed the creation of an embankment highway - and the transgression on the tranquility and quality of the embankment parks that it would bring - more strongly than James Storrow, it would be Helen Storrow. She recoiled at the thought of a highway being placed upon the embankment that her husband had worked so hard to produce, and that their gift was being perverted into the polar opposite of what they had originally intended for this embankment to be. She was unsurprisingly an active member in the newly-formed Charles River Basin Association (CRBA), a group formed with the intent to protect the Esplanade.

The CRBA was headed by an attorney who would serve as a crucial asset in shutting down the original attempt to create an embankment road: Bentley W. Warren. He presented the views of his neighbors and fellow proponents of green space to the Committee on Metropolitan Affairs at various hearings. After several months of back-and-forth in early 1929, the drama reached its local peak, and eventually Harriman backed down on the road-inclusive portion of the bill to fund

and authorize the Charles River Basin improvements. It seemed as if the Boston locals had managed to avoid the infrastructurally awkward situation of a “deathtrap like this sunken roadway set up alongside an improved playground” [9].

Harriman was disappointed but begrudgingly withdrew his support for the road portion of the bill. Nevertheless, in a move strikingly similar to James Storrow’s in drumming up support for the dam in 1902, Harriman included the provision that its feasibility be studied further. He emphasized: “I urge strongly that the roadway matter be studied during the coming year by a special commission” [10].

Not satisfied with Harriman’s withdrawal, Warren sought to cement the gains that opponents of the road had made: he added a portion to the bill that expressly prohibited the creation of any speedway on the embankment lands without explicit legislative direction to do so. This assuaged fears that the Metropolitan District Commission (which grew out of Charles Eliot’s original Metropolitan Park Commission decades prior) could spend funds at its own discretion and produce such a road anyhow.

This modified bill passed mid-1929, with construction on the ex-

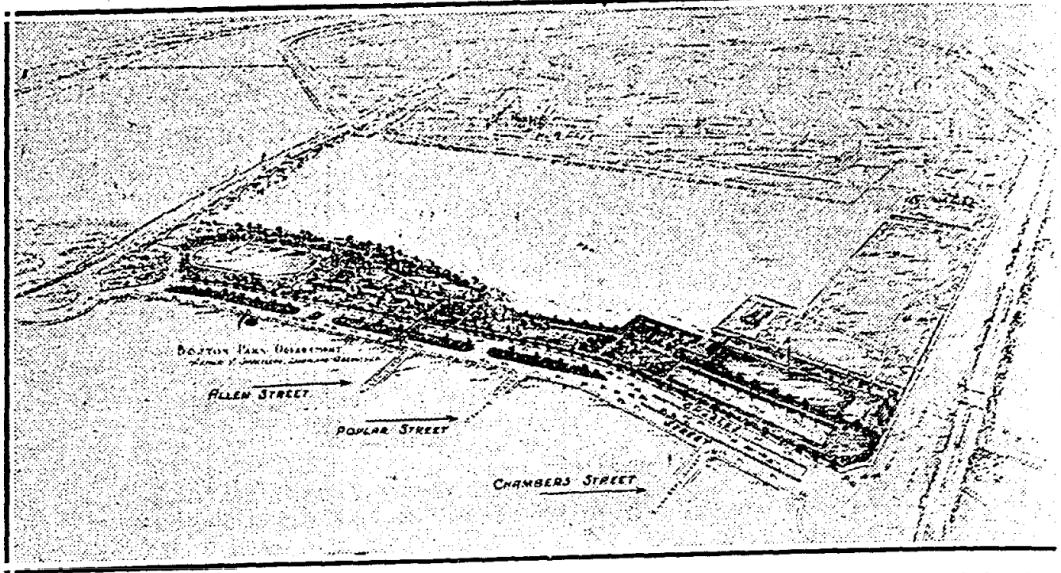


Figure 5: Proposal for the second stage of Charles River Basin park improvements. This view is between the Longfellow and the viaducts of the dam. The width of the embankment is substantially increased from the original promenade. Reproduced from [22].

panded Esplanade and recreational enhancements to begin in the early 1930s. Among the improvements listed were the widening of Charles St., the creation of traffic circles at the northern end of the embankment at Leverett St., a new underpass at Harvard Bridge, and a playground at Nashua St [22]. Additionally, the embankment would be widened and the boundary to the river softened along the Longfellow-Harvard bridge connection as well as between Longfellow and the Charles River Dam. The cost of the improvements was \$1,475,000;

over two thirds of the cost being covered by the Storrow gift, the rest coming from various state funds.

It took approximately one year before the Metropolitan District Commission ran out of money. Soon it was asking once again of the Legislature - followed swiftly by angry Back Bay residents in a “storm of criticism” [3], outraged that the MDC needed almost twice the original apportionment, and that the bulk of the cost was being spent on improvements “of doubtful value” [3] in the Basin near the Longfellow and Harvard bridges rather than spread throughout the Basin. Nevertheless, the apportionment was extended, and construction proceeded on through the early 1930s.

The landscape architect responsible for this stage of Esplanade renovation (as well as the next) was Arthur Shurcliff, MIT alumnus and a member of the Olmsted firm for almost a decade. His plans for the Esplanade were a radical overhaul, cohesive in end result but causing incredible confusion during the early phases of construction. Dredging was occurring nonstop, with piles of riverbed accumulating, producing an unsightly mess. There appeared to be a great deal of uncertainty in where the project was going, even at the level of the MDC’s engineers.

By mid-1932, however, enough information had been publicized and progress had been made to piece together an image of what the end result might look like. See Figure 6.

By the tone of newspaper writing about the subject of the embankment road, it appears that the matter seemed settled by around 1932: it wasn't going to happen. The Boston Globe reported that there would be no "loop highway .. no sunken road about which there was so much discussion... this plan has been abandoned" [11]. Instead, there was largely positive reporting about the improvements to the Esplanade: the Christian Science Monitor applauded the efforts with sub-headlines like "Mud from Bottom of Charles to Change Walls into Graceful Slopes", emphasizing the quality of "character" in Shurcliff's implementations [1].

As the 1930s passed, Boston traffic would proceed to only worsen in an increasingly automobile-centric America. Despite the few years' reprieve, by 1937 it was time again for the residents of the Back Bay to fight for the tranquility of their park. A new road bill had been proposed, this time by the Chamber of Commerce, with the goal again of improving Boston's economy through reduced traffic and greater ac-

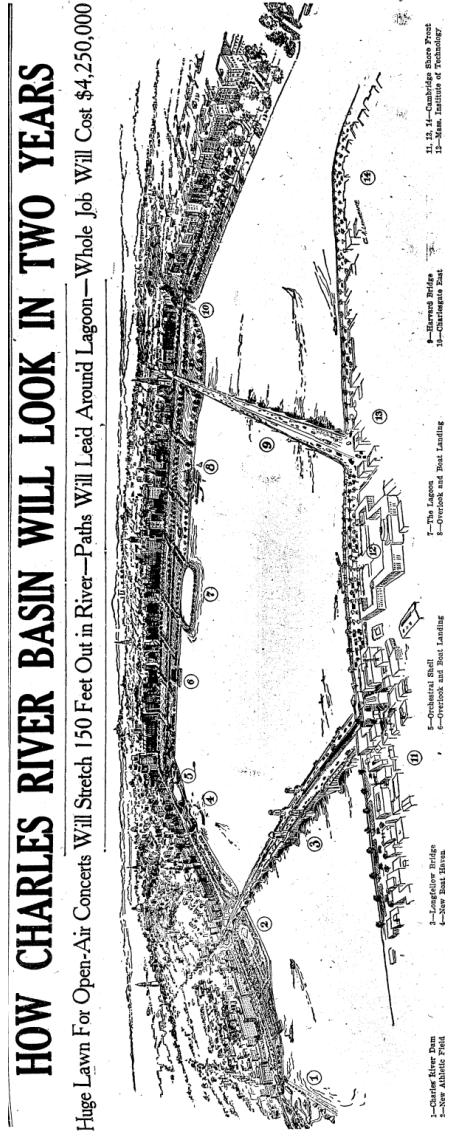


Figure 6: Artist's rendition of the 1930s overhaul of the Esplanade. View is of Longfellow and Harvard Bridge surrounding areas from the perspective of Cambridge. Numbered highlights are, in order: Charles River Dam, New Athletic Field, Longfellow Bridge, New Boat Haven, Orchestral Shell, Boat Landing, Lagoon, Boat Landing, Harvard Bridge, Charlesgate East, Cambridge Shore Front, and MIT. Reproduced from [11].

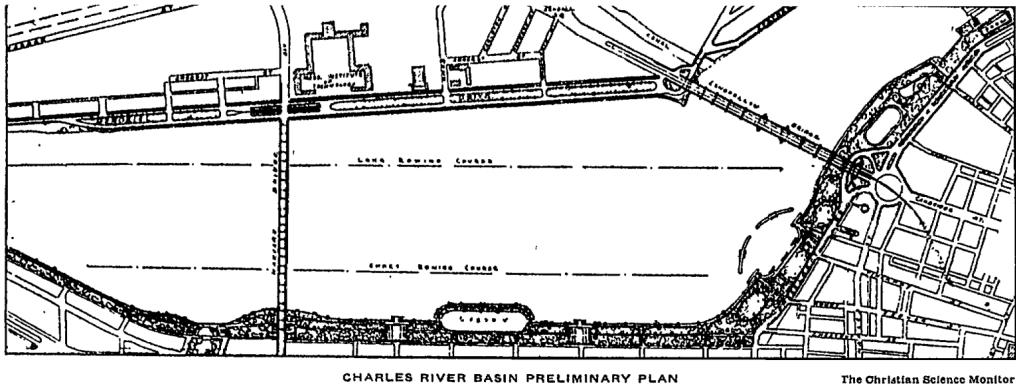


Figure 7: Map of plans for the embankment on the Charles River between Harvard Bridge and Longfellow Bridge in 1932. Observe that the features of the Boston-side Esplanade have been significantly expanded and smoothed since 1920. Reproduced from [1].

cessibility to vehicle-utilizing customers. Critics cried out that it would “ruin” Mrs. Storrow’s gift, that the proposed highway was “unnecessary” and a “half-baked idea” [4]. Residents greatly appreciated the fact that the Esplanade up to this point was an “area free of fumes of gasoline and the honk of taxicab horns.” Detractors considered the idea of a parkway on the embankment “as outrageous as to cut a road through the Public Gardens or to turn Boston Common into a parking space” [5]. In the face of such scornful opposition, proponents of the road bill had no choice but to back down once again.

A year earlier, in 1936, the Legislature additionally approved a

bill commemorating James Storrow with a physical memorial along the Esplanade, with Helen Storrow to choose the nature and specific location of the memorial, and the Metropolitan District Commission to physically construct it. A series of three memorials was unveiled in 1939, only one of which exists to this day. In addition, the Esplanade was officially renamed to the Storrow Memorial Embankment with the passage of the bill, though the name did not stick, and Boston residents continued to refer to it as the Esplanade.

The end of the 1930s and the early-mid 1940s were comparatively calm on the park front. Various small improvements came through the years: Shurcliff added further shrubbery and proper protection from sunlight via trees, while Helen Storrow invested in publicly-accessible community boating programs on the Charles River.

Meanwhile, traffic had become an increasingly terrible problem for Boston. Thus the next - and final - proposal for a highway on the embankment came forth in 1948, this time backed by highway contractors with considerable political pull. This time, Beacon Hill was split between those who opposed as before, and those whose interests were aligned with those of the highway contractors.

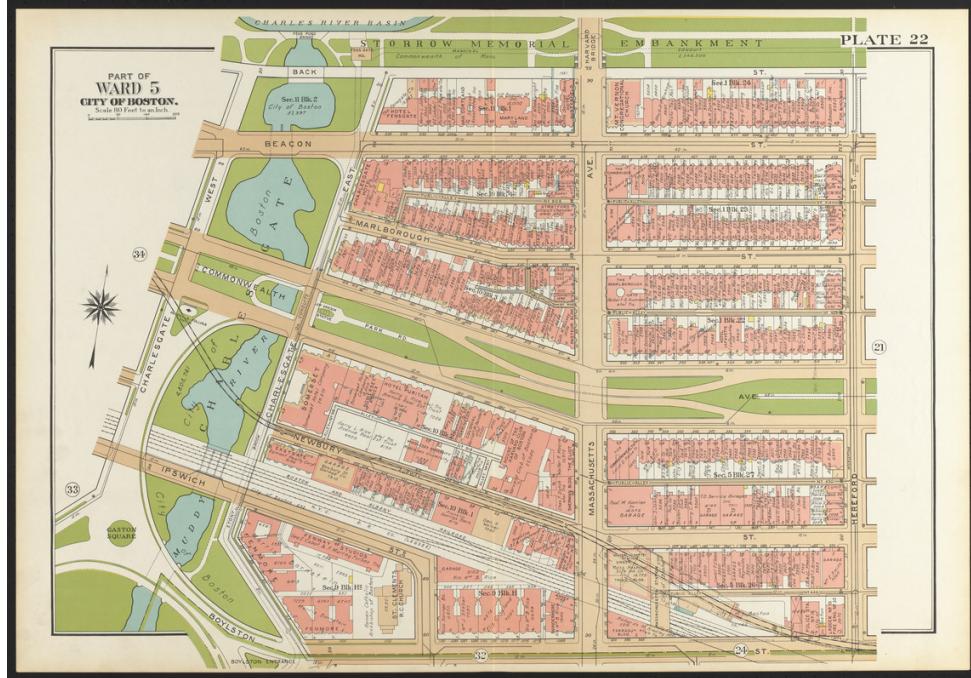


Figure 8: Map of the newly named Storror Memorial Embankment in 1938, with dimensions finalized from the earlier 1930s plans. Massachusetts Avenue runs vertically across the embankment. Reproduced from [2].

Despite the death of its greatest detractor in 1944, Helen Storrorow, some Back Bay residents continued to fight against the road and for tranquility. Additional advocacy groups formed, such as the Storrorow Memorial Embankment Protective Association, and a group called Mothers Against Storrorow Drive that routinely marched on the state legislature.

The 1948 proposal included a six-line expressway and numerous complicated intersections as shown in Figure 9 intended to facilitate traffic through the expressway and out of Boston. The \$6,200,000 highway would eliminate half of the available width of the Storrow Memorial Embankment, and would run from Soldiers Field Road south of Cambridge along the Esplanade up to Leverett Circle near what is now North Station. It would be funded from a \$100,000,000 state bond for highway improvements.

Two months after the State House approved the bill for the road, it was shot down in the State Senate after being called a “waste of money”[16]. Fears that tearing up the Esplanade would flood Back Bay homes spread, and alternatives were suggested, such as widening Memorial Drive in Cambridge.

This small victory would not last the better part of a year; the bill returned in a slightly compromised form in early 1949. Debate raged on in the legislature for months; eventually the six lanes were whittled down to four. The appropriated cost, however, increased to eight million dollars.

Even four lanes were too many for some state Senators, such as

Sen. Michael LoPresti of West End, who pleaded: “In the name of decency, please leave this park alone for the sake of our underprivileged children” [7].

The real victory for proponents of the Esplanade, however, was in the amendment that replaced all lost embankment land to the road with additional fill dredged up from the river’s depths, and to lower the depth of the highway section alongside the embankment. This form of the bill, as of mid-April 1949, seemed solidly likely to pass.

Less than two weeks after, it passed the House after a “stormy session”, four and a half hours of “hot debate”, and copious charges of “steam-roller” tactics. The bill was rushed through passage in one physical day by “adjourning twice and opening new legislative days” [19] within the same physical day. “Doors to the chamber were ordered locked early in the evening to prevent members from drifting away.” The House members truly adjourned only at 7:40 PM that night, and authorization to build the four-lane, partially-sunken embankment highway was assured. All attempts by the remaining opposition to divert the attention of the House, or to legalistically procrastinate its passage were thwarted.

In a final statement of surrender, Rep. Boynton warned that “Mr. and Mrs. Storrow would turn over in their graves if they knew their gift to the people (Storrow Memorial Embankment) was being turned into a high-speed highway, where children will be killed” [19].

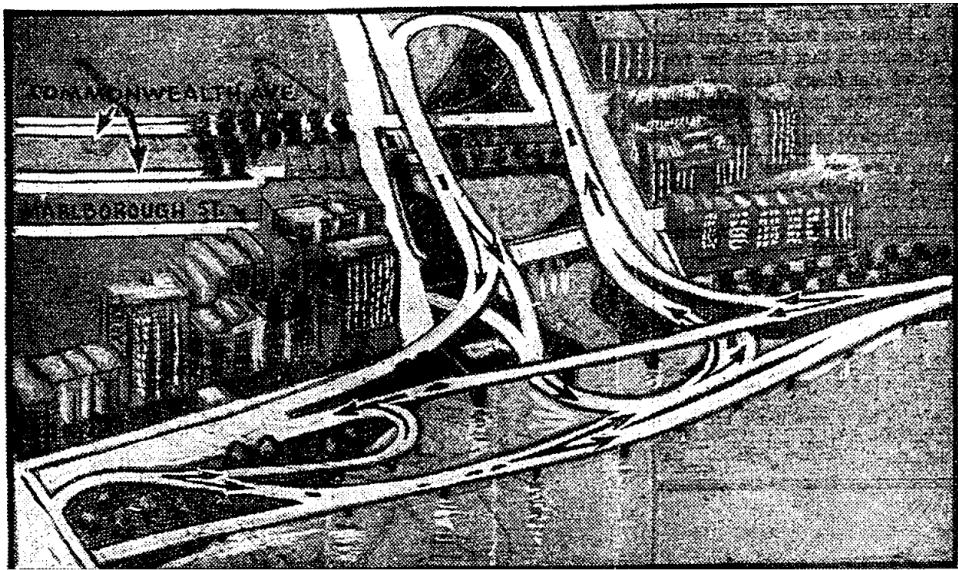


Figure 9: One of the maze-like traffic interchanges for the newly proposed embankment expressway at Charlesgate East and West. Reproduced from [13].

Public speculation over the rationale behind this road, of many possible theoretical improvements to ease traffic, was abundant in the news media. It was feared that it would not do much to alleviate traffic conditions due to its awkward direction and terminal locations, and that it “would destroy the city’s best park area” [8]. Some detractors

took to calling it a “white elephant” - a costly yet not particularly useful object that once you possess, you cannot be rid of. Others derided the Metropolitan District Commission’s “pet project” tacked onto the highway bill.

Nevertheless, by late summer of 1949, plans for expanded recreational areas to replace the facilities lost to the expressway were announced, to be fulfilled by the same landscape architect that produced the previous, well-received iteration of the Esplanade: Arthur Shurcliff, now with the aid of his son, Sidney. More athletic facilities were to be constructed on the Esplanade between the Longfellow and the Museum of Science, and the open concert area near the Hatch shell was to be significantly expanded [17].

In the younger Shurcliff’s report on their proposal, he observes additional provisions that were added to satiate the pedestrian-friendly desires of local park users: the widths of the expressway lanes themselves were to be reduced, and frequent walkable overpasses were to be created, in addition to the aforementioned improvements.

The Esplanade’s final major infrastructural addition, the embankment highway, was finally completed in 1951. To increase the irony,

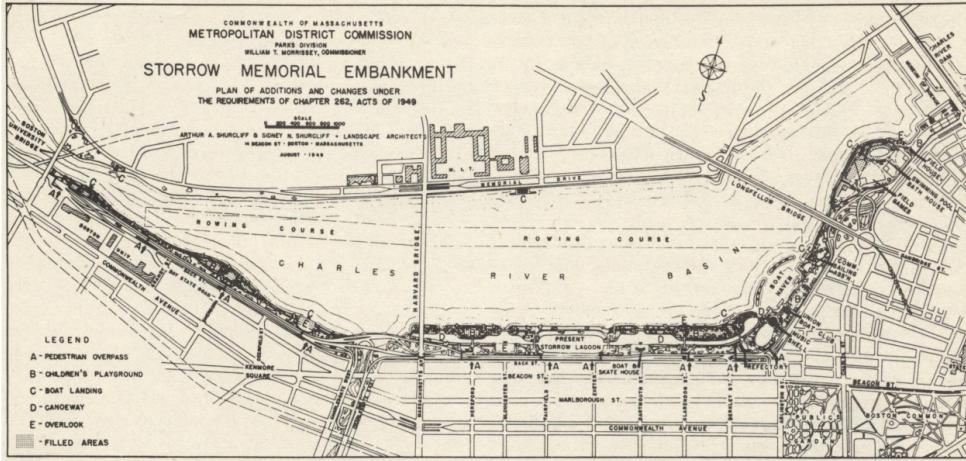


Figure 10: Map of the final proposal to modify the Storrow Memorial Embankment. This is effectively the layout of the modern Esplanade. Reproduced from [20].

the legislature decided to honor the legacy of James and Helen Storrow by dedicating Storrow Drive in their name, despite the fact that the road stood against everything they fought for throughout their lives.

Minimal changes and minimal controversy surrounded the next half-century of changes to the Charles River Basin; other than the replacement of the aging 1910 dam with an upgraded facility in the 1970s and renovations to the Hatch Shell, the Esplanade functionally and aesthetically is about the same as imagined by the Shurcliffs.

Storrow Drive, borne of decades of political tug-of-war between recreational, commercial, and political interests, is here to stay. Known

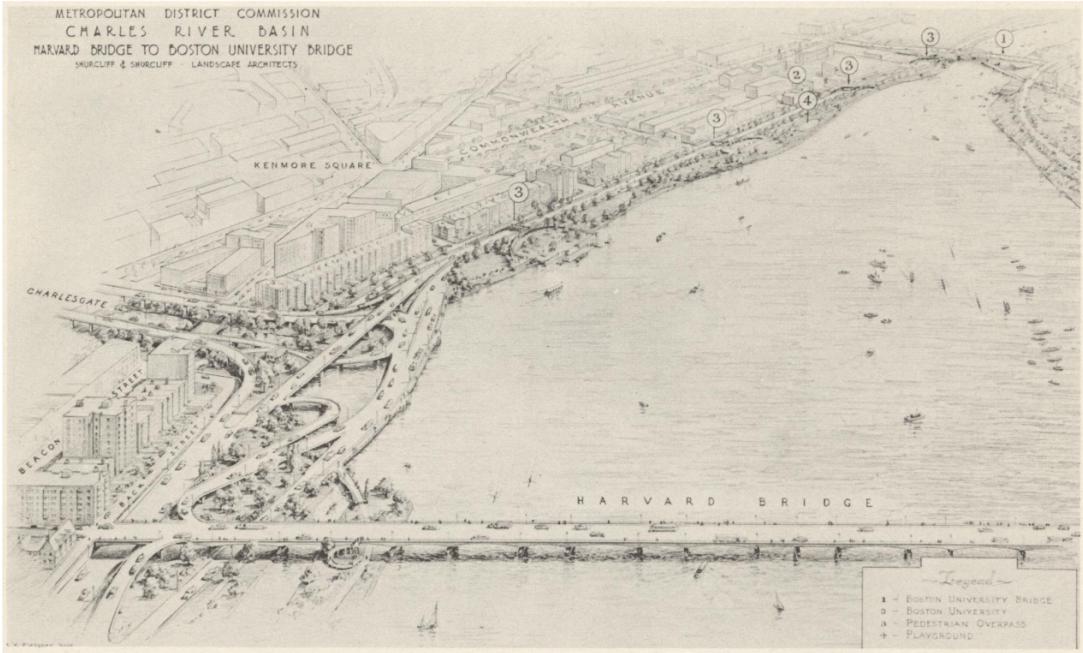


Figure 11: Rendering of part of the final proposal to modify the Storrow Memorial Embankment at the Harvard Bridge entrance into Back Bay. Reproduced from [20].

now for its characteristically low underpasses, and the consequent Storrowing of trucks that attempt to drive underneath, the story of its creation is often forgotten.

One might think that the characteristically low bridge clearances were, as in New York's parkways, deliberately constructed to impede certain kinds of people from accessing the Esplanade. Considering the fact that many of the low-clearance bridges (e.g. the BU Bridge, the

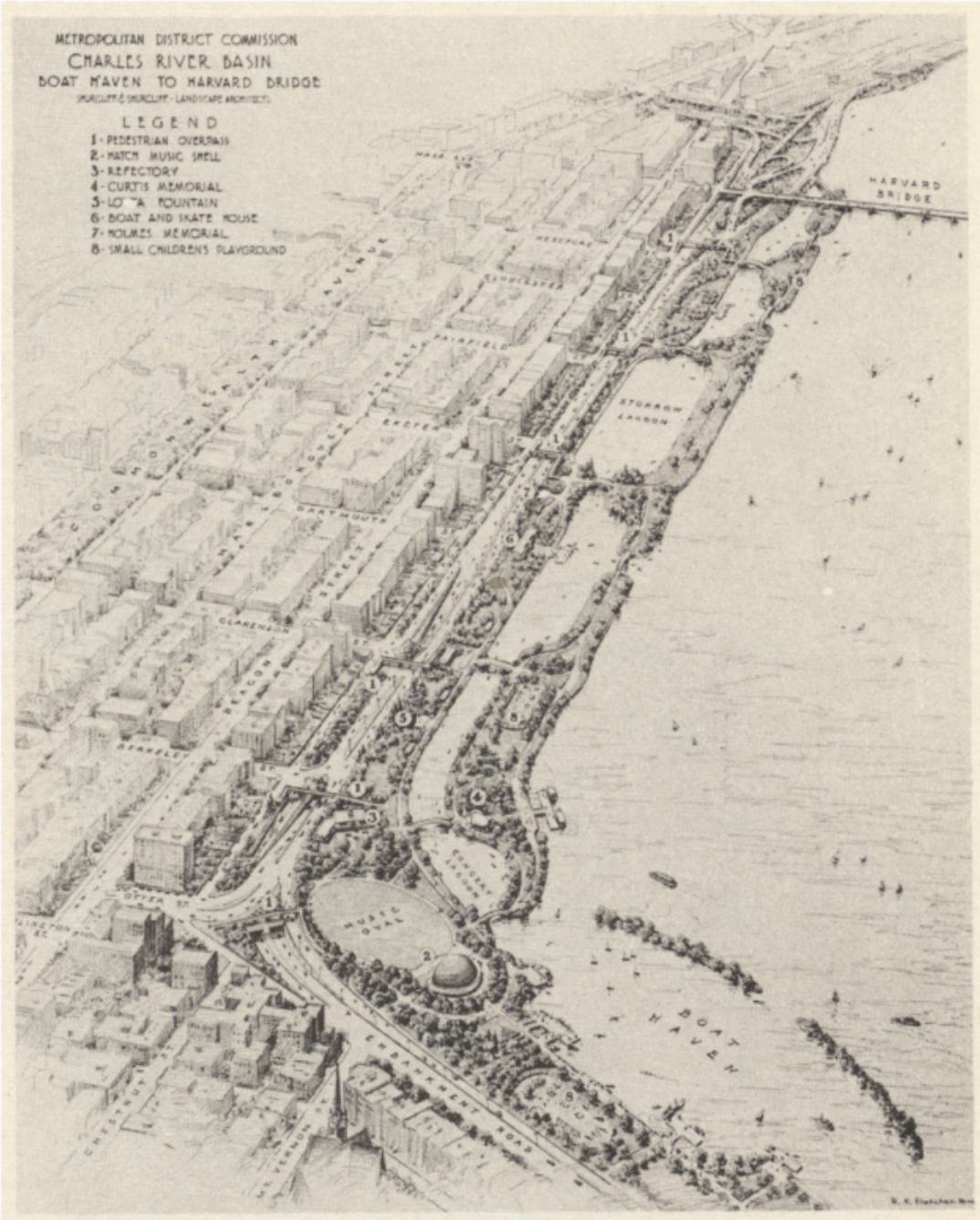


Figure 12: Rendering of the final proposal to modify the Storrow Memorial Embankment. This view shows the developments connecting the Harvard Bridge (at the top) with the Longfellow (out of view to the lower left). Reproduced from [20].

Harvard Bridge) existed prior to Storrow Drive's construction, that seems unlikely. Though theoretically they could have lowered the road into the ground to raise clearances, it should be observed that the road is already sunk into the ground by several feet, and that to do so further would present a significant flooding hazard. Additionally, one would not anticipate that a highway expressly desired for the purpose of enhancing Boston's economic interactions would prohibit the heavy traffic necessary to engage fully in commerce.

The legacy of James and Helen Storrow, though partially harmed by the parkway that bears their name, nonetheless lives on in the beautiful, heavily-utilized yet calming environment of the Esplanade on the Charles River. At the very least, the dramatic tale of Storrow Drive adds an additional touch of excitement and controversy to Boston's urban history.

References

- [1] “Character’ Put Into Plans for River Project”. In: *Christian Science Monitor* (July 19, 1932), p. 2.

- [2] *Atlas of the city of Boston, Boston proper and Back Bay*. In collab. with G.W. Bromley & Co. Boston, 1938.
- [3] “Back Bay Residents Oppose Basin Change”. In: *The Boston Globe* (Jan. 27, 1931), p. 5.
- [4] “Bay State Road Folk Oppose New Passage”. In: *The Boston Globe* (Mar. 18, 1937), p. 6.
- [5] “Charles River Basin Road Bill Meets with Sturdy Opposition”. In: *Christian Science Monitor* (Mar. 17, 1937), p. 9.
- [6] Charles William Eliot. *Charles Eliot, Landscape Architect*. Vol. 2. 2 vols. Boston: The Riverside Press, Cambridge, 1903.
- [7] Samuel R. Cutler. “Revolt Beats Esplanade Highway”. In: *The Boston Globe* (Apr. 13, 1949), pp. 1, 9.
- [8] Gene R. Casey. “Putting Cart Before Horse? Will Embankment Road Ease Downtown Traffic?” In: *The Boston Globe* (May 1, 1949), p. C1.
- [9] “Giver of Million Against Sunken Road”. In: *The Boston Globe* (Mar. 20, 1929), p. 16.

- [10] “Harriman Proposes Basin Compromise”. In: *The Boston Globe* (Mar. 22, 1929), p. 25.
- [11] “How Charles River Basin Will Look In Two Years”. In: *The Boston Globe* (May 15, 1932), B5.
- [12] *If you’re going to slam your truck into a Storrow overpass, do it right, we always say.* Universal Hub. May 4, 2015.
- [13] “Legislative Body OK’s \$6,200,000 Boston Parkway”. In: *The Boston Globe* (Mar. 23, 1948), p. 9.
- [14] Linda M. Cox. *The Charles River Esplanade: Our Boston Treasure.* 2000.
- [15] Max Hall. *The Charles, The People’s River.* Jan. 1, 1986. ISBN: 0-87923-614-0.
- [16] “New Charles River Embankment Road Killed in Senate”. In: *The Boston Globe* (May 25, 1948), p. 1.
- [17] “Park Plan Is Set For Charles River”. In: *The New York Times* (Aug. 21, 1949), p. 52.
- [18] *Public reservations on the banks of the Charles River between Watertown and Cragies Bridge.* Boston, 1920.

- [19] Samuel R. Cutler. “Embankment Road Approved By House in Stormy Session”. In: *The Boston Globe* (Apr. 29, 1949), pp. 1, 3.
- [20] Sidney N. Shurcliff. “Boston’s Proposed Development on the Charles River”. In: *Landscape Architecture Magazine* 40.1 (Oct. 1949), pp. 19–22.
- [21] Walter F. Wheeler. “Redeeming a Waterfront: The Charles River Basin, Boston, a Work of Municipal Improvement”. In: *The American Magazine of Art* 13.3 (Mar. 1922), pp. 75–80.
- [22] “Work On Charles River Basin Improvements Will Start Soon”. In: *The Boston Globe* (Feb. 9, 1930), A32.