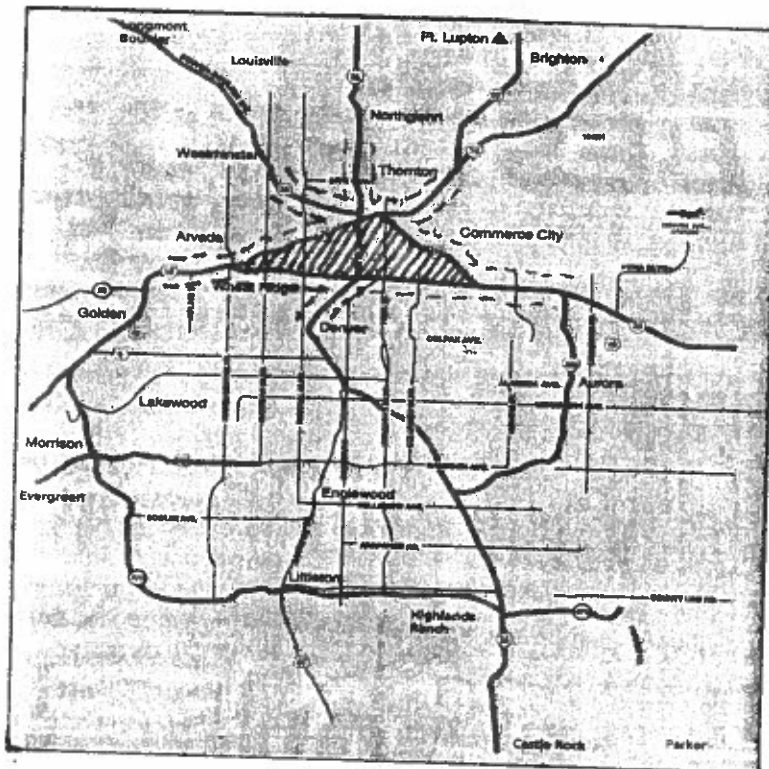


**The Fate of North Metro Denver
and the
Placement of I-70?**

John M. Prosser, BSc. Arch, MFA Arch, ULI
Professor Emeritus, Chair Emeritus
for the
Citizens Committee
03-08-2013



Introduction:

When the early American explorers, Pike and Long, came there were 11 Indian Tribes who had camped across Colorado who watched the coming of excessive numbers of trappers and hunters seeking furs throughout the territory. It could be easily stated that the first established route through that wilderness was The Cherokee Trail in 1849 along Cherry Creek and originally fording the Platte River at what would be 14th or 15th Streets today. They were on the path from the Cherokee Nation Reservation in Oklahoma, up the Arkansas River, following Monument Creek near Manitou Springs, branching over to Jimmy's Spring Camp, traversing the Palmer Divide and descending Cherry Creek to its flatlands junction with the Platte. From the rapids still there they then traveled to Wyoming thru the South Pass Continental Divide and ultimately to their destination, the gold fields of California.

Once the "Pike's Peak or Bust" gold rush began in 1858-59 The Cherokee Trail came into play again used mainly by the prospectors arriving from the Southern States who founded Auraria (def. "gold," from a same named Georgia town). The Northern State arrivals trailing up the South Platte River (soon the Holiday Overland Express road) laid out the new towns of Denver and St Charles. These three settlements at the confluence, although competitors, eventually became the horse, wagon and stage coach Town of Denver focused on the Market Street Elephant Corral. Additionally, the three Smokey Hill ways, the Goodnight-Loving Cattle trail and Denver-Virginia Dale Overland Stage Route converged in what is now LoDo Denver.

Soon in 1870 the rails had to follow into the river basin where the National Western now resides, which with mining and farming processing there, represents the "Historic Source" of the never ending and enlarging productive DNA core of the Front Range Corridor Megapolitan Region. Herein lay the seeds of a once isolated inland hamlet that is destined in 155 years to be one of the most premier international crossroad urban centers of the world.

The Premise:

In a detailed research paper "I-76/I-270 Replacement of Elevated I-70," August, 2012, pages 1-14, and "Proposed Synopsis," pages 1-3, with an "Appendix," pages 15-94, written by Sullivan/Tecza, a well documented bypass option is presented to consider the elimination of the current I-70 Corridor between Central Avenue-Stapleton and Wadsworth Avenue-Arvada. This existing configuration would be replaced with an urban median fully landscaped parkway "Denver Boulevard Gateways" from east and west into the center city. In conjunction with a newly reconstructed fully enhanced green "Brighton Blvd reaching out to the North Metro environs, a symbolic monumental intersection could then be created in front of the Coliseum with a notable entry plaza into a rejuvenated National Western Center complex.

Outlines of the three overall solutions are as follows. The first was to consider a duplicate replacement with sound barriers of the present viaduct with 10 lanes, ramps and services roads below between Colorado Blvd and the overpasses at I-25. Subsequently, a 25 foot deep cut +/-, with a 800 foot limited cover adjacent to Swansea Grammar School would continue up to a Brighton Blvd interchange, surfacing beyond that point and proceeding on grade until rising to meet the rail and I-25 overpasses, was proposed between those same two junctions. This portion of the interstate would have similar geometries except double two way service roads would be required on each side.

In turn, another extraordinary possibility for investigation would be to expand the highway to the same but almost entirely surface lanes, etc. in the existing ROW of I-270 (scheduled to be replaced and widened before 2025) and I-76 between Central Blvd Stapleton and Wadsworth Arvada. Already this is the designated road for hazardous materials movements and given the existing large plotting of contiguous land it has great potential for warehousing, distribution, light industry and other highway related functions separated from residential and recreation uses. This possibility would open the opportunity for new improved inter relationships among Aurora, Commerce City, Adams County, Denver, Lakeside, Wheat Ridge and Arvada along a fully redesigned and regenerated cutting edge urban interstate and redevelopment corridor. The

planning, design and construction quality of a I-70, 270 and 76 "bypass" could be a superior sustainability result than even the Vail Pass and Glenwood Canyon highway successes of their times.

This shift with the transformation of the I-70 viaduct into a parkway boulevard coupled with a reinvigorated Brighton Boulevard would allow the resurgence of housing, especially multi family, services, community activities, etc. in the eastern triangle sector within an effected redevelopment land area of nearly six square miles. The change over into an landscaped arterial(s) generates the further opportunity for reconections of pedestrian, bicycle, residential, local collector, and other transit modes within these potentially six one square mile equivalent traditionally sized diverse neighborhoods. So too the 125 acre National Western Center with its \$100 M+ impact will likely have a much better and more flexible slate to plan 21st century facilities. Concurrently, area property values and taxes would dramatically increase instead of drastically declining to an even greater extent and social service needs would be substantially reduced.

The generalized research data indicate the estimated costs for the entire 270/76 option are far less than that projected for the well shorter length by over one half 70 proposal. Whether it be by instinct, intuitive or rational thoughts the conclusive sense is that the I-70 bypass concept incorporated into the existing the 270/76 corridor would be easily completed cheaper, faster, more efficiently, more extensively with far less neighborhood and construction dislocations while still concurrently maintaining the present operating structure as is for the duration of the change over. Based on a 60 year career in city planning an actual environmentally sound resolution of the 800, no 1000 pound, I-70 Gorilla is imperative if The North Metro Denver Sector is to be revived.

Part A. The Ways:

1. Up until the 48 years of regeneration after the mega flood of 1965, the South Platte River was a sewer and dumping ground that then becomes one of the greatest still enlarging greenways anywhere today. It is our essential number one lifeline.
2. Before Diesel engines the rail roads had to follow the water sources and/or gradients.
3. The Interstate Highways were not to go through the cities. Robert Moses created legislation that was passed to allow intra city corridor placements.
4. The proposed route for I-70 was to swing north of the Denver city limits but south of the Arsenal at that time.
5. At the outset I-70 was not to be built west of I-25 into Utah due to topo and cost. The Eisenhower/Johnson 1.7 mile tunnel was constructed for \$262M in the 60's and early 70's while 12 mile Glenwood Canyon was built in the 80's and 90's for almost \$500M. Eisenhower, himself, did not tolerate the incessant delays on US 6 and 40 when he was traveling for fishing trips to and from Fraiser, CO and Denver.
6. The actual route of today completed in 1964 was based on a political pay back.
7. The I-25/70 (initially first started in 1951 at 46th Avenue) interchange now exceeds 416K vehicles/day.
8. Between Quebec and I-25 85% of all traffic on I-70 is local.
9. The then I-80S cutoff, now I-76, was built to provide the shortest land route from Chicago to LA and San Diego via I-80, I-70 and I-15. I-76 is the Colorado 188 mile "Centennial Highway" constructed for \$45.5M from 1955 through 1975 and extended beyond by 2002.
10. The seven mile I-270 was completed between 1965 and 1999 with vehicle counts of 89.6K in 2009 but must be completely reconstructed and enlarged from 4 to 6 lanes by 2025.
11. FHWA criteria cites that the environmental impacts of noise, air, water, traffic and land use from interstates can extend one half to one mile from the actual pavement edges with inner city effects exceeding those footprints.
12. I-70 Corridor between Colorado Blvd and Wadsworth is substantially residential, recreational and open space land usage. Residential occupancies west of I-25 are especially listed for hearing impaired.
13. Future expansion of six lanes/ramps/service lanes for I-70 west of I-25 is a critical consideration but severely constrained by the Willis Case Golf Course irrevocable trust on the north and the Denver lakes (Rocky Mtn, Berkeley, Rhoda), parks and recreation land ordinances on the south of the existing freeway as well as Lakeside Amusement Park.

14. I-270/76 runs through mainly industrial, distribution uses and truck farm platting and has an existing 300 foot ROW in place.

15. Originally the I-25 corridor was offered to be placed contiguous with the west boundaries of Greeley in the same parallel directions as the traditional RR and highway routes but the city declined and thus it was placed east somewhat beyond the city limits of Ft Collins. One could now raise the question which city had the greatest economic benefit of that intercontinental corridor?

16. Brighton Blvd was the initial road gateway from Cheyenne, US 30 (the intercontinental Lincoln Highway) and ultimately I-80. It is already in planning consideration for regeneration as a multi lane urban gateway parkway.

17. Five possible options have been noted for the reconstruction of present I-70 within Denver while keeping the equivalent existing six lanes and ramps in operation until completion. Rebuild an elevated or depressed expanded 10 lanes, ramps and service roads corridor on either the north or the south sides of the current six lanes and ramped Viaduct. The fifth follows the existing I-270-76 route with the same geometries but is almost entirely on the surface. Actually, the existing alignment can only be used elevated or depressed on the north side of the route to preserved Ralston Purina and its significant taxes. The final outcome of either of these two options would be a swath of pavement approximately 250 to 300 feet in width or over two times the present cross section but similar to new I-25/Buchtel Blvd at Downing and Louisiana overpasses.

Part B. The Places:

1. The evolution of the Denver Union Stock Yards can be traced to the Elephant Corral, the parking lot of its day, on Wazee between 14th and 15th in 1859, to the founding of the Union in 1881, to the opening of the yards in 1886 at the present site, to the first stock convention in 1898 and when the Exchange Building was built. By 1900 it covered 105 acres and the first stock show was 1906. One later year when free beer was given out there was a huge riot.

2. The location was determined by the completion in June 1870 of the Denver Pacific RR line, started 05-18-1868, from a point at today's Denver Coliseum following the S. Platte River to Greeley and then to Cheyenne to join with the transcontinental RR just completed in 1869. Partially raising the money required by about 5800 citizens resulted in the forming of the Board of Trade eventually the Chamber of Commerce.

3. In immediate sequence the Kansas Pacific RR to KC, MO was connected by those same pioneers, Evans, Byers, Moffat, Kountz, Cheesman, Hill and others. A true coat to coast "Joining of the Rails" with the final spike driven east of Strasburg, CO in August 1870 joined to already existing bridges across the Missouri near Westport, MO and spanning the Mississippi at Davenport and Rock Island.

4. The UP did not bridge the Missouri at Omaha until 1874 and thus Denver began its role as the fastest growing city in the US with only the latest technologies until the Silver Crash of 1893.

5. The keystone place was the Jersey Junction of the two lines a short distance south of the present Coliseum that quickly after branched into Denver Town Center.

6. Even earlier The Boston and Colorado Smelter was started up in Blackhawk in 1868 later to move into "Sunnyside" (Irish) of today in 1879 as the Argo Smelting Company.

7. Until the expertise and technology was imported the rich smelted ore was shipped to the UK to be refined using the Welsh Swansea Process. Consequently, Denver was already operating globally and as an immigration melting pot.

8. Swansea, Denver (Welsh) was settled about 1870, the same time historic Riverside Cemetery was founded, and shortly thereafter the KP and UP line to KC was finished. The Town was eventually annexed in two phases, 1883 and 1902. Contains a fine community park.

9. Elyria (Slavic) was platted in 1881. Annexed in 1902. Has another excellent community park.

10. The Grant Smelter, the second oldest in Colorado opened in 1882 and closed in 1909 after a violent labor strike, was located at the SW corner of those neighborhoods where the Coliseum is currently situated.

11. The Globe Smelter and Refining Company was founded in 1886 as the Holden Smelter
12. Globeville (first "Holdenville," with at least eight Eastern European nationalities) was platted in 1889 around the "Globe Smelting and Refining Co." It eventually became the present ASARCO Superfund site and has its own pleasant community park.
13. The true First Stock Show was held in 1906 and the trolley line reached the grounds in 1909 and came to just outside Globeville soon after.
14. The crash of 1893 put Denver into the mainly agricultural, health and self supporting doldrums up to WWII.
15. Fitzsimons Army Hospital was opened halfway on that coast to coast rail route in 1917 in time for treating in particular gassed soldiers, Spanish Flu, TB and other respiratory illness victims. The unbelievable dichotomy was that Denver was one of the most extremely polluted cities in the country until natural gas became widely available mid century.
16. Upon Pueblo's seeking state relief after the disastrous Arkansas River flood in 1921, Denver was finally able to lobby through the Moffat Tunnel \$15.6M, 60 year bonding legislation to build in 1923-27 the 6.2 mile connection under the Divide west of the city creating the shortest, safest RR route to the Pacific. This gave Denver the transportation, business and commercial supremacy over Pueblo that before had the easier route over Tennessee Pass. Denver quickly assumed the mantle as the largest RR and economic hub between the Mississippi and west coast with huge marshaling yards in the river and creek basins.
17. On October 17, 1929 Denver Municipal Airport, located 5.5 miles NE of the city accessed by dirt roads, Model "T's" and "A's", was opened a week before the stock market crash. It was essential that it compete with the emerging cross-country air routes through Wyoming.
18. With the outset of WWII Denver with its safe isolation, superb NSEW connections and outstanding weather grows into one of the Nation's largest production arsenals.
19. In 1947 it was determined that the city needed a large multi purpose arena to primarily house its National Western events. This exceptional concrete rib vault structure which opened in 1952 was designed by Denver architect, Roland Linden with A&E provided by a Chicago/NYC firm and cost \$3M with the NWSShow giving \$750K. That original Denver Pacific RR start up point and surrounding land was given by the UP for the building site and the current adjacent parking area property was given by the Colorado and Southern RR.
20. Besides being a unique historic structure in itself, this iconic, symbolic Denver Stock Show identity and branding monument could easily be placed on the State and National Registers without compromising its future, necessary upgrades and enhancements.
21. It has the potential to be the centerpiece "Sense of Place" for establishing the "Markets of the World" revitalization of this sub city to be historically "old towns", like San Diego and Portland, but connected once again by rail that may someday also lead to Dick's Sports Park and the Megapolitan Rocky Mountain Arsenal National Wildlife Refuge.
22. As once proposed, 46th Avenue (a new Parkway" from DIA, i.e. the S. R. DeBoer's MLK Blvd) would be an EW entryway six lane but a median configured fully landscaped urban connection with a grand intersection crossing a similarly designed and renewed NS esplanade type Brighton Blvd at a vital east plaza in front of the Coliseum.
23. It appears that multiple surface road realignments may permit the Stock Show 125 acre land to be more contiguous with a new western gateway over the river and tracks from I-25. Curiously, the State of Vatican City, the smallest country in the world, is only 106 acres total.
24. The 4.5M population Front Range Corridor stretching from Cheyenne, WY to south of Pueblo with Denver at its apex is recognized worldwide in all aspects as one of the very most important, creative and desirable global pivot points.

Part C. Macro Parameters:

It may be beneficial to cite ten key principals of urbanization development:

- I. Fundamentally, a town, city or metropolis is essentially a place for the production and exchange of good and services whether it is commercial, political, educational, religious, military, etc., in its main purpose.
- II. The Urban Land Institute states from their research that for cities to survive it is an absolute requirement that "you stuff the suitcase" with as many functions as possible.

III. In the 10,000 year evolution of the city one equation is paramount: No connections, no trade, no economic development, no jobs, no schools, no parks, no culture, etc.

IV. Although in the final end all decisions are economic, in our initial impression of people, ways, places and goods, it is initially from "that first image" we make the nearly immediate thumbs up or down reaction.

V. From 1800 to 1900, during the city implosions generated by the Industrial Revolution, estimates are that London ballooned from a 1.1M to 5.5M population. Here the Front Range Megapolitan Area has grown from about 400K in 1950 to 4.5M within the 2010 footprint according to recent census data.

VI. In a drastic reaction to the incestuous and frightening Dickensonian overcrowding, squalor, disease and death in London in the 19th century the social, economic and physical planners created the New English Garden City concept and movement to counteract that urban explosion nightmare.

VII. Four days in December 1952 the so called "pea soup fog" now defined as "smog" was so horrible that the cinemas had to be shut as the light from the projector could not reach the screen. Similarly in summer of 1858, Parliament could only meet using lime drenched drapes covering the windows to partially mitigate the stench from the Thames operating as a sewer.

VIII. The Garden City effort produced a livable, physical and economic land use and balanced matrix, still very much in use today, that allocates primary community development functions into particular quantities. The major breakdowns are: rights of way (streets, sidewalks, muses, etc.) 15 to 20%; open space (parks, lakes, stream ways, greenways, trail ways, bio swales, golf courses) 25 to 20%; business (retail, commercial, industrial, distribution, etc.) 10 to 15%; residential (all housing products) 35 to 45%. Mixed usage and other business, educational, health, etc. functions combined may total up to 60-65%

IX. In rebuilding the cities after WWII, after many trials and errors, the developed countries concluded that a maximum optimum density should not exceed 100 persons per acre comparable to Manhattan Island, central Paris or William McDonough's proto type city of Liuzhou, China planned in 2005.

X. Another major constraint codified was no general public or subsidize housing would be above six or seven stories and would not penetrate high rise construction regulation limits of 75 feet (22.5 meters).

Part D. Geographical Perspectives:

1. Today this greater triangular sector of I-70, I-270 and I-76 is further subdivided into two book ended triangular shaped land areas east and west of I-25 and the gigantic "Mousetrap" Interchange. With an approximate length of 9.5 miles between Central Avenue and Wadsworth Blvd, the eastern parcel is a nominal 3800 acres and the western side is around 2200 acres altogether much larger than the original Stapleton site

2. By definition a blighted area today, yet with the up most and giving every possible respect, the eastern subdivision is the one urban location in Denver proper that might be classified under urban planning criteria as a so called 'ghetto.' That term comes from the Italian words "gheto" and "geto", the former meaning "slag" and the latter "foundry." The Hebrew word "ghet" meaning "separation" or "divorce" is related as well. Venice was the world's first place given that name and the Jewish community site there has been continuously occupied up to now and is still encompassed by the main entry district of the entire city. Until the 14th century this was the place with 14 copper forges making cannons and other metal equipment for the Venetian fleets. Due to extreme fire dangers, it was moved to the eastern city "Arsenal" industrial and first Western mass production complex that delivered one to two ships per day.

3. In 1516 it became the confined Jewish Quarter with only two heavily guarded bridge access points across the surrounding patrolled canals which were closed from sundown to sunrise. The actual gates, when open, were 'pass'port portals in and out.

4. Five different architecturally magnificent ethnic nationality signature Synagogues served these creative bankers, physicians, merchants, artisans and allied populations inside a

unbelievably dense (up to five hundred people/acre) mostly seven story wall to wall "borgetto, borgo, borough."

5. Should a 182 acre reconstruction of I-70 be completed in conjunction with any additional moderate future expansions of I-270 and I-76 through and around this eastern triangle sub division, the entire precinct would be, no matter what limited crossings, openings and/or covers are provided, forever separated from Greater North Metro Denver and become a total enclave.

6. Similarly, in the western sub division, in due time a nearly 165 acre duplicated designed corridor would have to tear across the landscape while bisecting Willis Case GC, Mountain View and Berkeley Lakes besides dividing other landmarks in that precinct.

7. The ironies are the numerous parallels past and present including key locations, connections, intense industries, wastes, toxicities, ethnicities, landmarks, cultural diversities and essential urban evolutions that historically impact cities worldwide.

8. Without doubt Venice had its share of the social and economic differentials common in its time, yet for some 750 years it was considered the most beautiful and highly advanced city in the world.

Part E. Conclusions:

If 15th and Larimer is the symbolical key geographical business, political and intellectual point of the Denver DNA double helix then surely the Jersey RR Junction and the Denver Coliseum is its paired commercial, industrial and distribution Denver heart within the Front Range Megapolitan Corridor. This pivotal convergence at the crossing of 46th Avenue and Brighton Boulevard is the soul of the evolution of Denver. It is where the ancient Gatherers, later American Indians, Trappers and Hunters with knives camped and followed the game in the water basins from summer to winter pastures.

With the coming of the early settlements came the cattlemen Herders with lassos on the Goodnight-Loving drives into the supply towns and on the National Cattle Trail in Eastern Colorado from NM to WY and back again. Soon too the Sodbusters with their sickles arrived to toil the soils in the rich NE farming quadrant of the state. All provided the critical support needed by the extracting miners with their Artisan hammers.

It is the worldwide progression of humankind migration from wilderness to collectors, hunters, herders, farmers to lastly artisans building the cities in these places and over merely a few generations. Today we have the fishing and hunting sports, the Stock Show, distribution, nurseries and grain elevators, the coal, oil, gas and uranium, etc. operations entirely dependent on multi modal linkages. This one implosion and explosion spot where they all met is that Denver DNA twin RR birthplace junction point that parents a global "Instant City"

Very fortunately, this "city state" is a predominately multi racial caring place for the most part as a pluralistic, tolerant and welcoming North American diverse culture center. Of course there are past errors but the offsets include the first Community Chest, now United Way, women's access to vote, minority courts, Nisei kept free, children's and women's abusive treatments, GLBT rights and diverse creative classes to name only a few.

According to a vast study by the highly respected late McKinley Conway in a 1999 issue of the "World Future Society" Magazine, [Greater] Denver is ranked as the sixth most important of 10 likely world super cities of the 21st Century. Other sources, including economist Richard Florida at Toronto University and the Metropolitan Institute at Virginia Tech, have expressed similar definitive positions regarding the Front Range of Colorado.

Intriguingly, DIA is precisely half way on a straight line great circle flying route between Tokyo and Beijing to Rio and Sao Paulo, Brazil (three Summer, one winter Olympic locations, while China imports 52% and 9% of Brazil's soy beans and meat). Additionally, our airport is within five hours flying time of every major city in NA.

Unquestionably, an extraordinary future for 4.5 million population Megapolitan Colorado is ours to determine based on past, present and potential decisions. Amazingly, the I-70 Placement is a final stake for or against the life of North Metro Denver. Every functional and meaningful aspect of civilization has occurred here. If I-70 remains in place that vital triangle environs there will continue to be inaccessible, forever isolated, cutoff by huge mega traffic way moats, walls and/or viaduct barriers and bastions on every side and property values will severely

depreciate. Those neighborhoods inside there who have already experienced 60 years of confinement will be condemned to lives without parole. In some realms this can be called "soul murder."

On the other hand there can be sunlight; i.e. "Sunnyside", fresher air, cleaner water, less noise, and undisturbed toxic soils. The I-70 cut option would have far greater contamination do to the past smelters, chemicals and multiple wastes compared to even the recent huge remediation, but at a far lesser scale, of the highly contaminated yards at Union Station.

The resulting freedom to recreate a highest and best use 21st Century intercity environment would allow the reunification, regeneration, renewal and revitalization of a valuable, vibrant sector of infrastructure and development in this greater superb Western Community. Property values will greatly increase and produce far higher tax revenues. A transformation from an inner city Pittsburgh type rustbelt to a sustainable high plains inner city oasis is absolutely feasible and reachable to the same quality peaks achieved by the Platte River and Regional Greenways, DIA, Anschutz/Fitzsimons/Aurora, DTC and Stapleton projects.

Within typical cost estimate variables, what is absolutely shocking is that two completely new state of the art green, but potentially economically powerful, developable, bonanza interstate sections from Central Avenue to Wadsworth serving Commerce City, Adams County, Denver, Lakeside, Wheat Ridge and Arvada can be constructed for the same cost as projected for the proposed I-70 replacement between Quebec and the present six lane clogged I-25 interchange. By reconfiguring freeway irreparable land use divisions into urban parkways, imagine recreating two unifying metropolitan routes into a pair of magnificent high end landscaped routes, Brighton Boulevard and a "Boulevard of the Americas," that converge at a monumental "Founders Circle" gateway intersection that is the land side "Crossroads of North America." Now is the time we must finally make a concerted stand to stop the deterioration and,

"SAVE OUR NORTH METRO DENVER ENVIRONS!"
Be Fruitful, multiply, **replenish** the earth and subdue it.

Genesis. Chapter 1-28

John M. Prosser, Architect, Urban Designer and Planner

Professor Emeritus of Architecture and Urban Design, Former Dean; Chair Emeritus of the University of Colorado System Design Review Board; Visiting Urban Design Professor, Oxford Brookes University, UK; Visiting Fellow, Urban Institute Ireland, Visiting Scholar, University College Dublin. Urban Design Consultant: on the 100 mile Dublin-Belfast 2025 Development Plan with ULI; the New Liuzhou, China "Cradle to Cradle" planning and the New Google World Headquarters Complex, both with McDonough; the proposed Tianjin Eco-City, China with Rocky Mountain Institute; DIA private sector from 1984 to date; for numerous urban planning assignments across the US, Hawaii and Canada with the ULI post 1985.

Sponsors:

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Dana Crawford, Dean Foreman, Mark Johnson, Andy Kenney, Michael Leccese, Peter Park, John Prosser, John Shaw, Jeff Shoemaker, James 'Skip' Spensley, Frank Sullivan, Thaddeus Tecza.

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