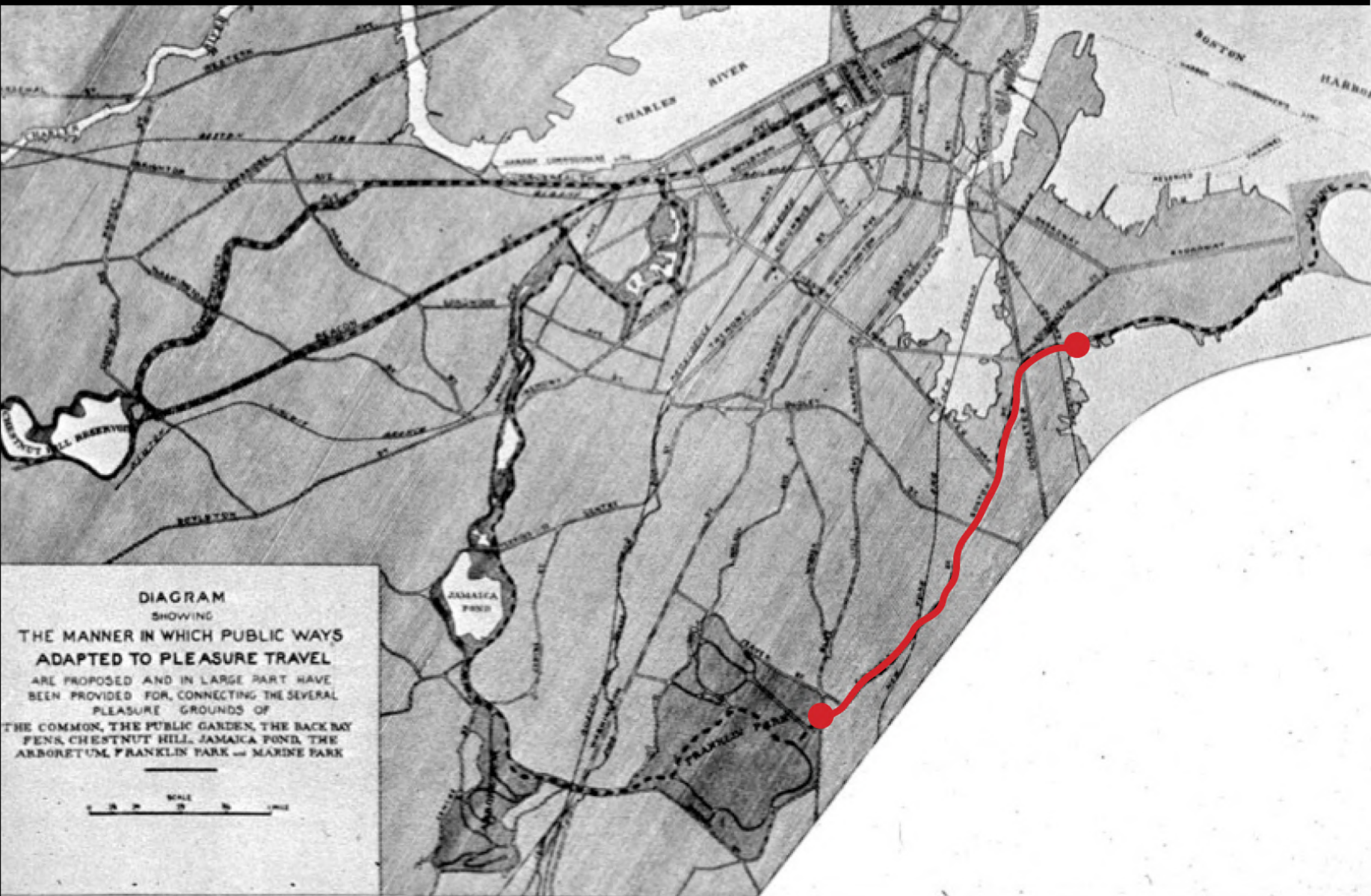




GREENWAY LINKS // COLUMBIA ROAD



GREENWAY LINKS // COLUMBIA ROAD



DIAGRAM

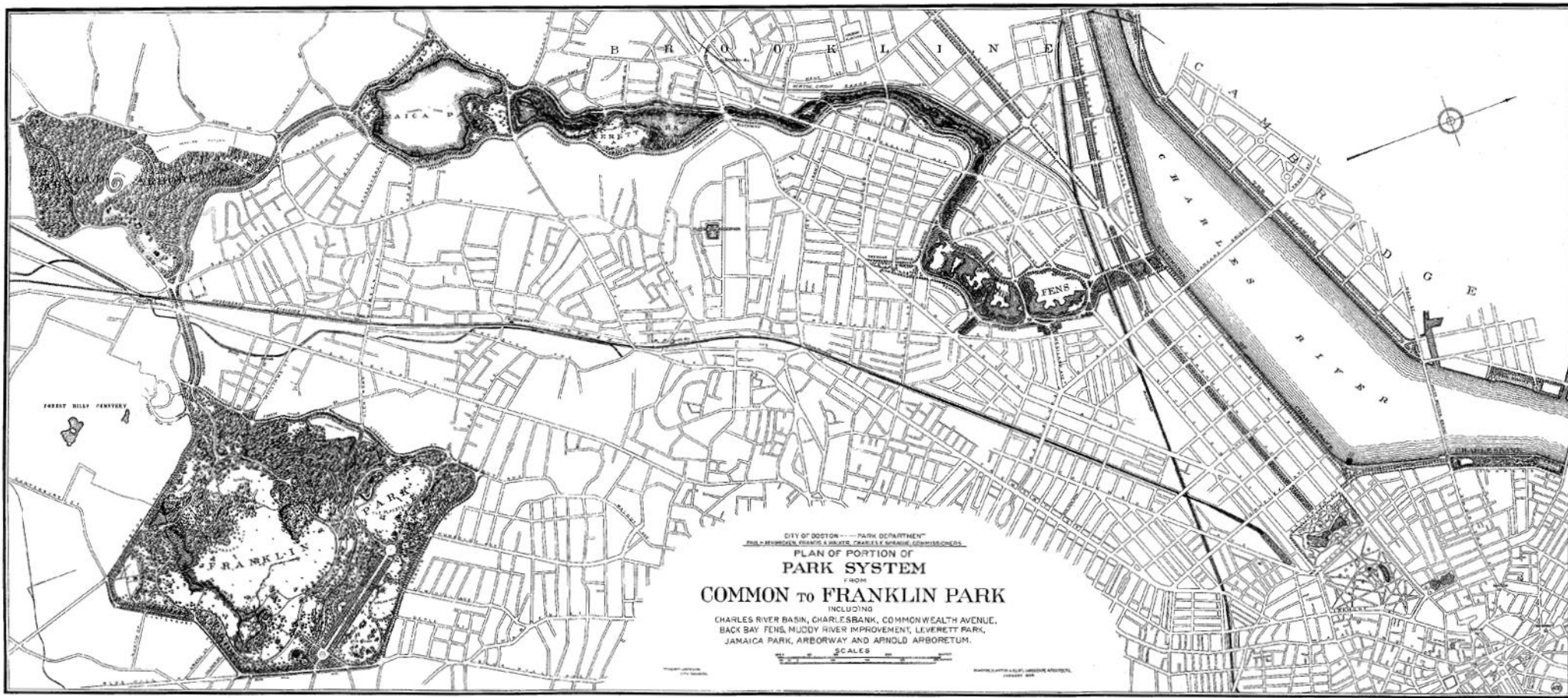
SHOWING

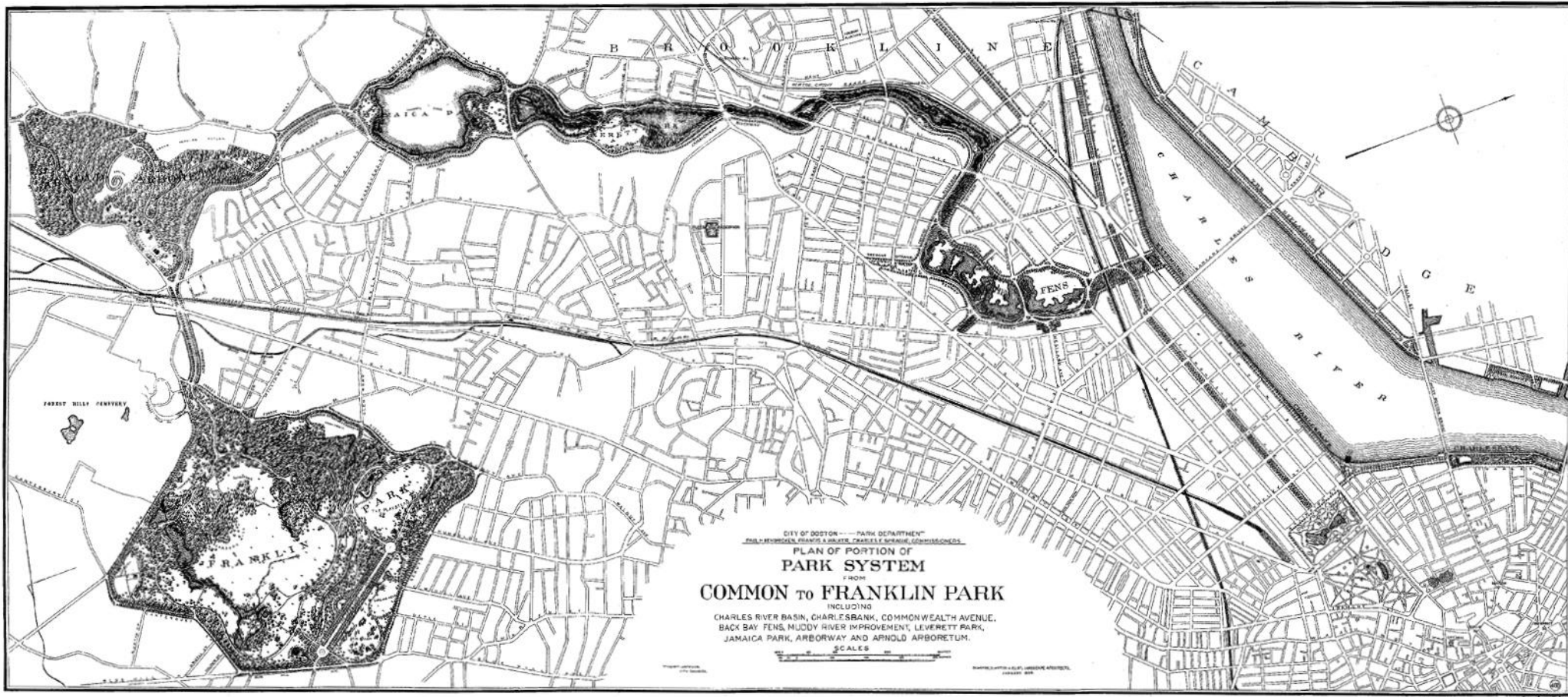
**THE MANNER IN WHICH PUBLIC WAYS
ADAPTED TO PLEASURE TRAVEL**

ARE PROVIDED AND IN LARGE PART HAVE
BEEN PROVIDED FOR, CONNECTING THE SEVERAL
PLEASURE GROUNDS OF

THE COMMON, THE PUBLIC GARDEN, THE BACK BAY
FENS, CHESTNUT HILL, JAMAICA POND, THE
ARBORETUM, FRANKLIN PARK and MARINE PARK

SCALE
0 10 20 30 40 50





SPECIAL COLLECTIONS DEPT.
FRANCES LOEB LIBRARY
HARVARD DESIGN SCHOOL

AMERICAN SOCIETY OF LANDSCAPE ARCHITECTS.
THE BOSTON PARK SYSTEM.

###

By John C. Olmsted,
July 7th, 1905.

RAKE

NAC

4040 527

ROF

11 Parks systems - U.S.
Boston, Mass.

B
p. 13 19

icturesque slight roughness incident to sheep pasturage, and so appropriately suggestive, to the nerve-wearied visitor, of the peace and quiet of the real country, is replaced by the hard, artificially smooth surface made by constant clipping and rolling, and, what is worse, the nerves of the visitor are still further irritated by the anxiety as to being hit by the hard and swiftly driven balls. It seems too bad that a few scores of people should be allowed to practically monopolize a hundred acres, or perhaps two hundred acres, of the most beautiful park pastures, excluding, or at any rate causing discomfort to, thousands of other visitors.

COLUMBIA ROAD. ①

Following the connected chain of parks and parkways, the next link is Columbia Road. Owing to certain exigencies of local politics and city finance, this avenue was laid out under the authority of the street department, and subsequently its maintenance was put upon the Park Commission. Like Huntington Avenue and Blue Hill Avenue, it was laid out with a central grass-plot occupied by a double-track railway, but so narrow that there is no room for trees, making the central trolley-poles and wires very conspicuous. The two roadways, although wide enough for present traffic and even for that of

the near future are certainly not wide enough to afford any adequate expression of dignity or liberality. One of the roadways is reserved for pleasure traffic, while the other is open to commercial traffic. There is a grass strip between the two roadways wide enough for a double-track electric railway and one row of trees. In this respect it is markedly superior to Huntington Avenue, which has a grassy reservation for car-tracks between two roadways but no trees. Without shade trees to afford a picturesque umbrageousness which would make the narrowness of the roadways a minor matter (to the eye at least) the duplex narrow parkway is assuredly an aesthetic failure compared with an avenue of the same total width but with one wide roadway with flush car-tracks in the middle and with the trolley-poles on the curb along with the sidewalk row of trees. However, whatever its defects, this parkway does actually perform a useful link in connecting Franklin Park with Marine Park. It was built mainly by widening previous streets, Columbia Street and part of Boston Street. It runs through a well built up part of Dorchester and is and will be very cityfied in the character of buildings along it. Other routes for a parkway from Franklin Park to the shore were carefully studied, but this, as the shortest route, was preferred in spite of its expense. It connects with the next link of parkway at one of the civic centres of

Dorchester, Edward Everett Square.

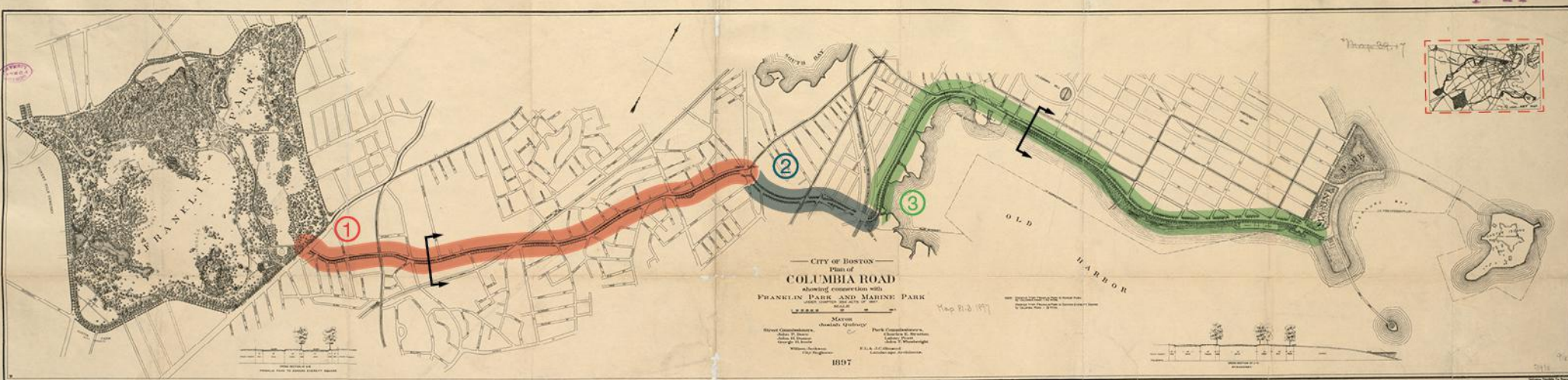
DORCHESTERWAY. ②

This connects with Columbia Road at Edward Everett Square, and extends to The Strandway, having been laid out by the Park Commission. It crosses the Old Colony Railroad by a simple but substantial bridge, and then turns abruptly towards South Boston. The original design was to have it extend by a long curve to the shore of Dorchester Bay, but the City having acquired the road-bed and right-of-way of the former location of the Old Colony Railroad in this locality, the less desirable route was followed as a matter of economy.

THE STRANDWAY. ③

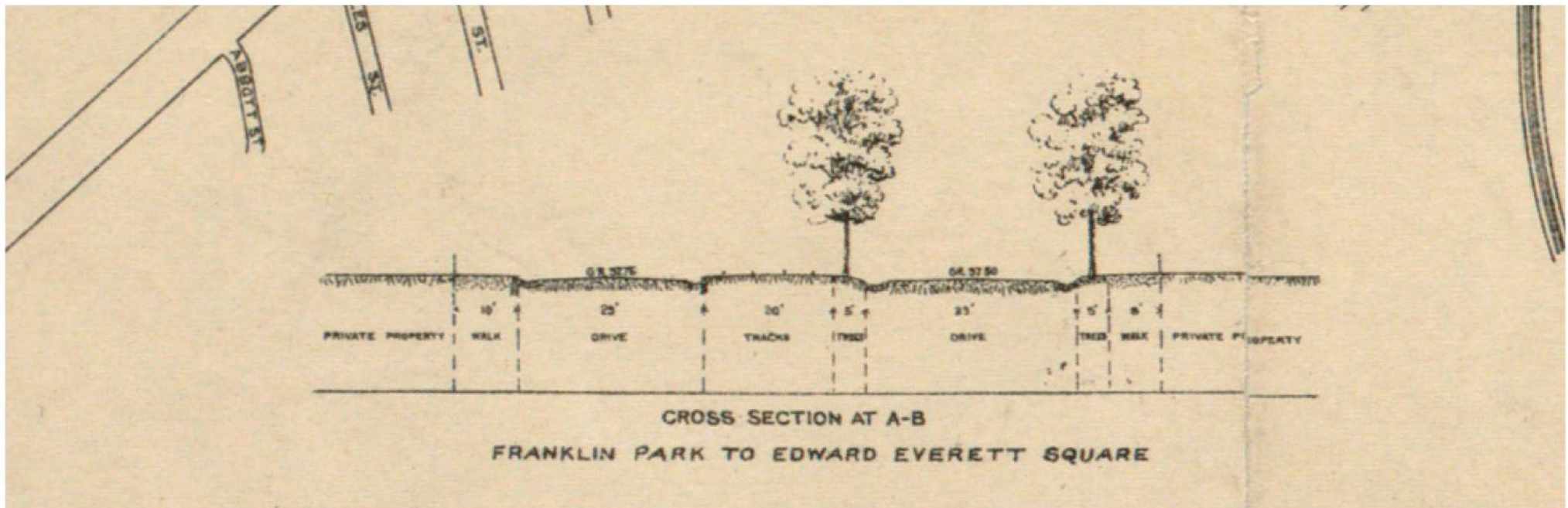
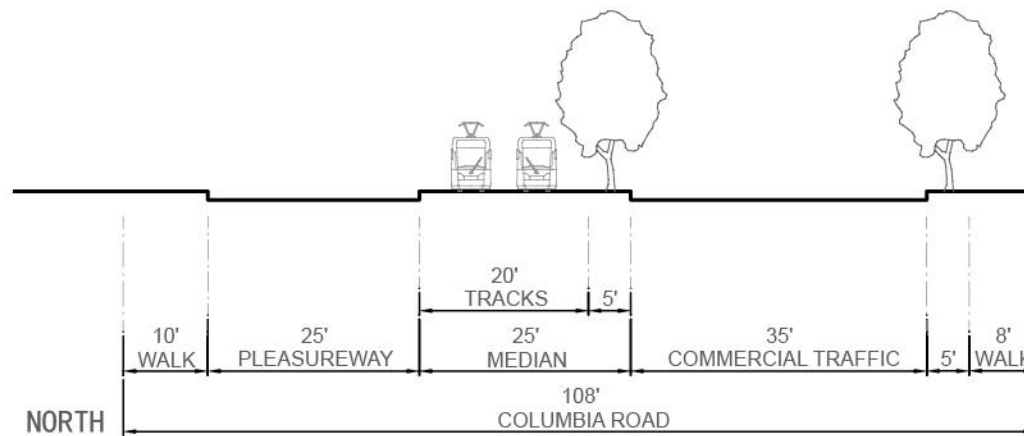
This will certainly be a very imposing parkway when completed and when the trees have grown. It has two roadways, one on the landward side for access to house-lots, the other adjoining a wide, gently sloping gravel beach, artificially formed. There are fine views over Boston Harbor except where it was thought best to locate several yacht-club houses. The long curves and changing views will tend to relieve the formal monotony of the parallel, level roadways and rows of trees, as will also various scraps of land

11044



1

COLUMBIA ROAD



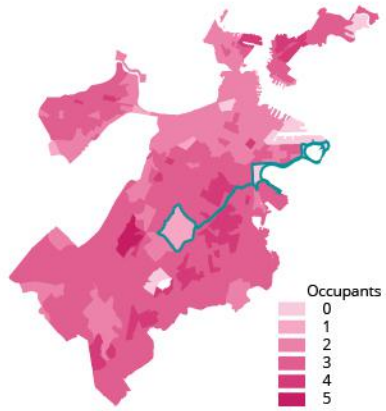




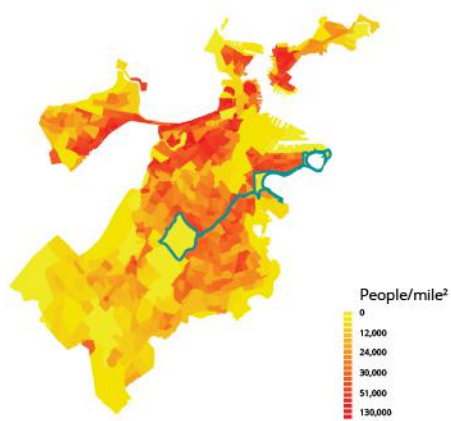


NO
TRESPASSING
POLICE TAKE NOTICE

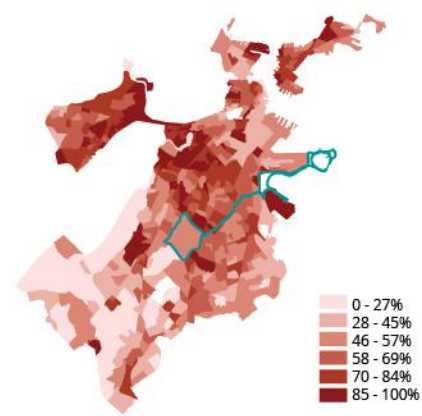
AVERAGE HOUSEHOLD SIZE



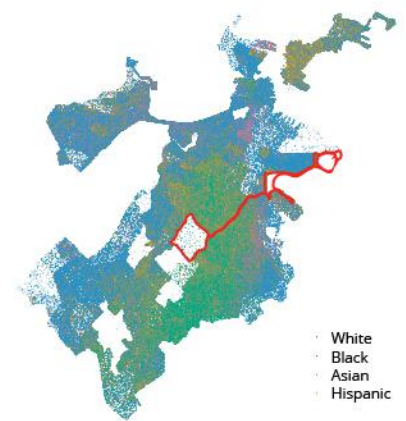
POPULATION DENSITY



% RENTAL HOUSING



ETHNICITY



OPEN SPACE+ CONTOURS



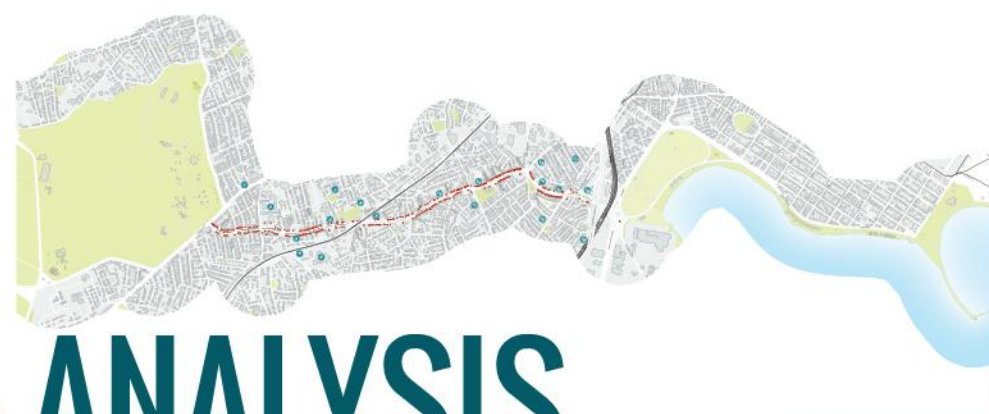
TREE CANOPY



TRANSIT



SCHOOLS + THRESHOLDS



RESEARCH + ANALYSIS

SAFETY:

Well-lit + buffered pathways for all users

PLACEMAKING:

Enhance the stoop, develop a clear greenway identity

SUSTAINABILITY:

Integrate stormwater management + native landscape

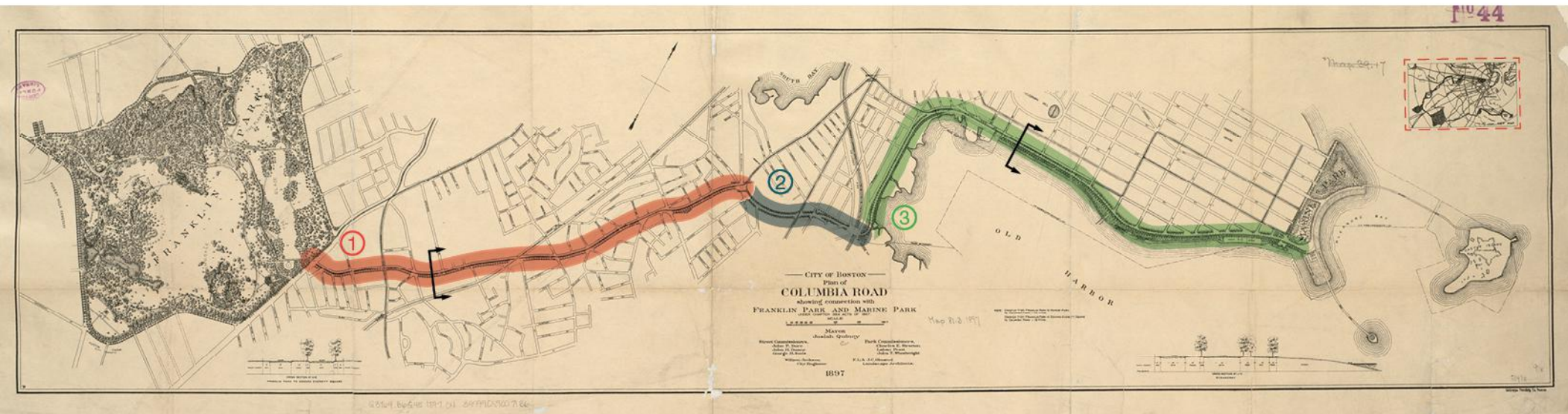
LEGIBILITY:

Improve the street section and key intersections

MULTIMODAL BALANCE:

Flexible design for present and future mobility demands

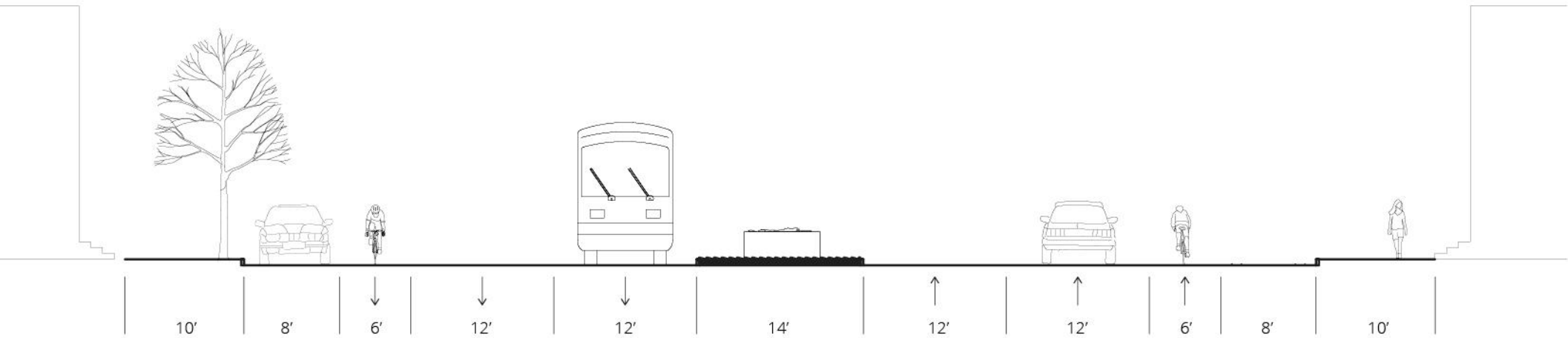
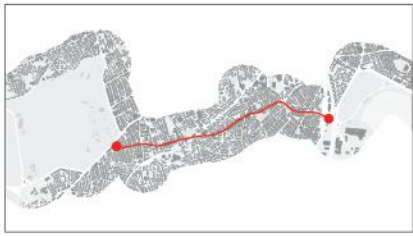
PROJECT GOALS



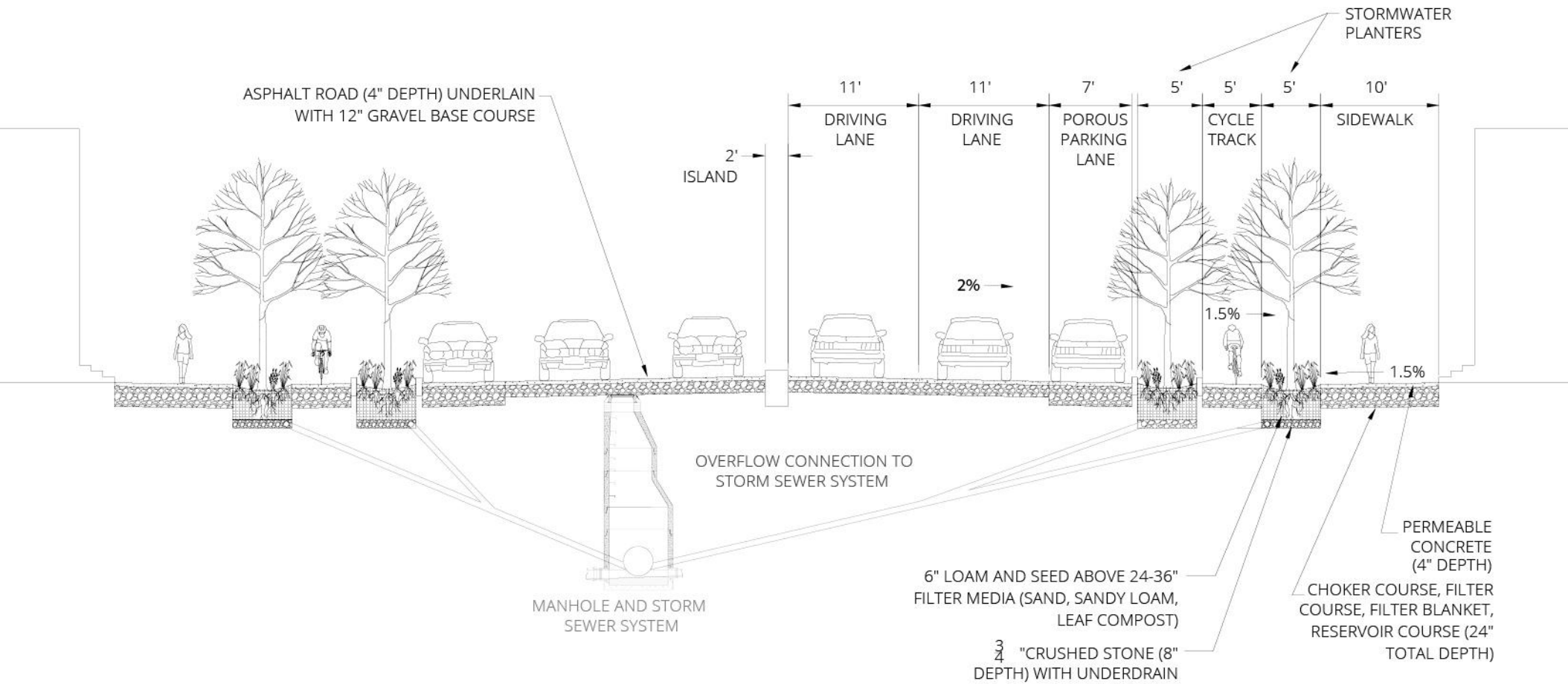
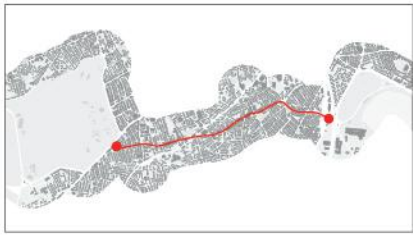
PROJECT SITES



COLUMBIA ROAD // OVERALL STRATEGY



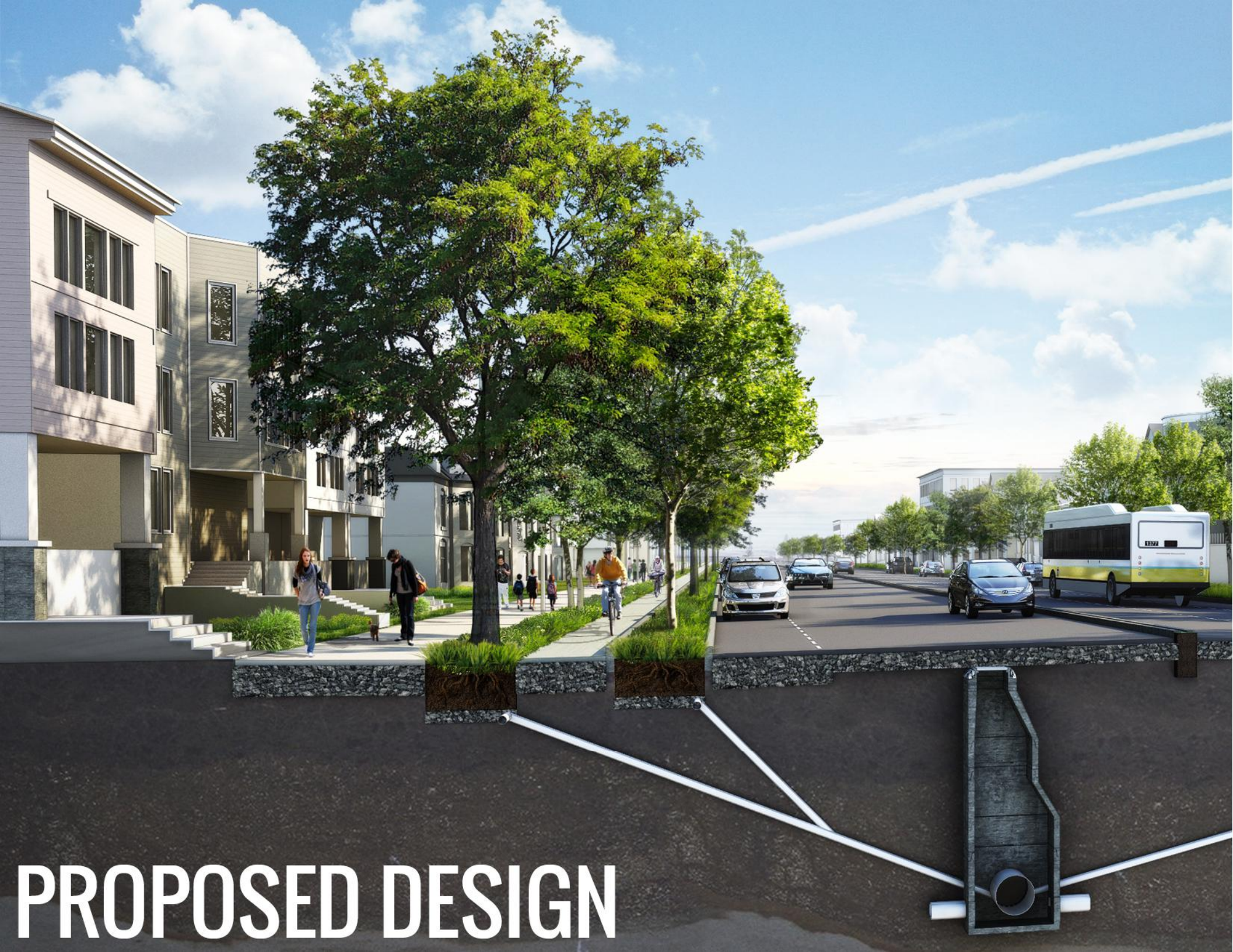
EXISTING CONDITIONS



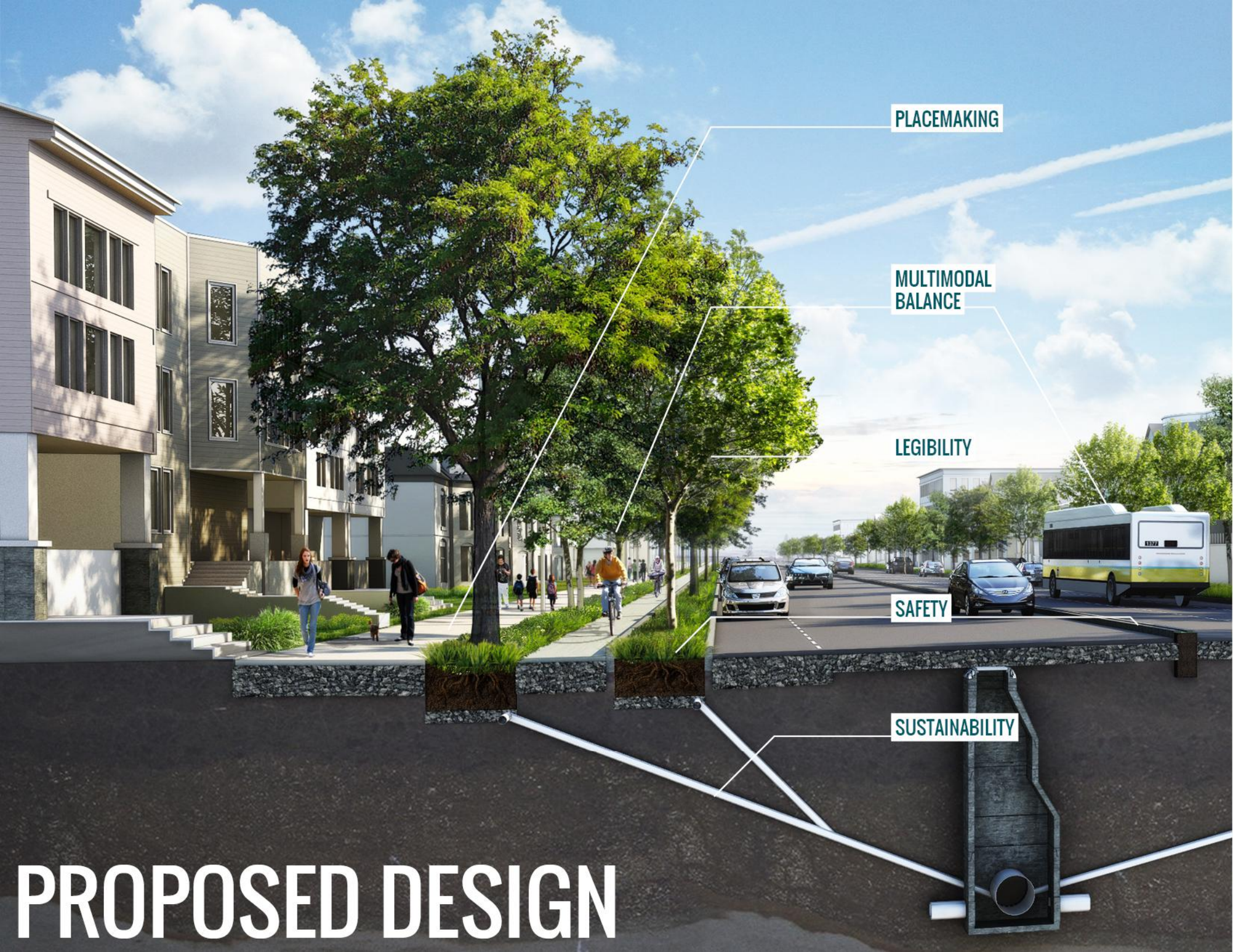
PROPOSED DESIGN



EXISTING CONDITIONS



PROPOSED DESIGN



PLACEMAKING

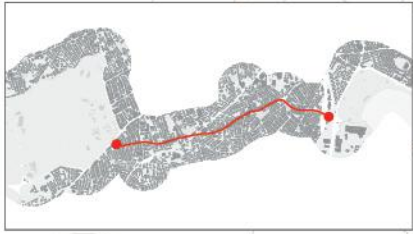
MULTIMODAL
BALANCE

LEGIBILITY

SAFETY

SUSTAINABILITY

PROPOSED DESIGN



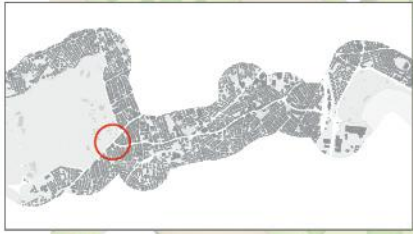
TYPICAL PLAN



COLUMBIA ROAD @ FRANKLIN PARK



EXISTING



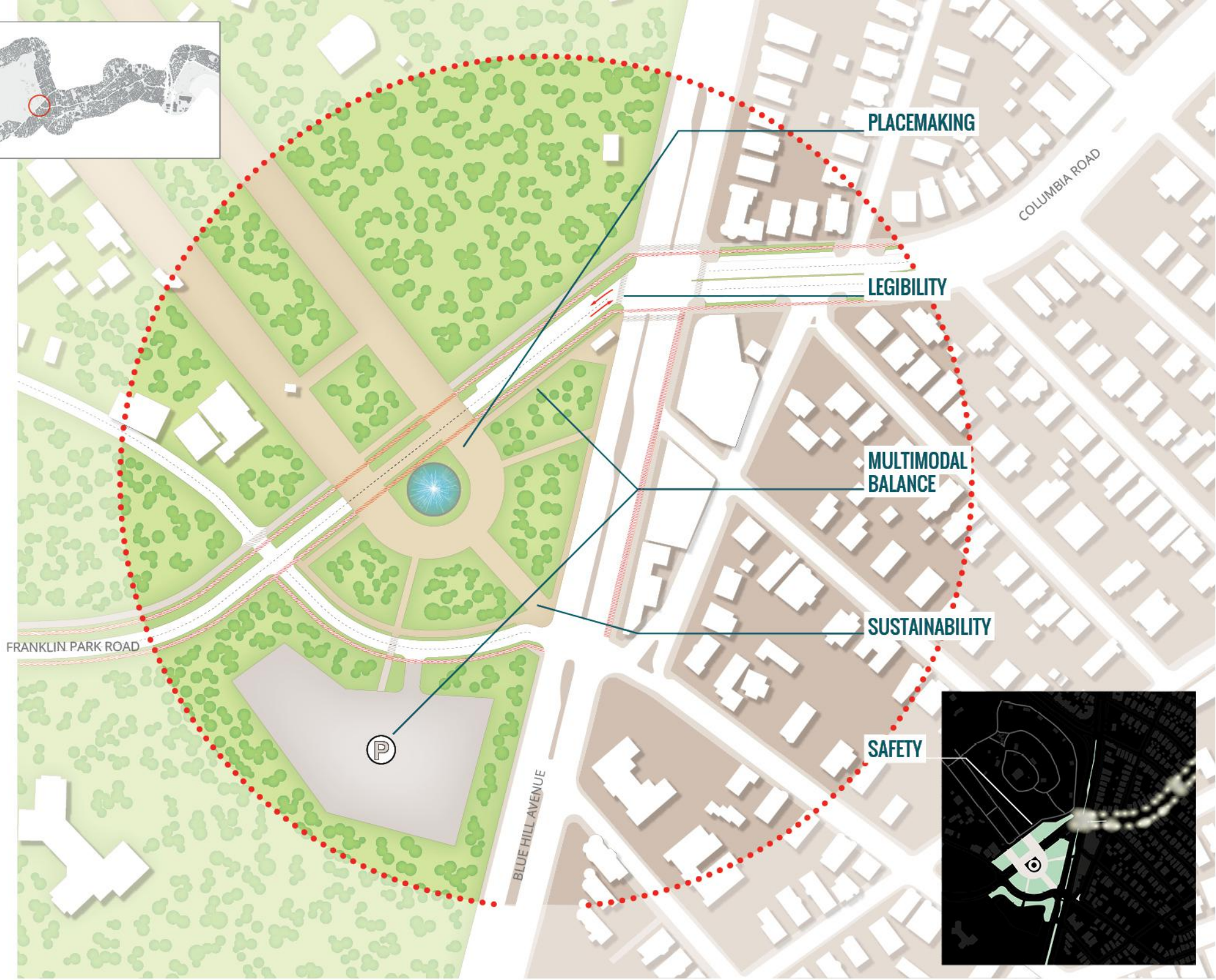
FRANKLIN PARK ROAD

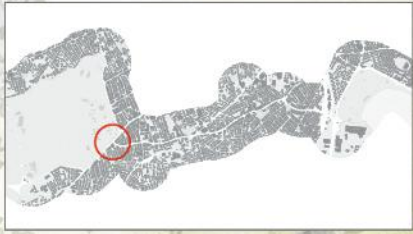
COLUMBIA ROAD

BLUE HILL AVENUE

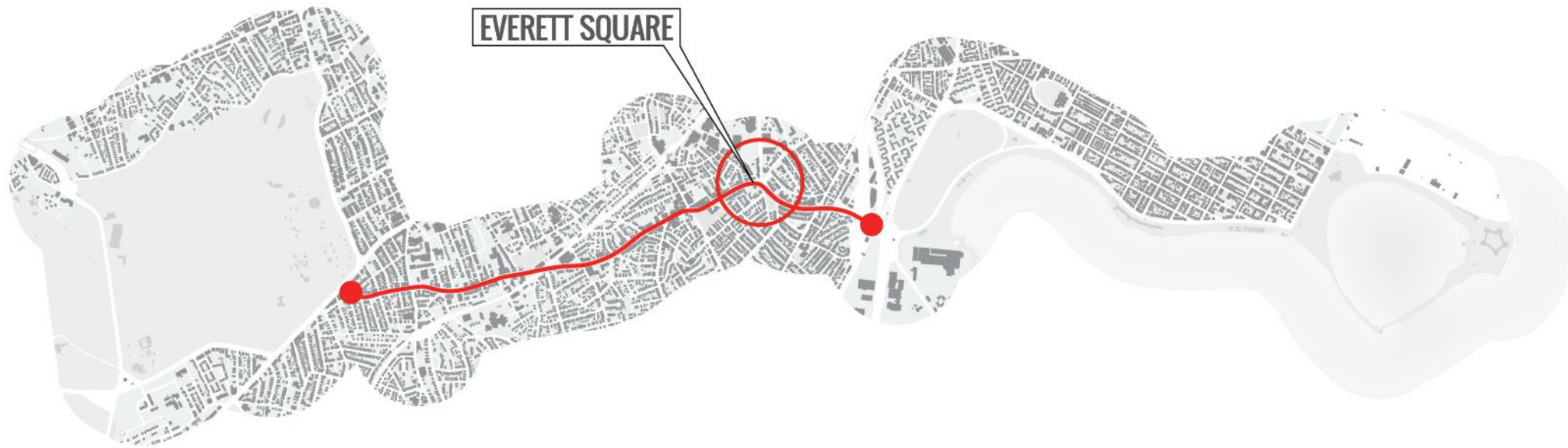


PROPOSED





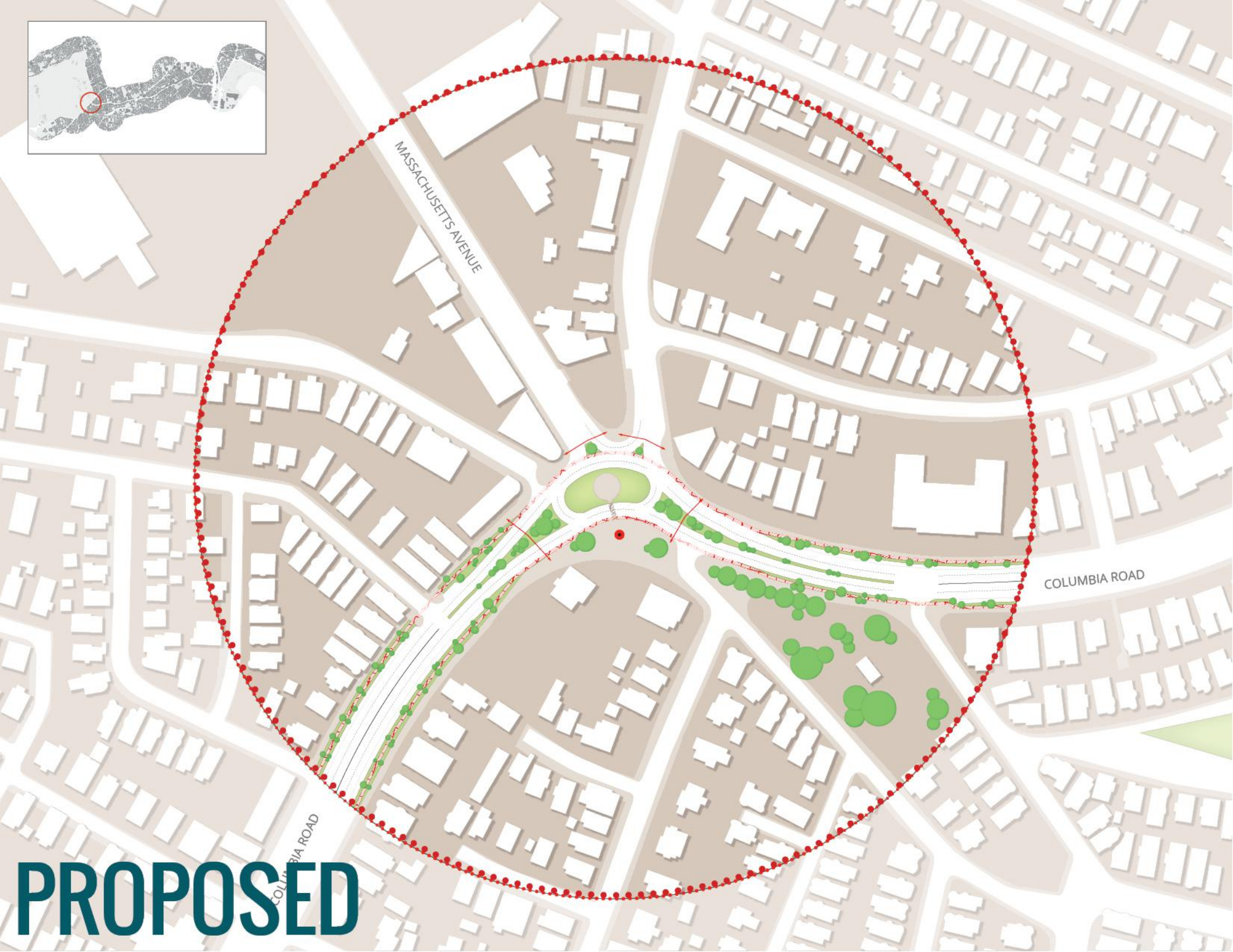
PROPOSED



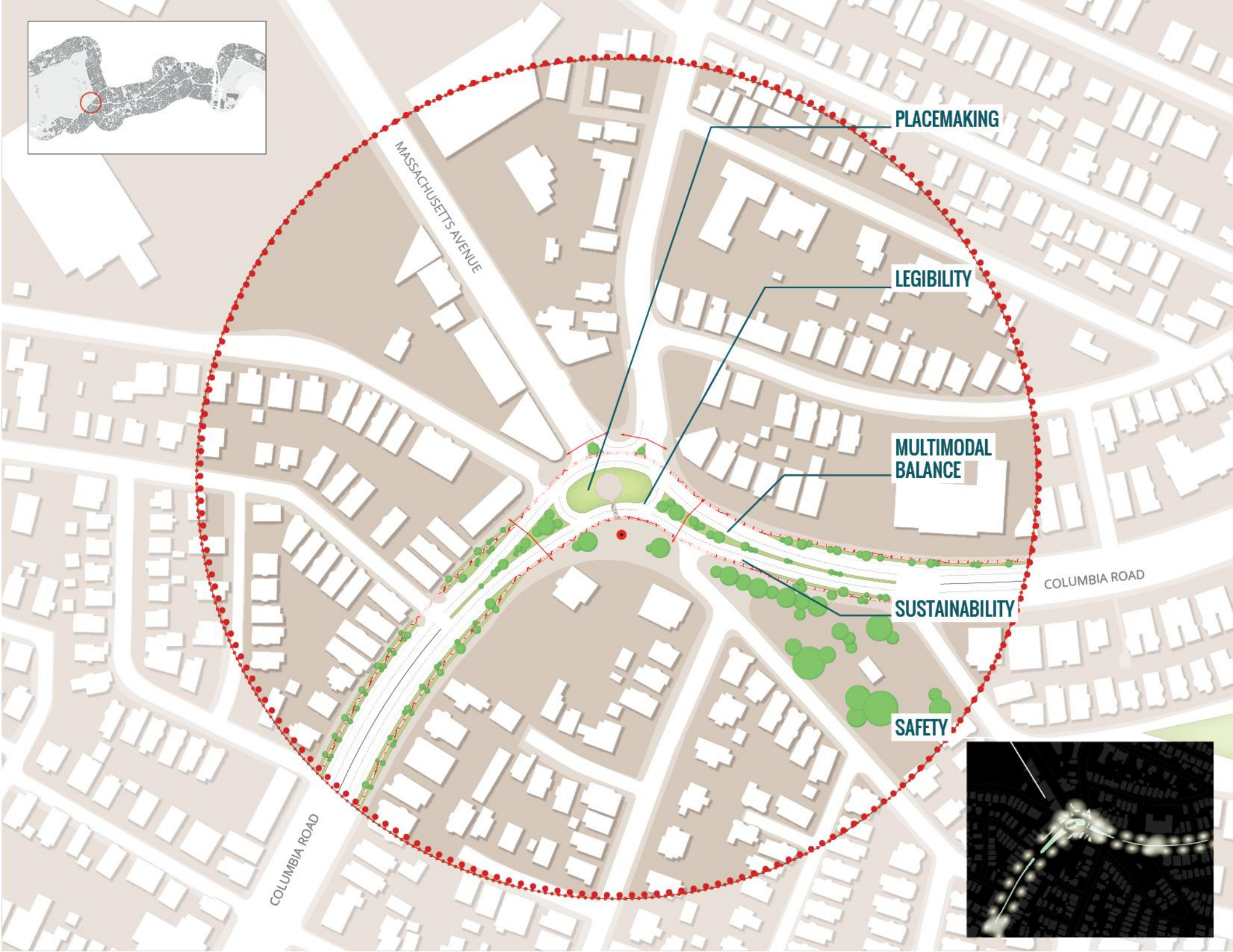
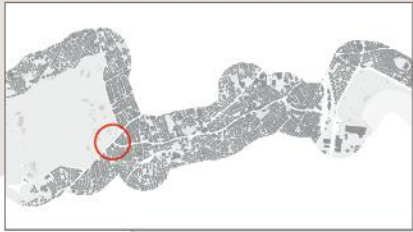
COLUMBIA ROAD @ EVERETT SQUARE



EXISTING



PROPOSED



PLACEMAKING

LEGIBILITY

MULTIMODAL
BALANCE

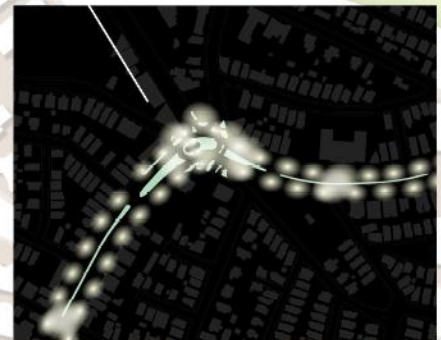
SUSTAINABILITY

SAFETY

COLUMBIA ROAD

COLUMBIA ROAD

MASSACHUSETTS AVENUE

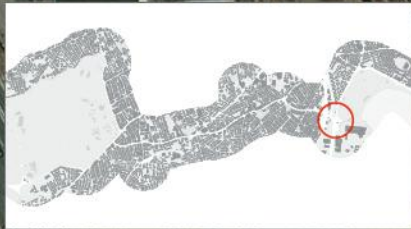




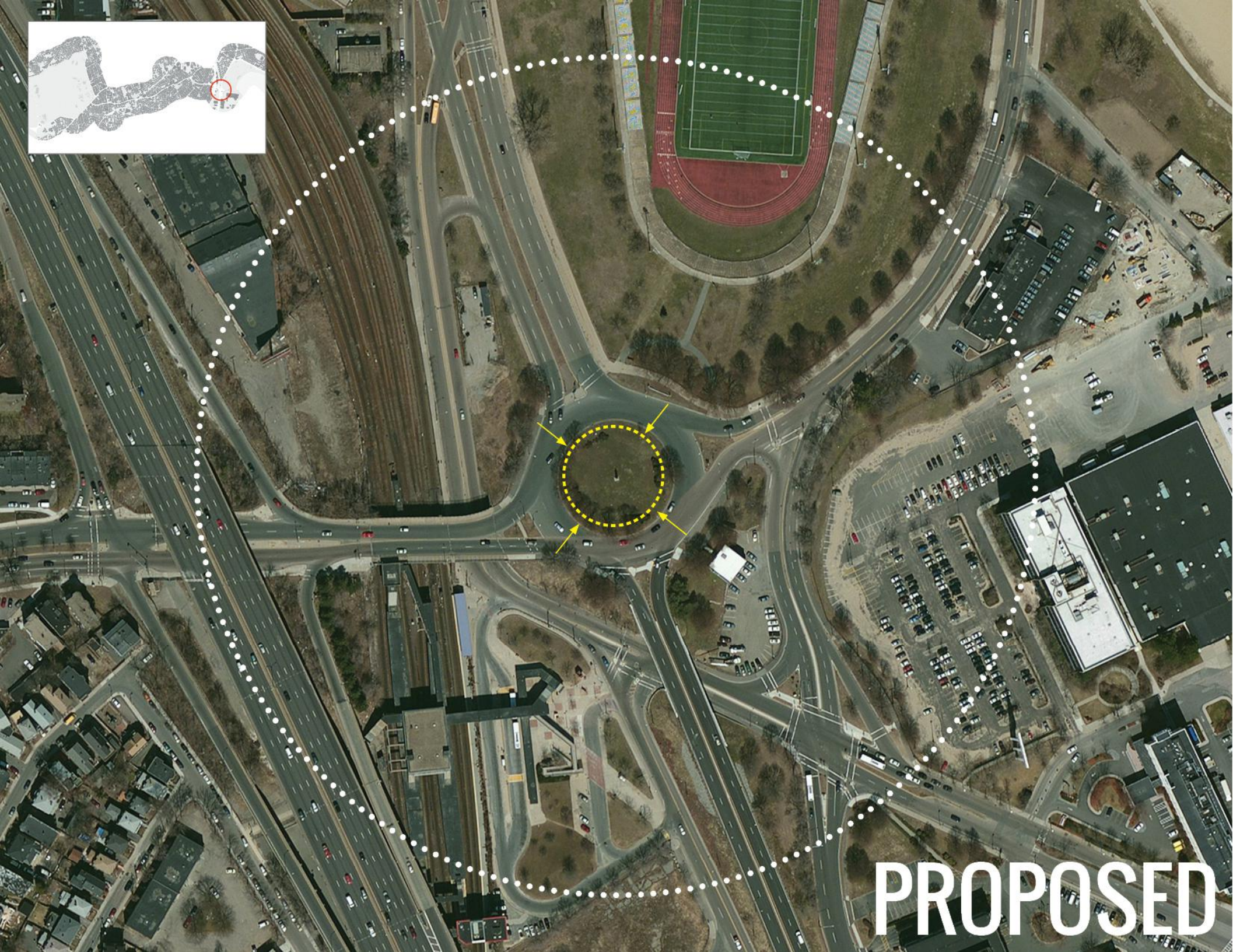
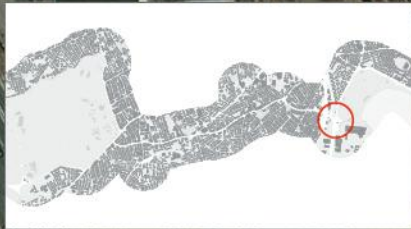
PROPOSED



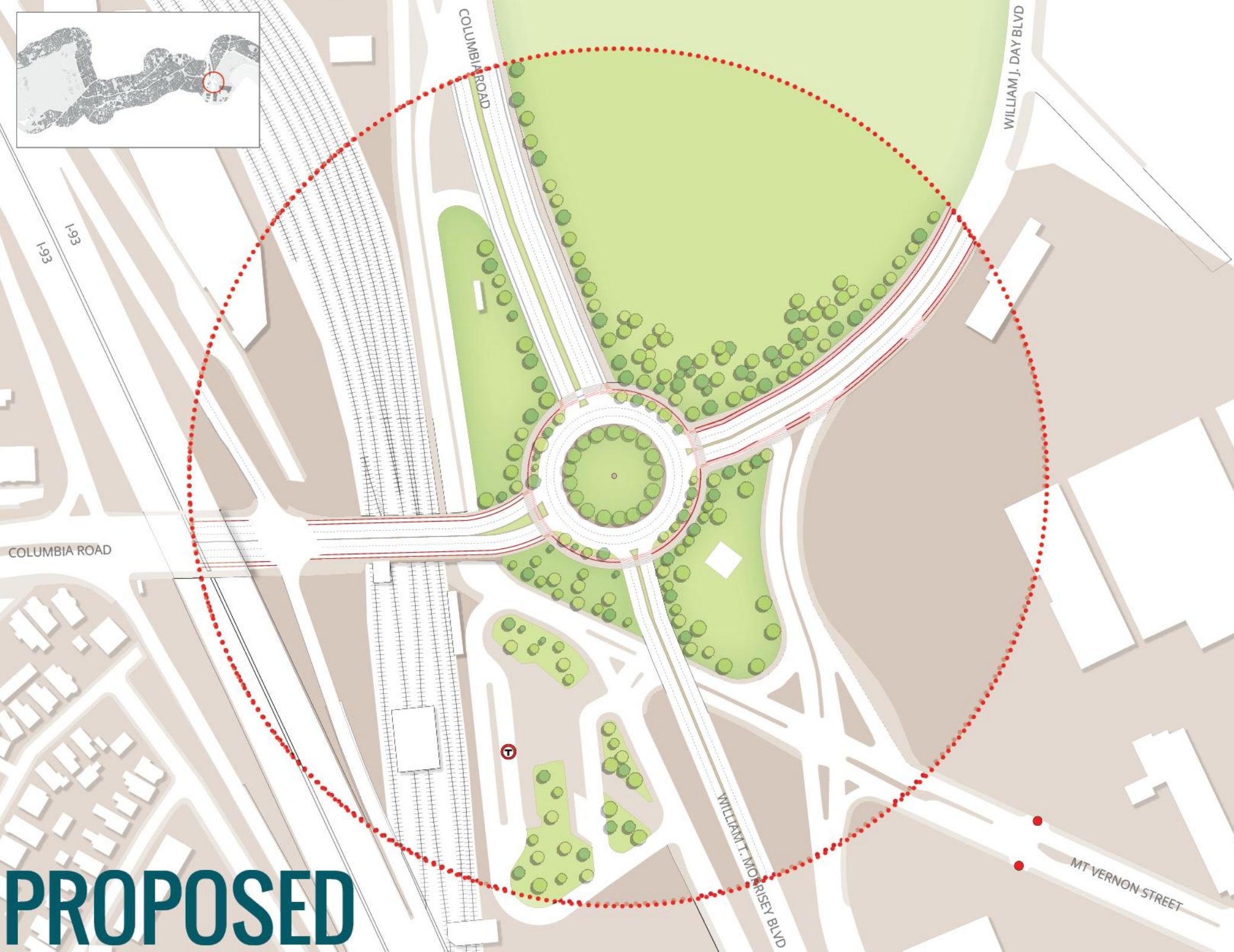
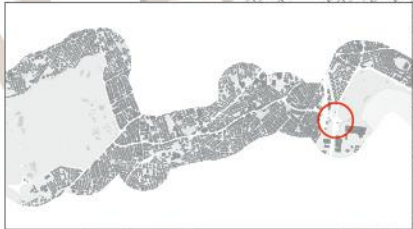
COLUMBIA ROAD @ MOAKLEY FIELD



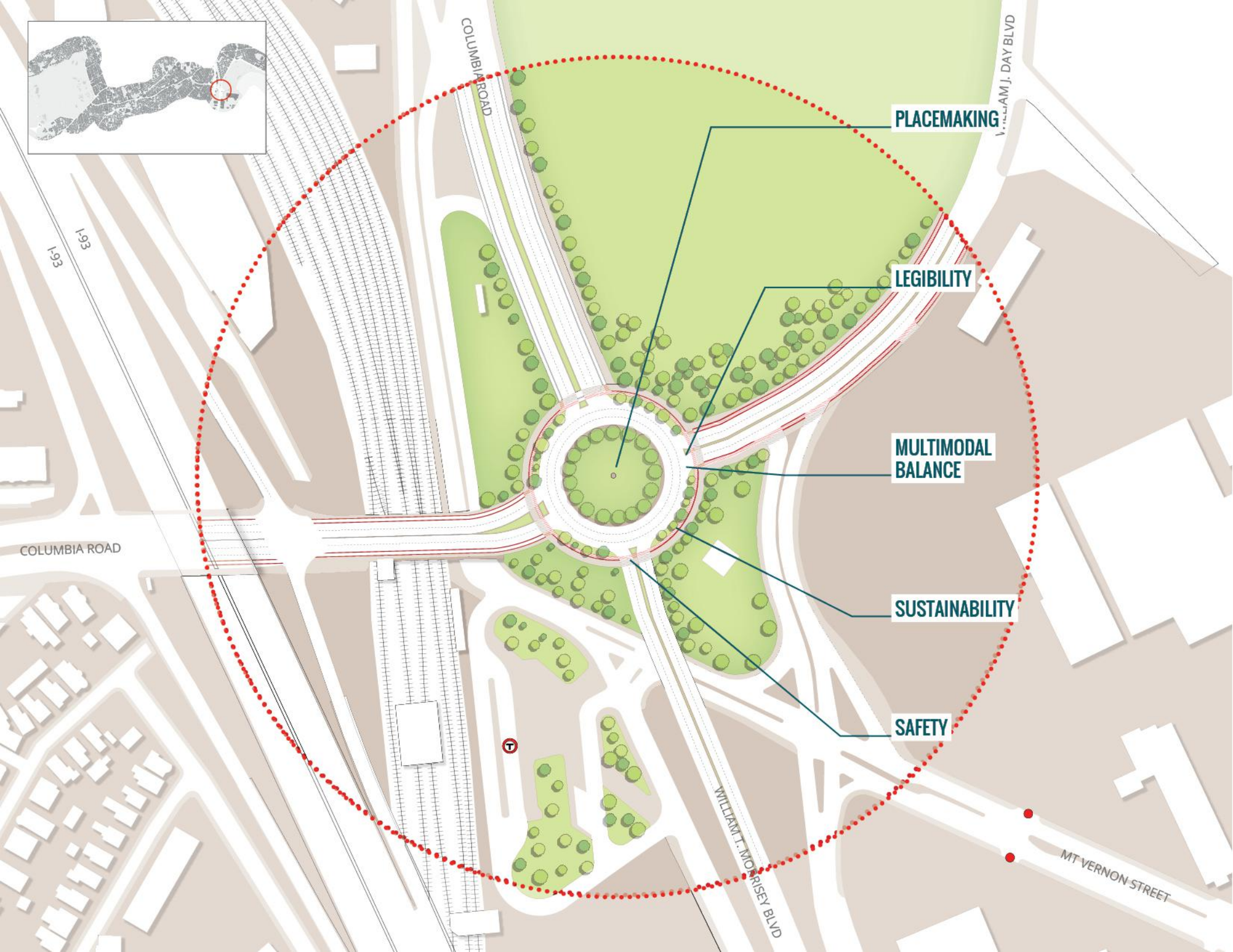
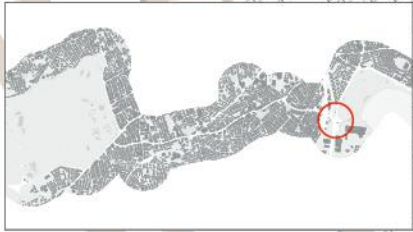
EXISTING



PROPOSED



PROPOSED



PLACEMAKING

LEGIBILITY

MULTIMODAL
BALANCE

SUSTAINABILITY

SAFETY

COLUMBIA ROAD

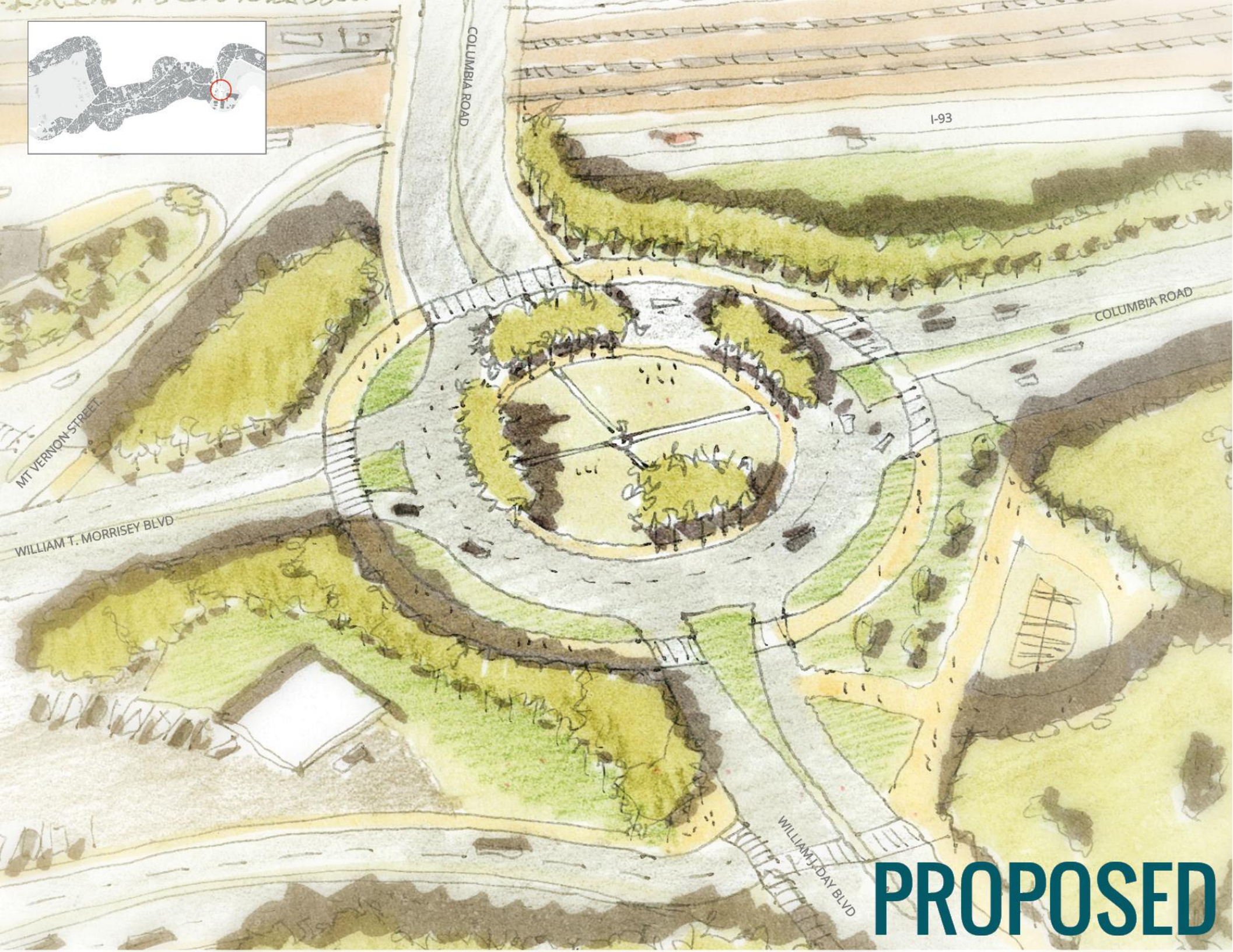
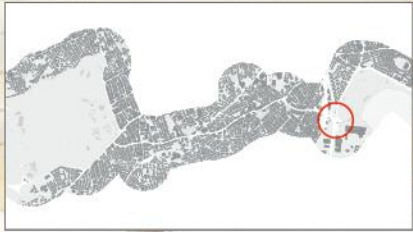
WILLIAM J. DAY BLVD

COLUMBIA ROAD

WILLIAM T. MORRISSEY BLVD

MT VERNON STREET





PROPOSED



**LEGACY / PLACEMAKING / LEGIBILITY /
MULTIMODAL / SUSTAINABILITY / SAFETY**

alex kriegler

will booz

kevin conant

alan mountjoy

wanli mo

kelly lynema

melissa alexander

jared curtis

pablo licari

nicole radice

scott turner

kate cholakis

will booz

jared steinmark

dan weissman

mark klopper