

TEAM 9: JFK/UMass Station, along Morrissey Blvd, to Freeport Street (at the National Grid Tanks)

Summary from David Potter (FENNICK I McCREDIE)

Anticipating the green connection of the existing Harborwalk to the Neponset River Greenway, this proposal leverages planned connections and addresses opportunities for community connectivity. While future paths connect the Dorchester coast with existing green infrastructure north and south, they do little to address the residential communities currently separated from their waterfront by the infrastructures of roads, highways, and rail. Identified by this proposal as barriers, these infrastructural elements bar residents from experiencing their waterfront location as it is difficult and dangerous for pedestrians and bicyclists to make their way to the currently underutilized Malibu Beach. In the spirit of place-making and community building, this proposal enhances the future greenway connection by integrating pedestrian connectivity into the very infrastructural elements barring pedestrian connection to the future boardwalk of Dorchester Bay.

It is the ambition of this study to identify, not only the infrastructural barriers of Dorchester and the potential of activating the Dorchester Bay greenlink, but also to identify typical urban conditions where intersections of pedestrian paths and infrastructure meet, or where there is a desire for pedestrian access. While the interventions proposed here highlight particular sites for implementation, they are not site specific. Rather, they are paradigmatic typologies which showcase the typical conditions seen around Boston and many post-industrial cities. Tidal water zones and bridge conditions, disused rail spurs for urban manufacturing and production, and in-use vehicular and train routes pose challenges of connectivity and are highlighted in this proposal as opportunities for integration, perforation, and connectivity.