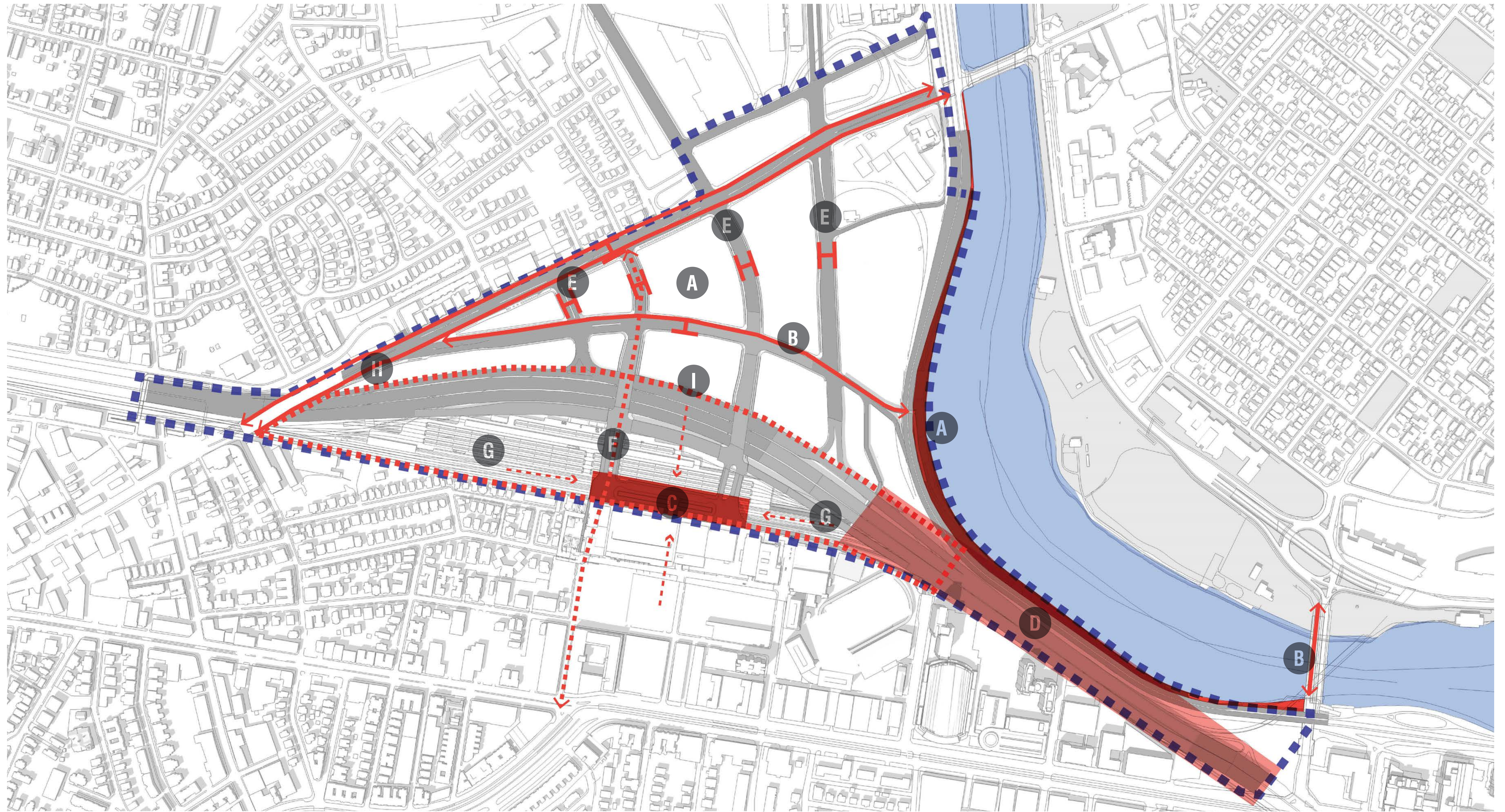


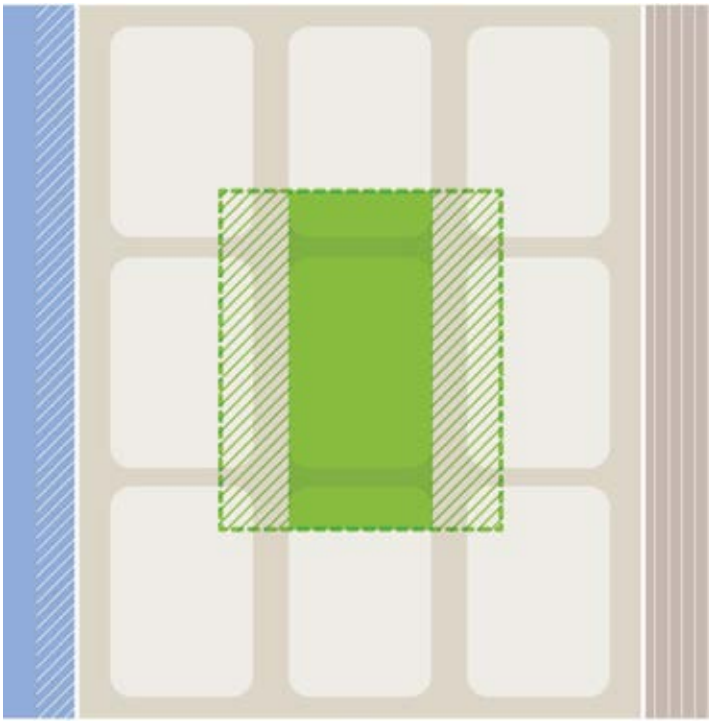
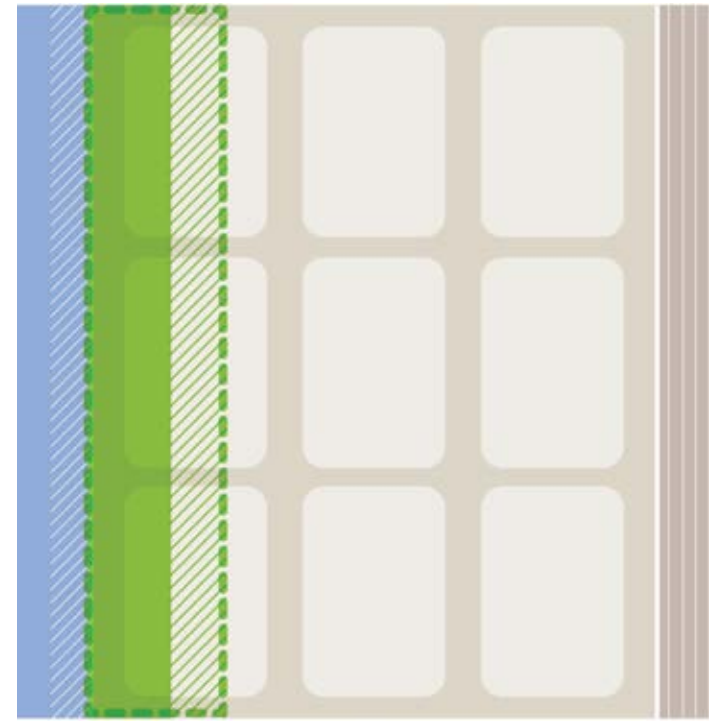
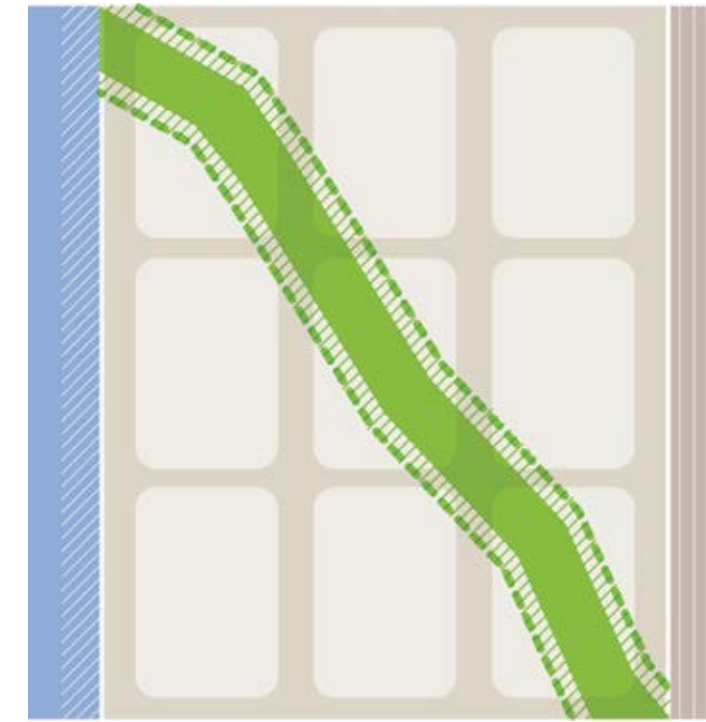
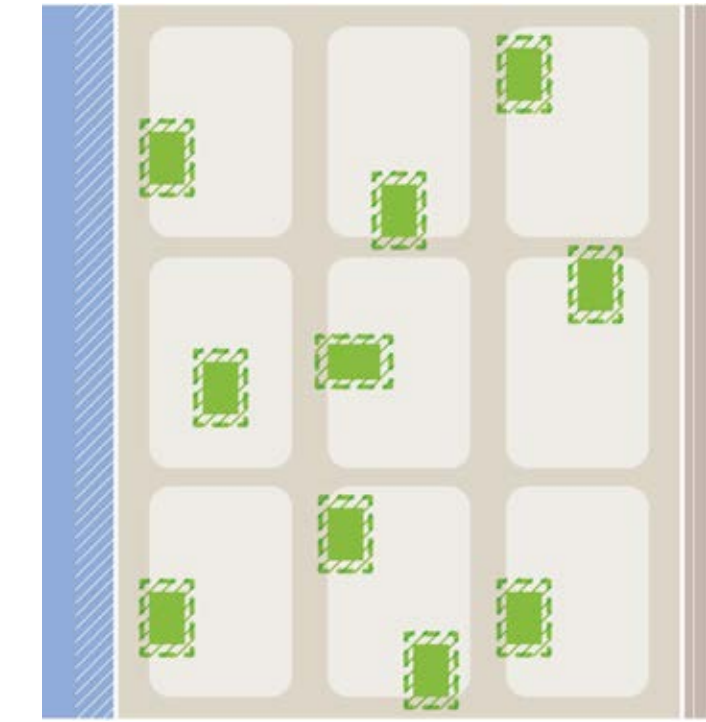
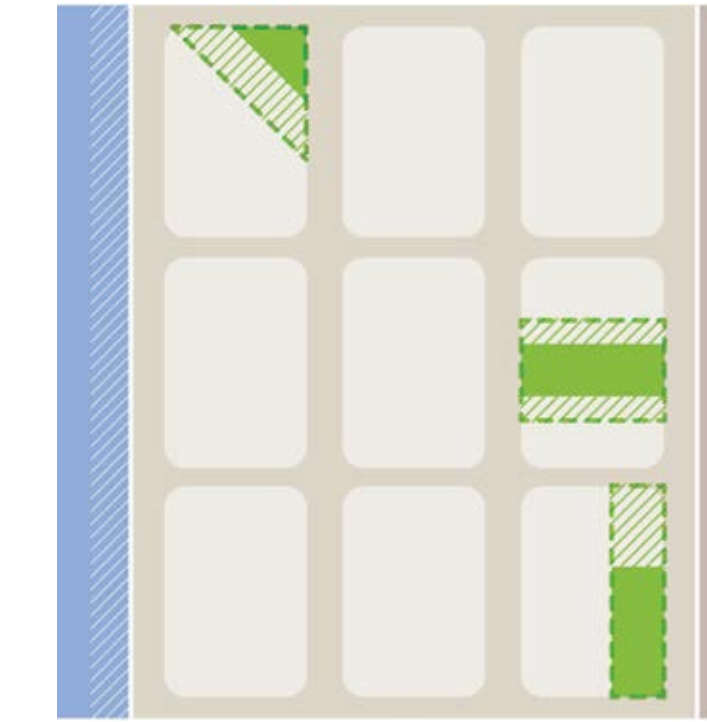
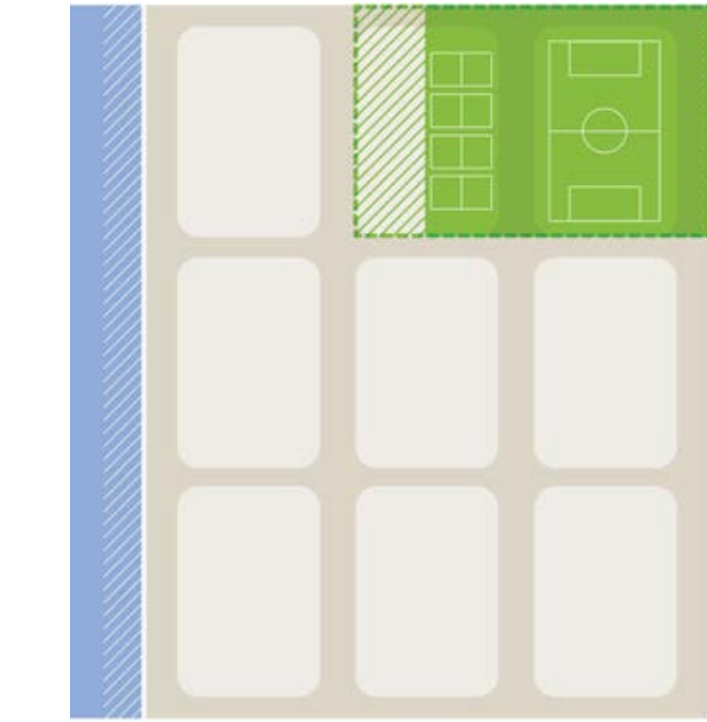
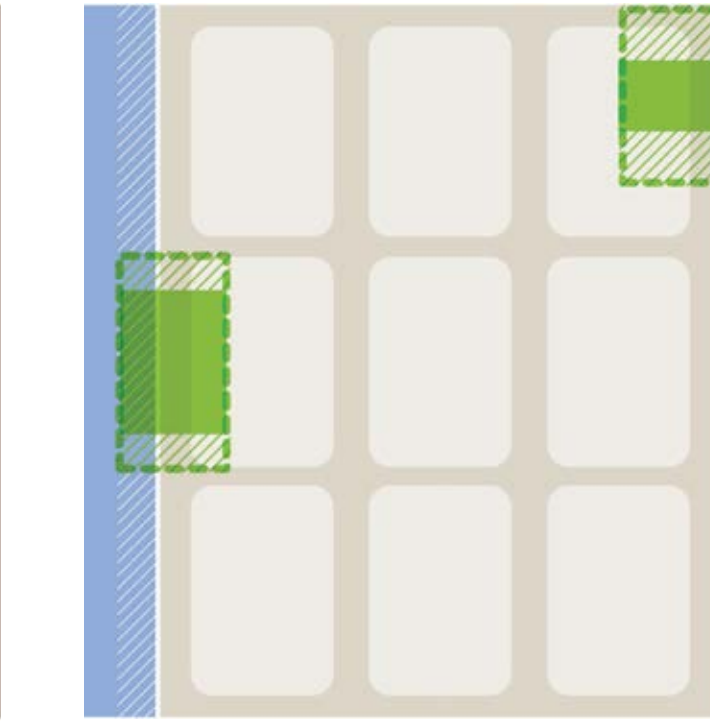
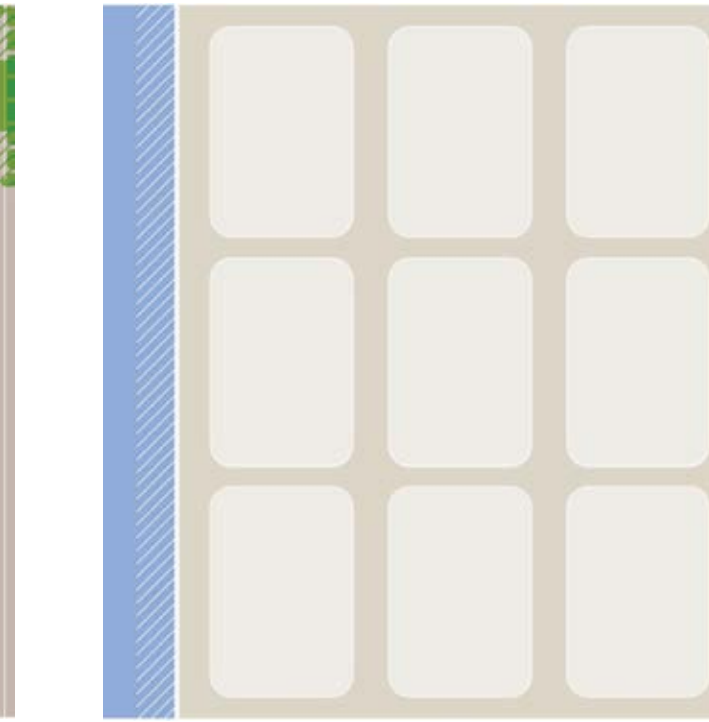

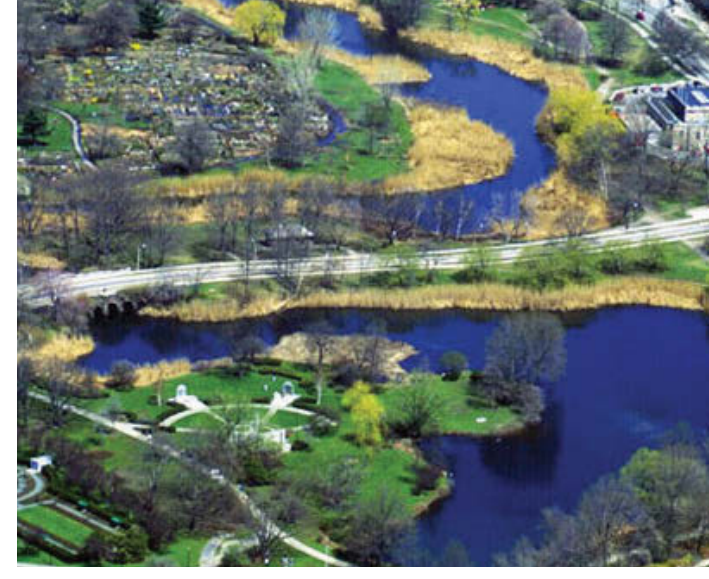







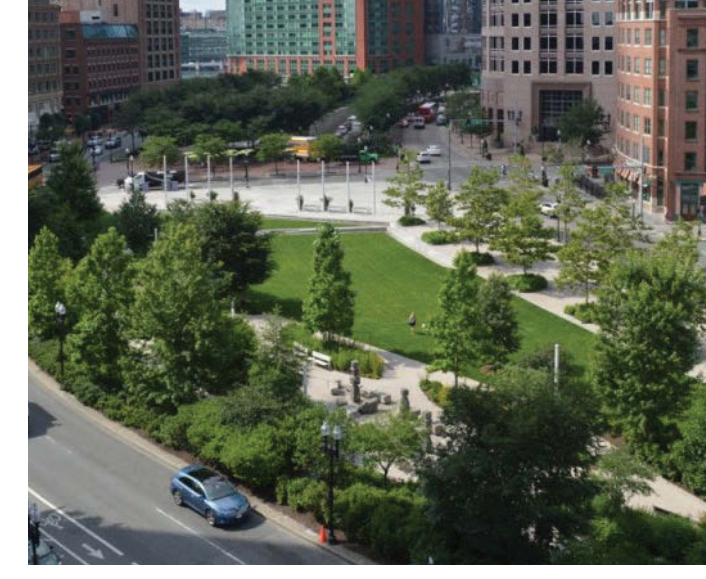

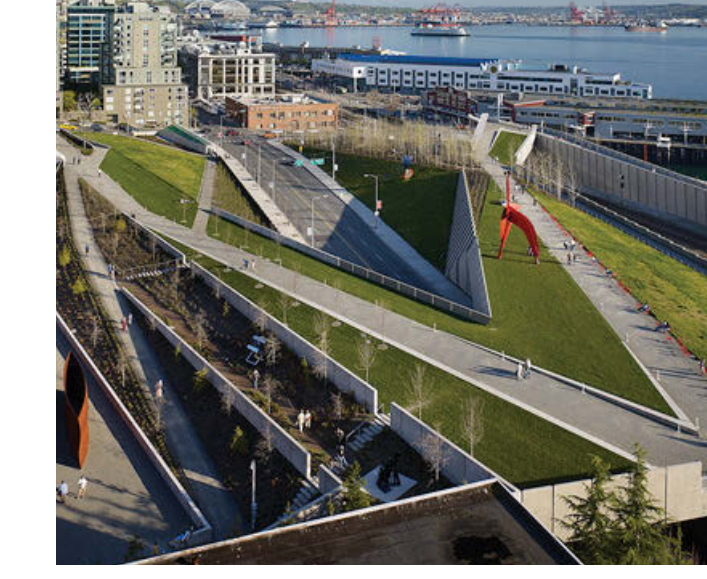

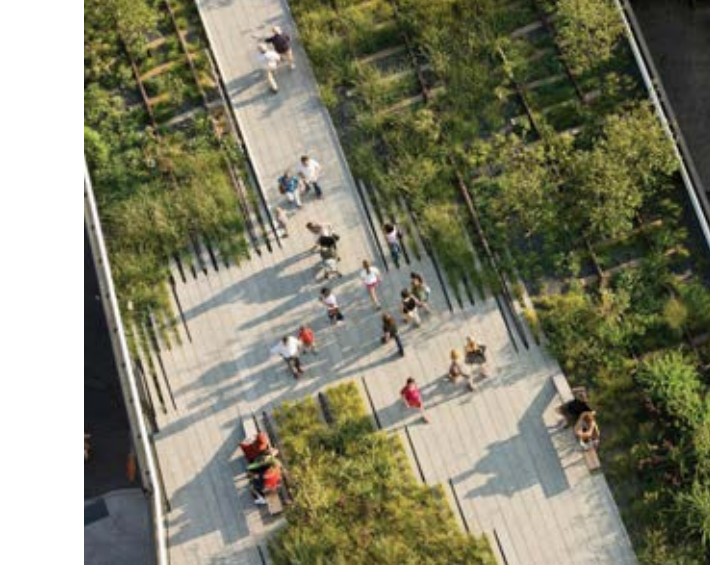
# Key Community Issues



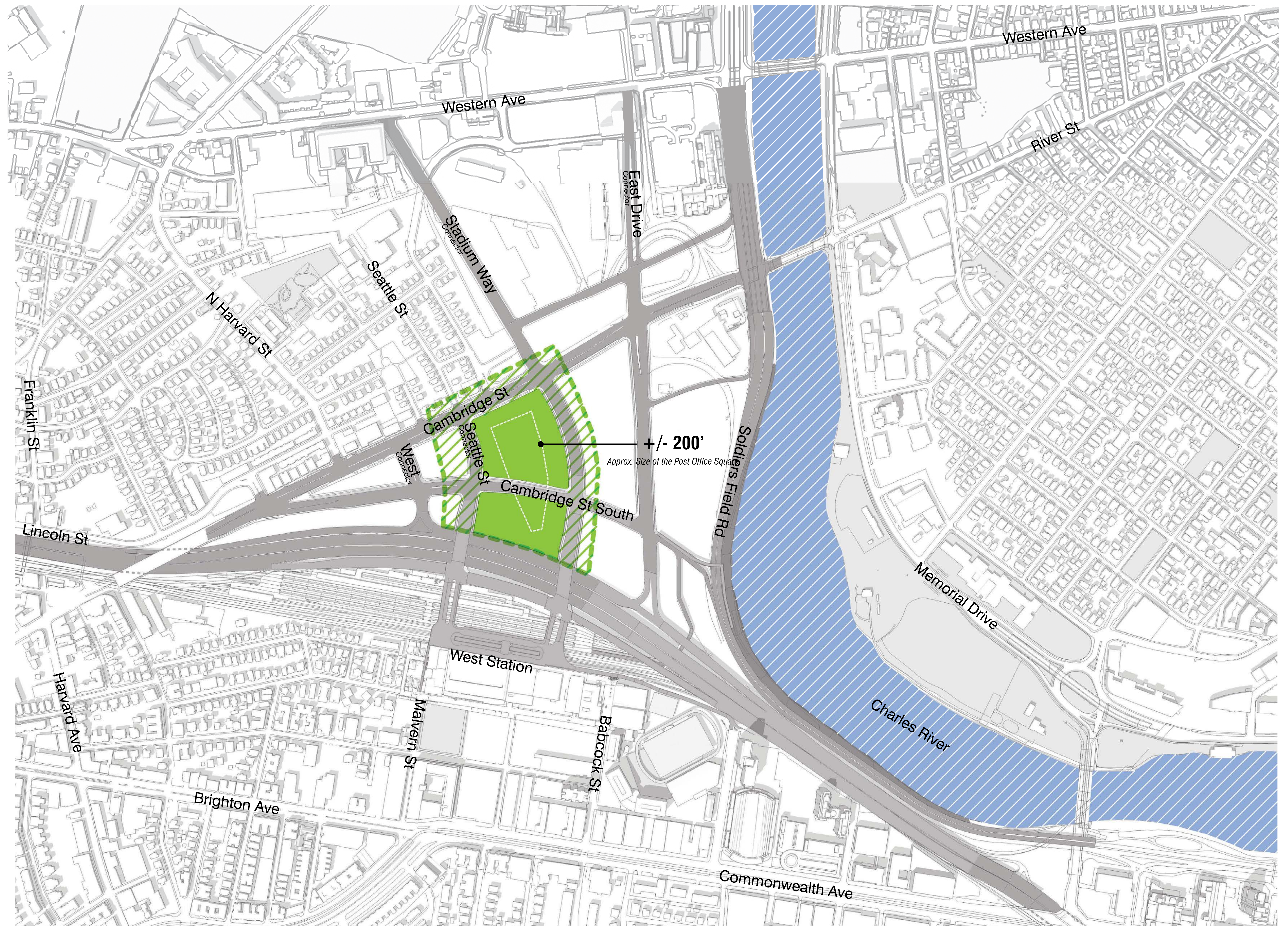
- A** Integrated open space network with expanded riverfront park
- B** Shared use path connection to Charles River, Cambridge, Memorial Drive via Grand Junction Bridge
- C** Quality of West Station as a landmark and transit-oriented district center with safe and inviting access from all directions
- D** At-grade alternatives for highway/rail alignments – constraints at “throat”
- E** Walkability and pedestrian environment relative to roadway width
- F** Unite Allston’s north and south neighborhoods by connecting Cambridge Street and Commonwealth Avenue
- G** Decking over the highway and railyards to reduce noise and air pollution and create a place for buildings, parks and connections
- H** Transformation of Cambridge Street into a vibrant neighborhood street with protected bike lanes
- I** Interim conditions and phasing of infrastructure and development

# District Wide Open Space Organization

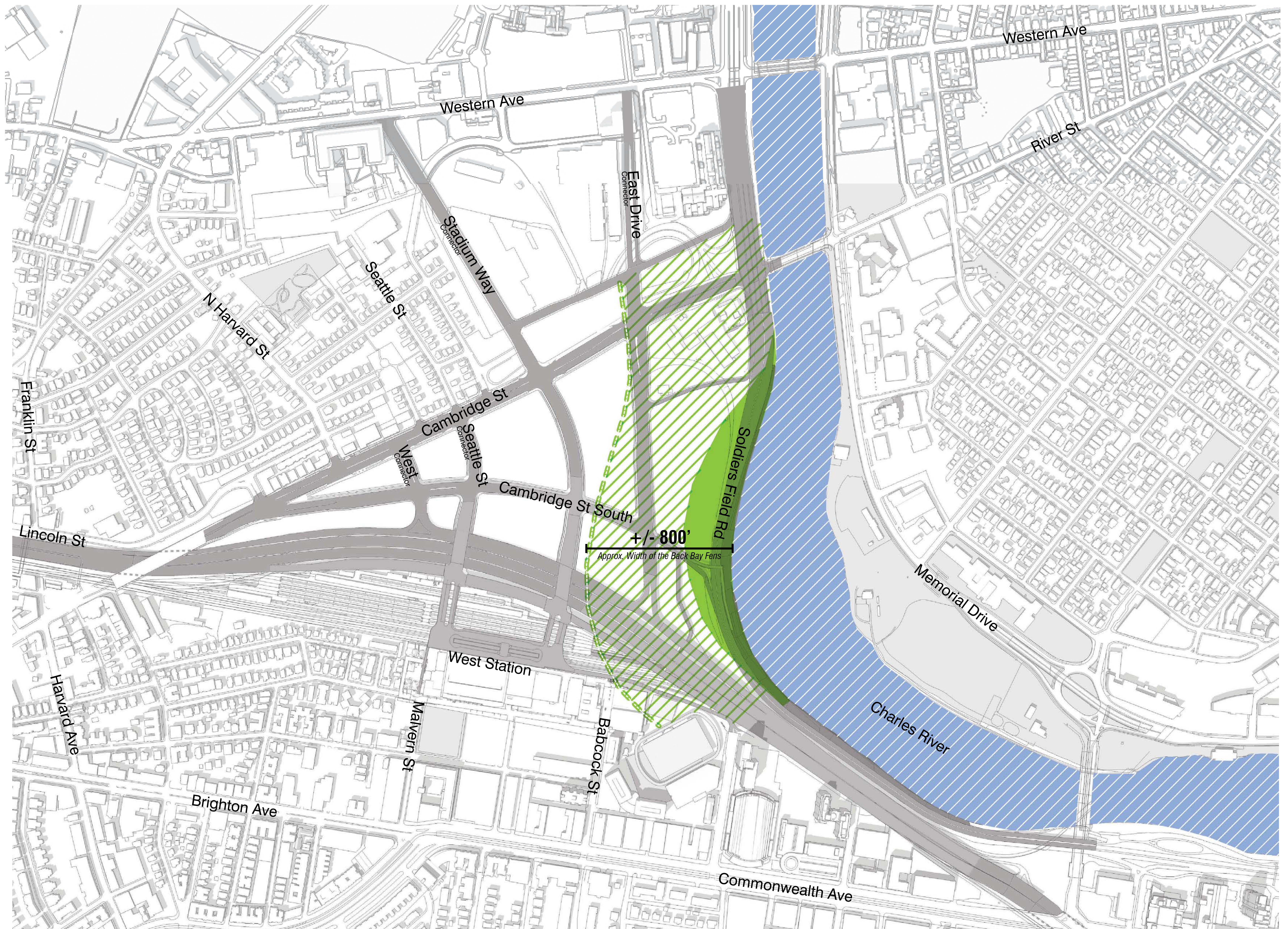
## District Wide Open Space Types

Open Space Type	Focal	Natural Feature	Linear	Distributed	Opportunistic	Recreational	Reclaimed/ Invented	Others?
Open Space Type Diagram								
Characteristics	<ul style="list-style-type: none"> <li>• Located near center of district</li> <li>• Large scale open space, relative to scale of district</li> </ul>	<ul style="list-style-type: none"> <li>• Adjacent to and leveraging existing natural features</li> <li>• Expand public access and amenity at feature</li> </ul>	<ul style="list-style-type: none"> <li>• Connected series of continuous park areas</li> <li>• Often follow natural features or connect desired travel lines</li> </ul>	<ul style="list-style-type: none"> <li>• Smaller, frequent open spaces throughout a district</li> <li>• Often visual connections created from park to park</li> </ul>	<ul style="list-style-type: none"> <li>• Fit open spaces into vacant or underused areas</li> <li>• Randomized and uncoordinated open space pattern</li> </ul>	<ul style="list-style-type: none"> <li>• Amenity/recreational needs of area drive open space</li> <li>• May be larger scale and placed where they could fit</li> </ul>	<ul style="list-style-type: none"> <li>• Expansion of usable open space</li> <li>• Generally elevated, air rights, part of infrastructure or above</li> </ul>	• ?
Infrastructure Considerations	<ul style="list-style-type: none"> <li>• May disrupt/interrupt roadway connections</li> </ul>	<ul style="list-style-type: none"> <li>• May conflict with roadway/infrastructure locations</li> <li>• May expand difficult geometries created by natural features</li> </ul>	<ul style="list-style-type: none"> <li>• Require coordination for continuity</li> <li>• Crossings may create conflicts for both linear park and roadway network</li> </ul>	<ul style="list-style-type: none"> <li>• Typically can flexibly integrate into most systems</li> </ul>	<ul style="list-style-type: none"> <li>• May provide buffer areas to adjacent infrastructure</li> <li>• Can fit within areas that may otherwise be unused and can flexibly integrate</li> </ul>	<ul style="list-style-type: none"> <li>• May conflict with roadway/infrastructure locations</li> </ul>	<ul style="list-style-type: none"> <li>• Adjacency and access considerations</li> <li>• Overhead clearances</li> <li>• Ability to span infrastructure</li> </ul>	• ?
Development Considerations	<ul style="list-style-type: none"> <li>• High value real estate frontage</li> <li>• Requires substantial land area</li> </ul>	<ul style="list-style-type: none"> <li>• High value real estate frontage</li> <li>• May offer protection against flooding or other</li> <li>• May add distance from natural asset</li> </ul>	<ul style="list-style-type: none"> <li>• May impact regular layout of blocks</li> <li>• Can integrate with development footprints and layouts</li> </ul>	<ul style="list-style-type: none"> <li>• Typically can flexibly integrate into most development patterns</li> </ul>	<ul style="list-style-type: none"> <li>• Can create value/opportunity where none exists</li> <li>• Can fit into vacant areas where development may not</li> </ul>	<ul style="list-style-type: none"> <li>• Provides amenity for surrounding development</li> <li>• May not provide enhanced value of frontage</li> </ul>	<ul style="list-style-type: none"> <li>• Can create value/opportunity where none exists</li> <li>• Can fit into vacant areas where development may not</li> </ul>	• ?
Other Considerations	<ul style="list-style-type: none"> <li>• Large scale may allow it to service multiple district functions and host a variety of amenities</li> </ul>	<ul style="list-style-type: none"> <li>• May have environmental advantages and support natural systems</li> </ul>	<ul style="list-style-type: none"> <li>• Requires thoughtful sequencing of spaces and amenities</li> <li>• Careful consideration of corridor width</li> </ul>	<ul style="list-style-type: none"> <li>• Frequency and distribution must be calibrated to scale of district</li> </ul>	<ul style="list-style-type: none"> <li>• May not be adequate as an independent strategy</li> </ul>	<ul style="list-style-type: none"> <li>• Often serve an area that expands beyond the district</li> </ul>	<ul style="list-style-type: none"> <li>• May not be adequate as an independent strategy</li> </ul>	• ?
Examples	 <ul style="list-style-type: none"> <li>• Post Office Square, Boston</li> </ul>	 <ul style="list-style-type: none"> <li>• Back Bay Fens, Boston</li> </ul>	 <ul style="list-style-type: none"> <li>• Comm. Ave. Mall, Boston</li> </ul>	 <ul style="list-style-type: none"> <li>• South End Parks, Boston</li> </ul>	 <ul style="list-style-type: none"> <li>• Frieda Garcia Park, Boston</li> </ul>	 <ul style="list-style-type: none"> <li>• Rotch Field, Boston</li> </ul>	 <ul style="list-style-type: none"> <li>• Parklets, Many Cities</li> </ul>	• ?
	 <ul style="list-style-type: none"> <li>• Central Park, New York City</li> </ul>	 <ul style="list-style-type: none"> <li>• Georgetown Waterfront Park, Washington DC</li> </ul>	 <ul style="list-style-type: none"> <li>• Greenway, Boston</li> </ul>	 <ul style="list-style-type: none"> <li>• Historic Squares, Savannah</li> </ul>	 <ul style="list-style-type: none"> <li>• Olympic Sculpture Park, Seattle</li> </ul>	 <ul style="list-style-type: none"> <li>• Brooklyn Bridge Park, NYC</li> </ul>	 <ul style="list-style-type: none"> <li>• High Line, New York City</li> </ul>	• ?

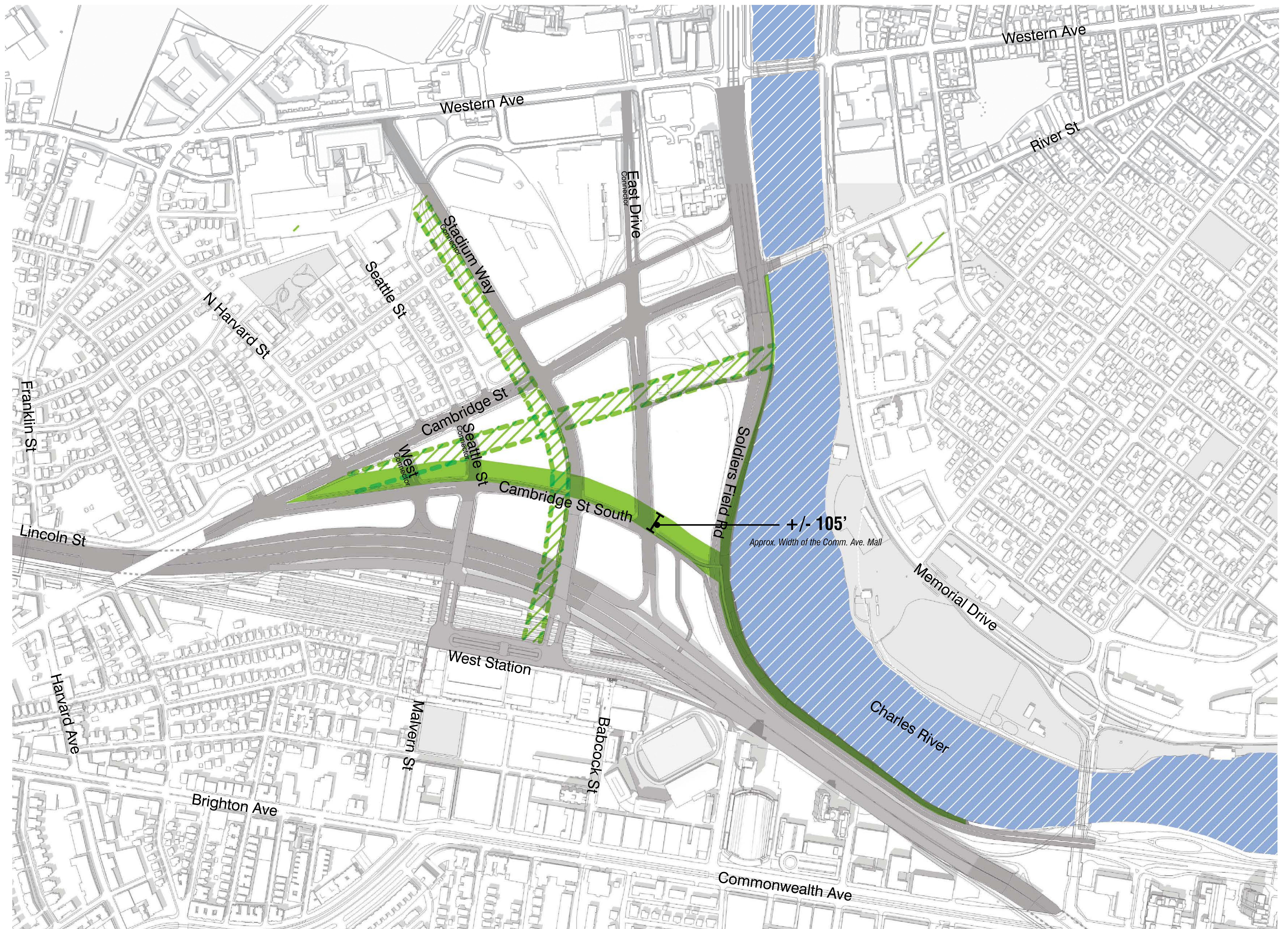
# District Open Space Type Diagram - Focal



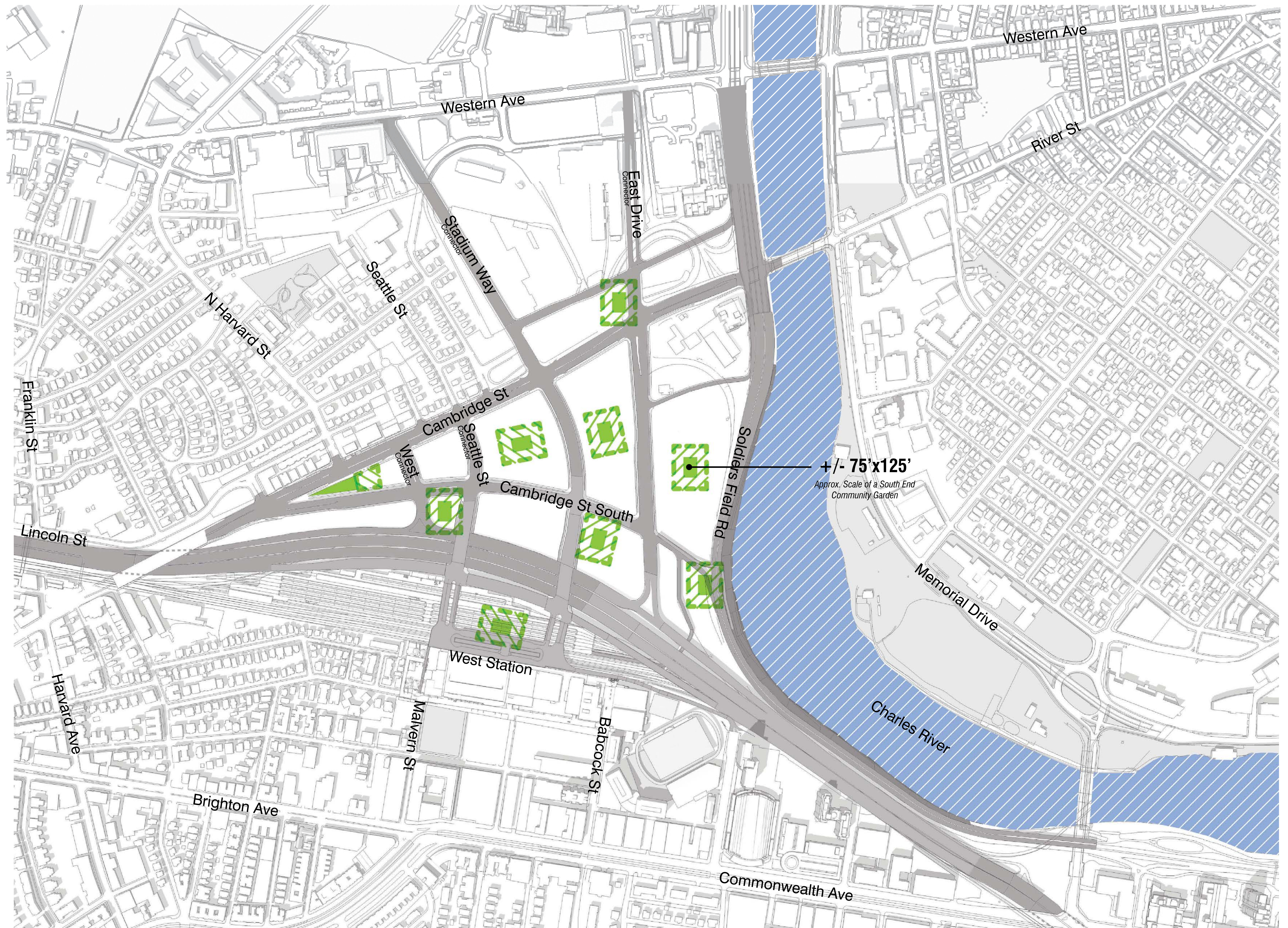
# District Open Space Type Diagram - Natural Feature



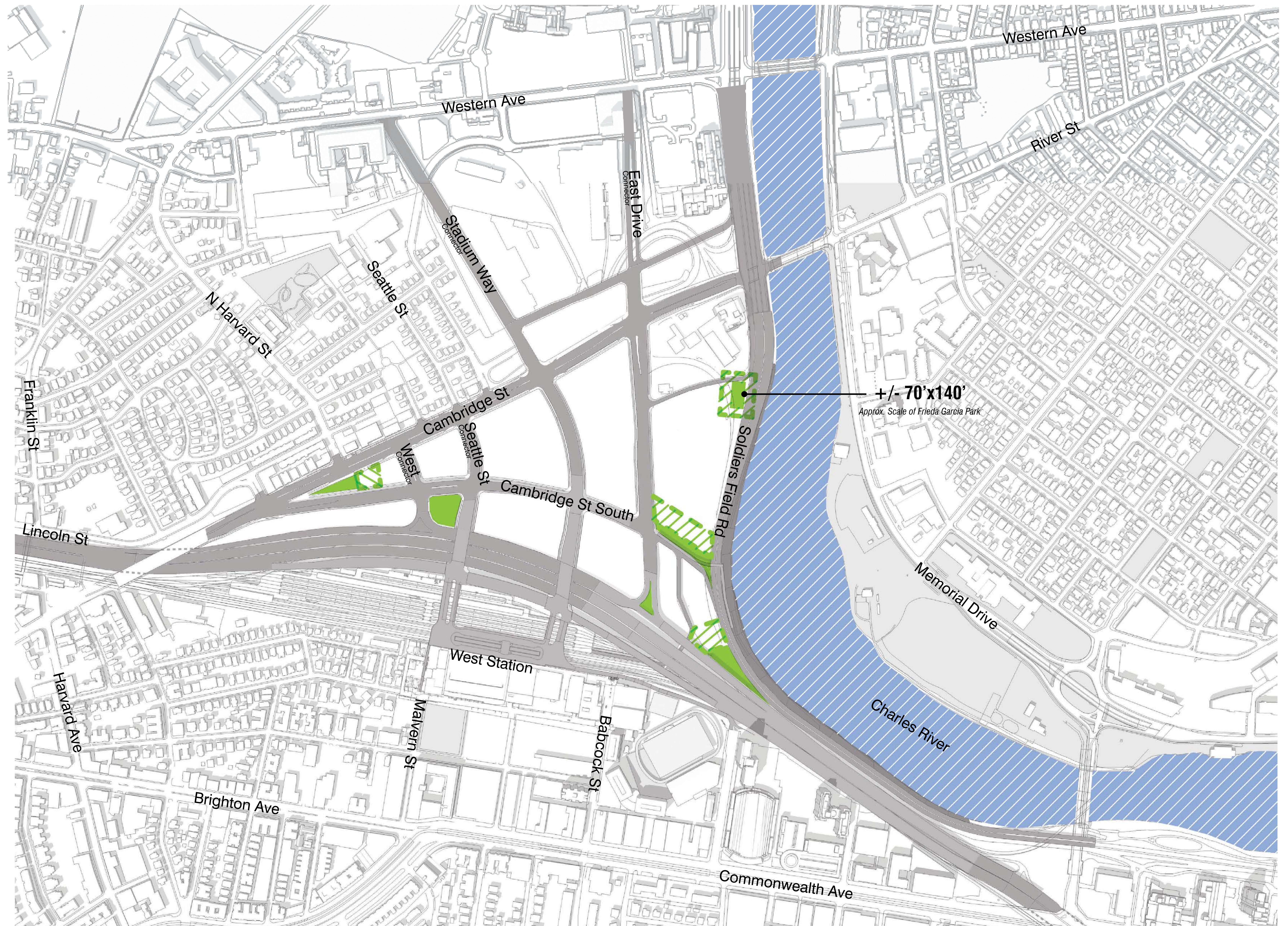
# District Open Space Type Diagram - Linear



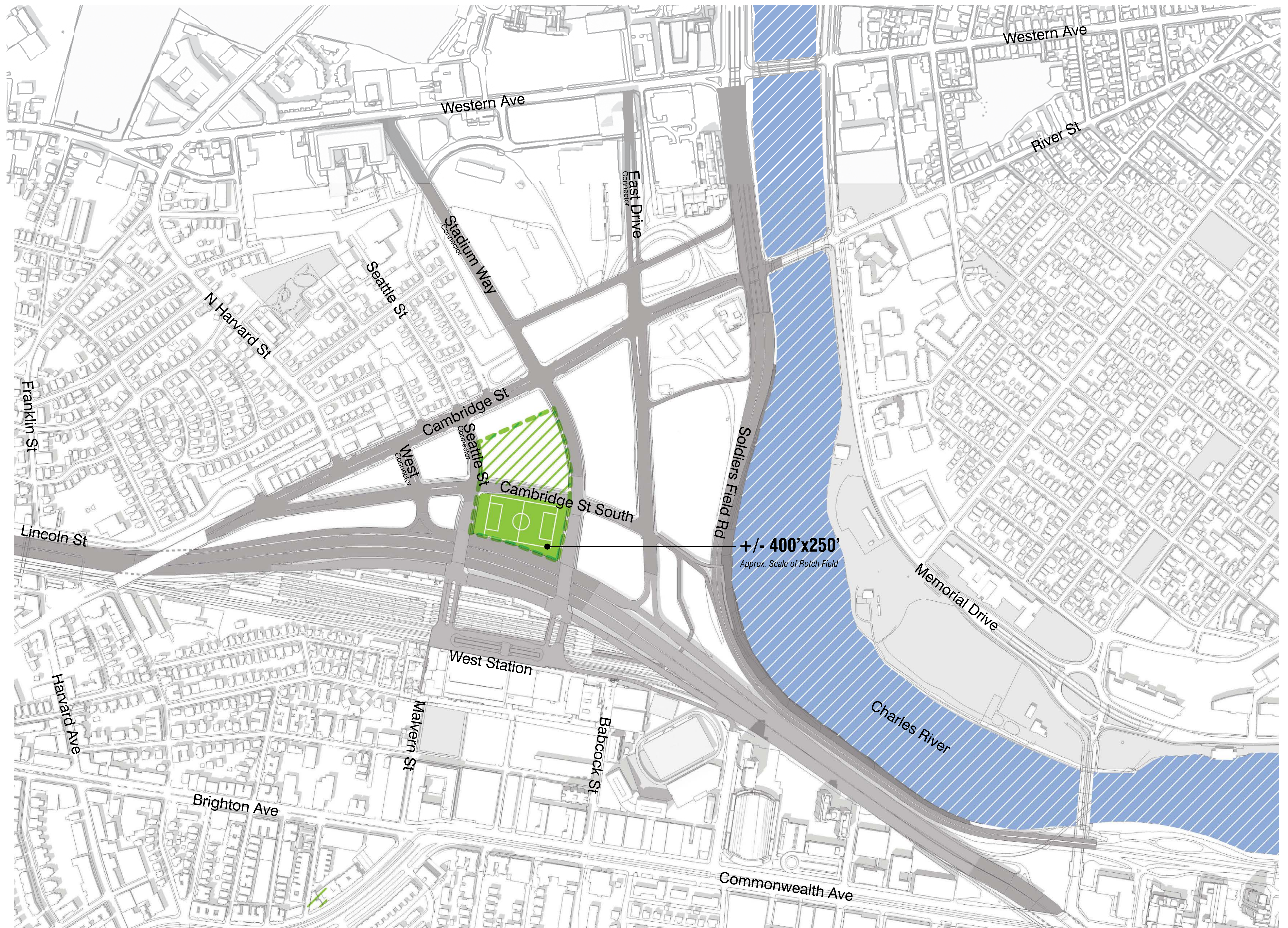
# District Open Space Type Diagram - Distributed



# District Open Space Type Diagram - Opportunistic

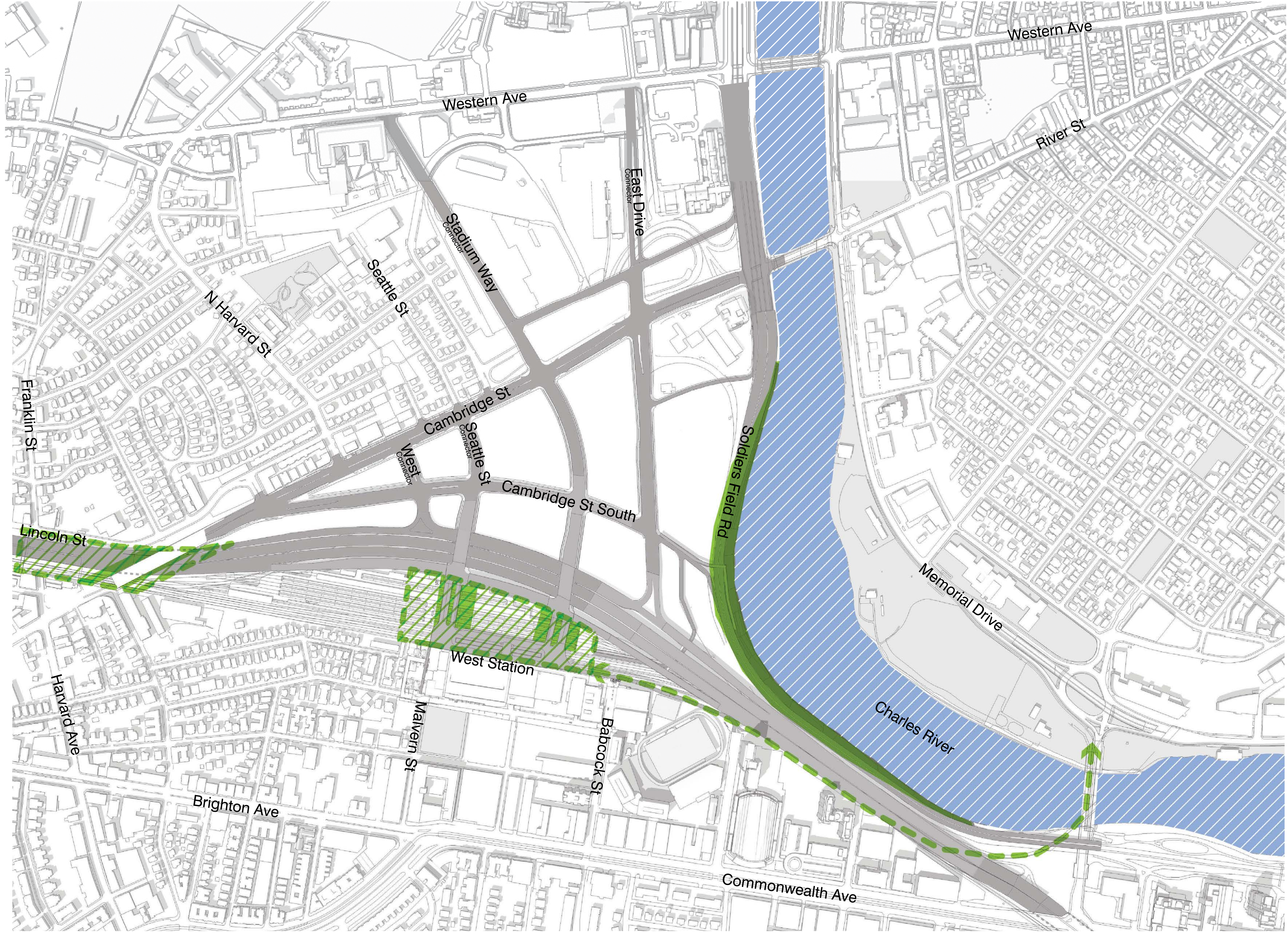


# District Open Space Type Diagram - Recreational





# District Open Space Type Diagram - Reclaimed/Invented



# District Open Space Type Diagram - Others?

