

# **I-90 ALLSTON INTERCHANGE** **PLACEMAKING STUDY**

*Boston Redevelopment Authority*

**Task Force Work Session –**  
January 20, 2016

The Cecil Group  
Stantec  
Nelson/Nygaard

# Work Session Topics



## Public Realm/Open Space

- Review of previous work session discussion



## Mobility/Connectivity

- Current design considerations
- Future district considerations

# Allston Interchange: Recent planning surrounding the I-90 Interchange



**HOLTON STREET PLANNING AREA**  
Community Wide Plan  
*Enhancing connectivity between Western Avenue and Lincoln Street; allowing for a range of housing, open space, and mixed-use development within a new street grid*

**HARVARD UNIVERSITY**  
Institutional Master Plan and Long-Range Plan  
*Transforming a vacant industrial and commercial area into vibrant, mixed-use pedestrian-oriented district with significant open space connections to the river*

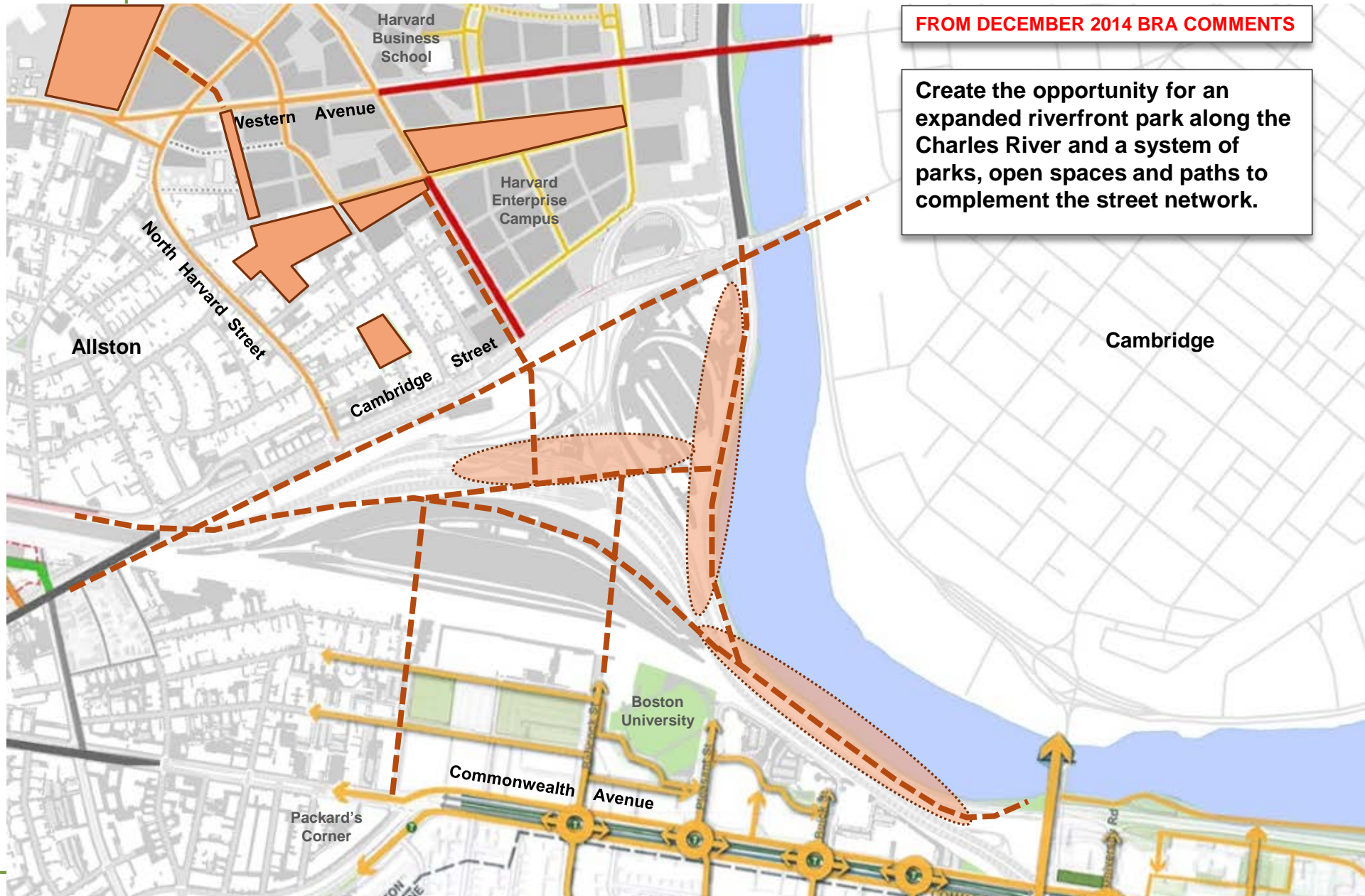
**BOSTON UNIVERSITY**  
Institutional Master Plan  
*Enhancing the north-south connectivity between the campus, Commonwealth Avenue, and the Charles River*

**GUEST STREET PLANNING AREA**  
Master Plan and New Balance PDA  
*Creating a public realm context for underutilized area; establishing new multimodal streets and enhanced frontages; new commuter rail station*

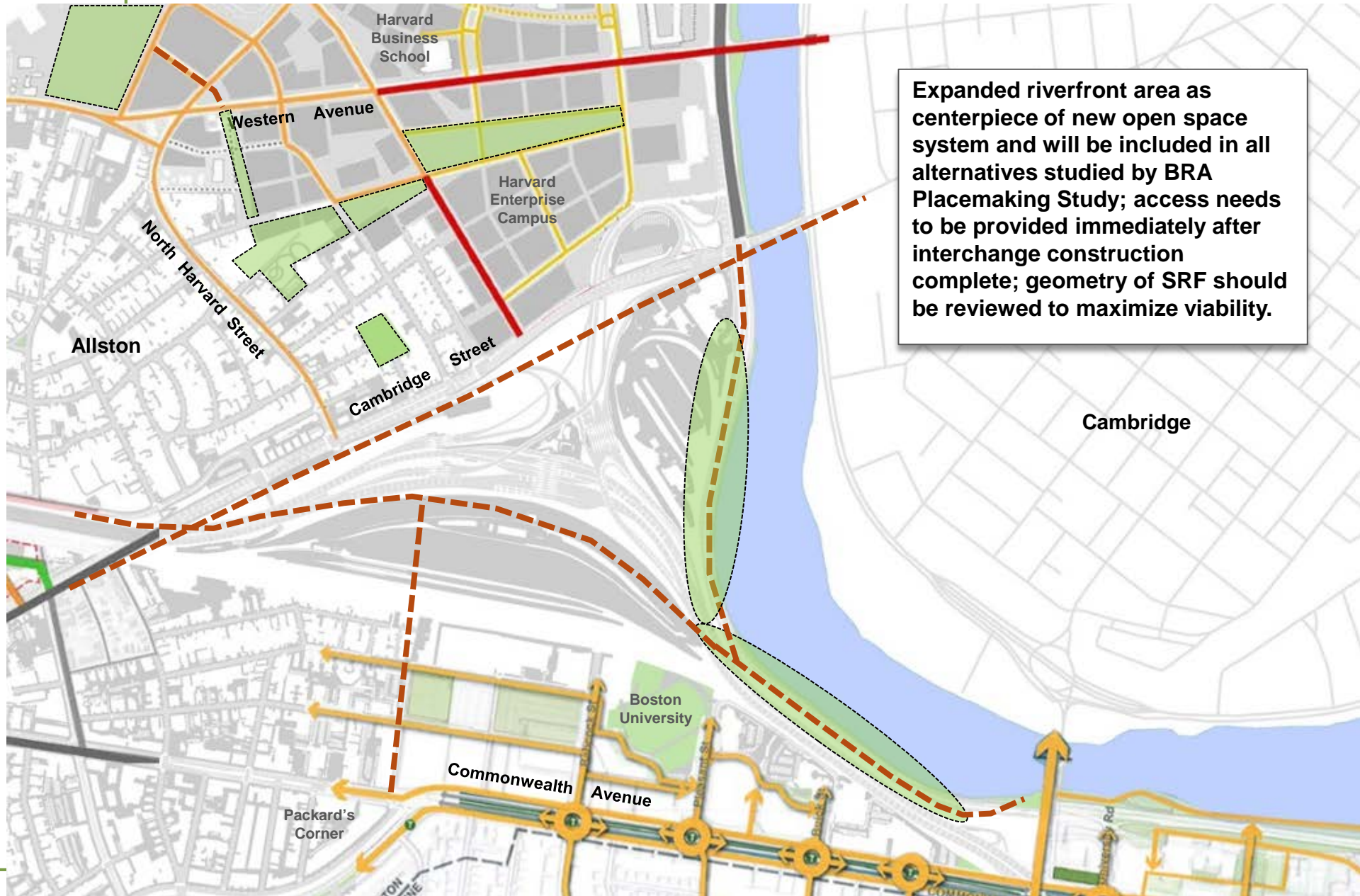
# Allston Interchange: Development of open space network

FROM DECEMBER 2014 BRA COMMENTS

Create the opportunity for an expanded riverfront park along the Charles River and a system of parks, open spaces and paths to complement the street network.



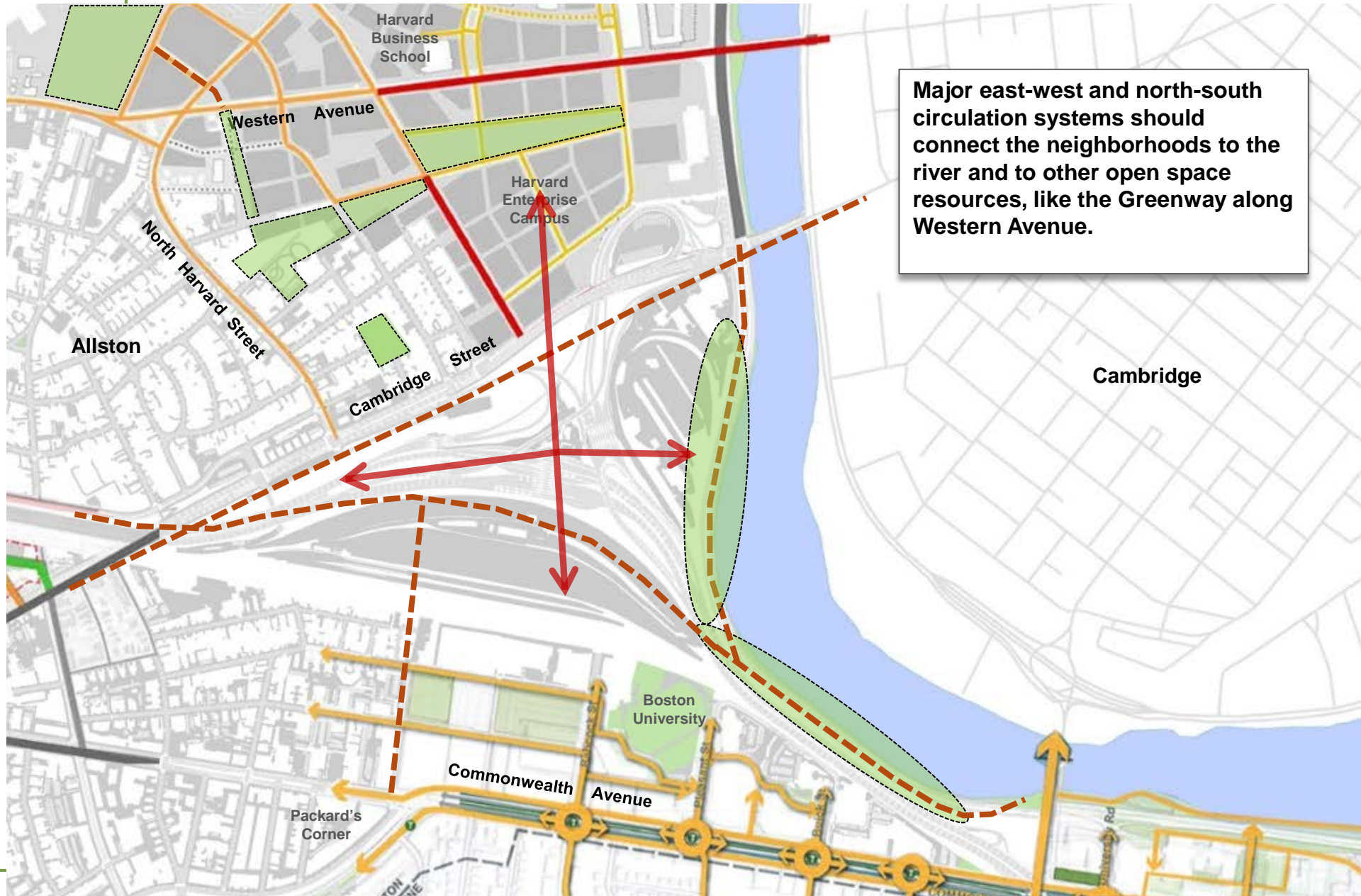
# Allston Interchange: Development of open space network



Expanded riverfront area as centerpiece of new open space system and will be included in all alternatives studied by BRA Placemaking Study; access needs to be provided immediately after interchange construction complete; geometry of SRF should be reviewed to maximize viability.



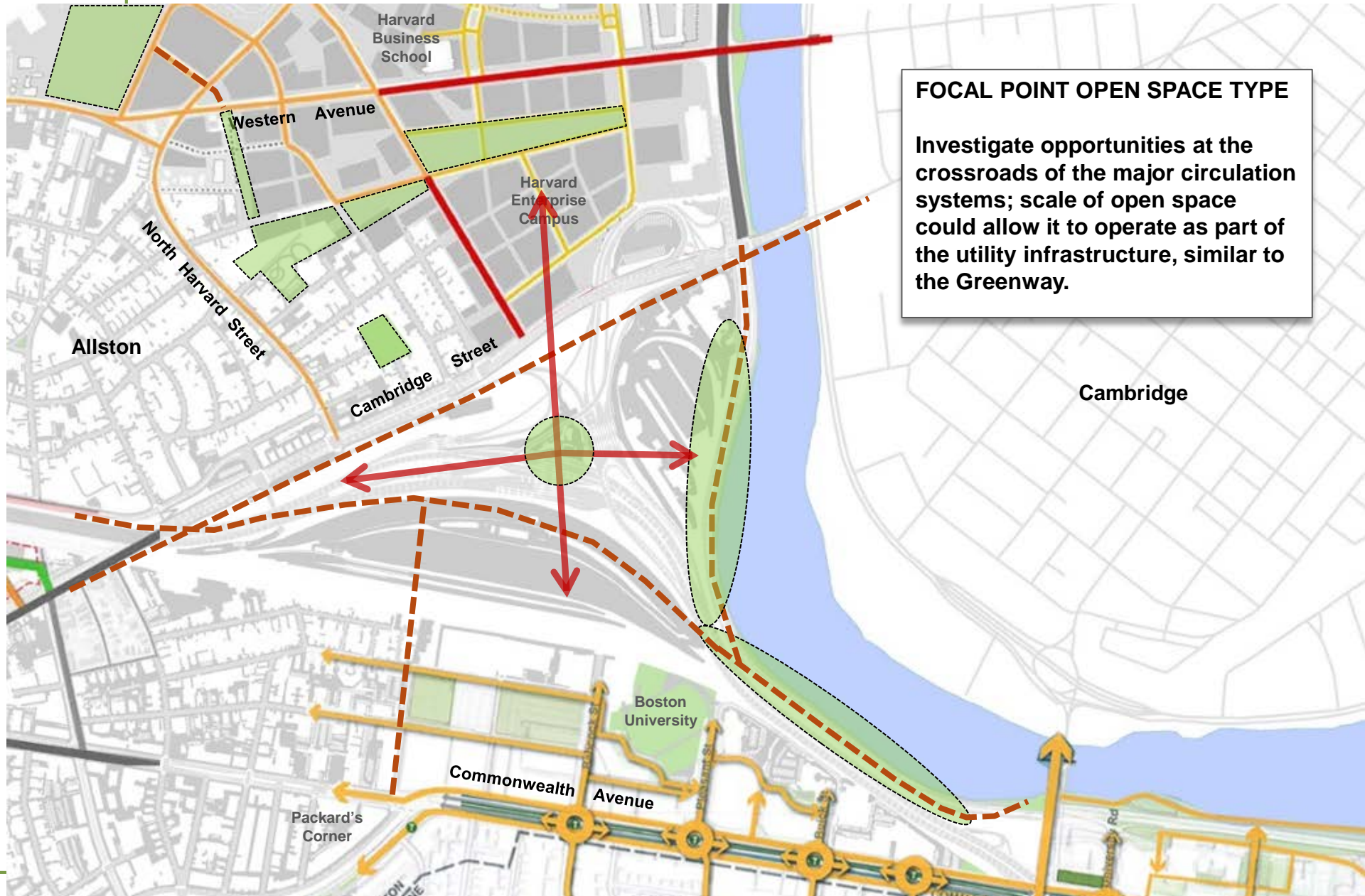
# Allston Interchange: Development of open space network



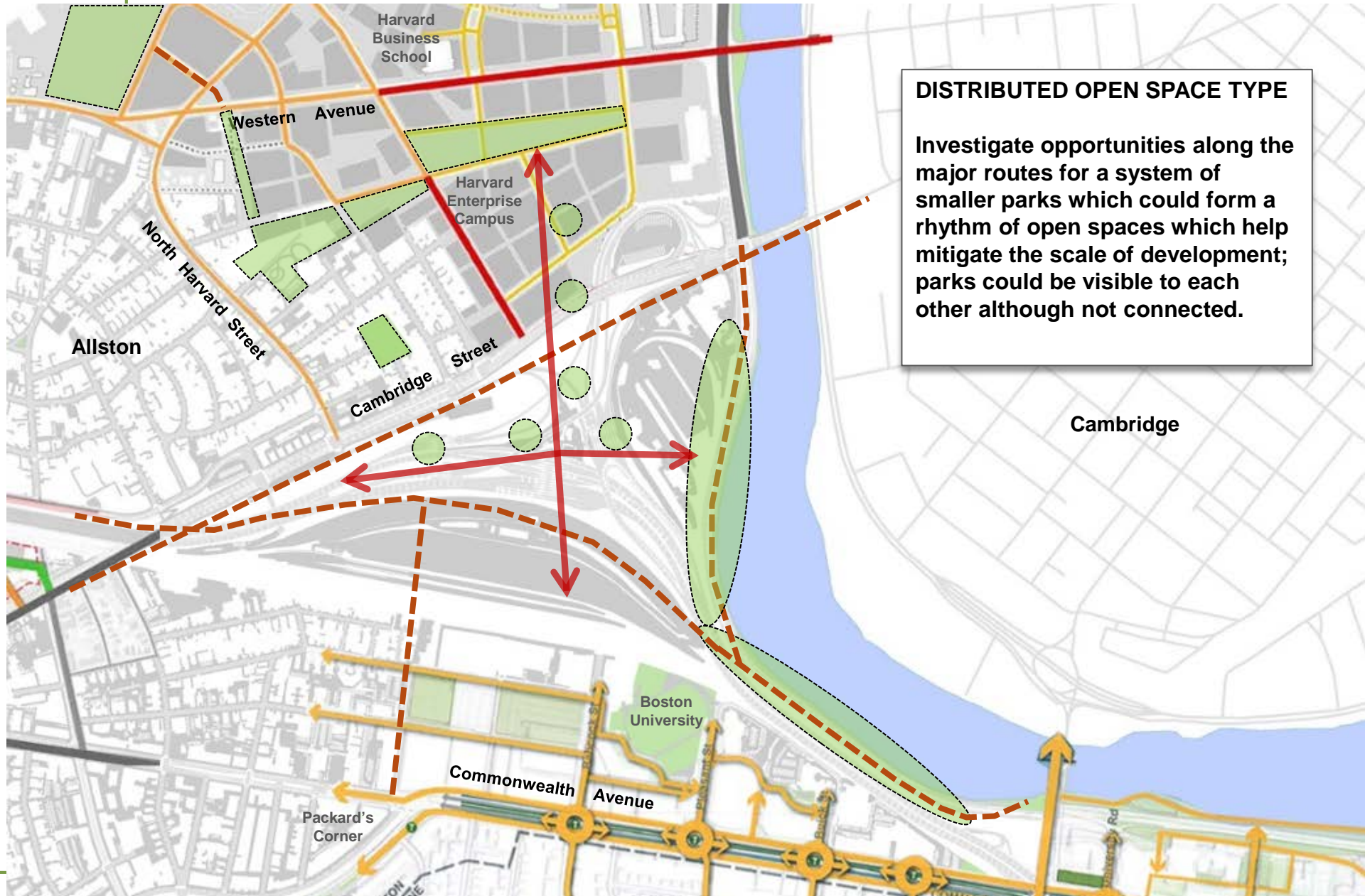
Major east-west and north-south circulation systems should connect the neighborhoods to the river and to other open space resources, like the Greenway along Western Avenue.



# Allston Interchange: Development of open space network



# Allston Interchange: Development of open space network



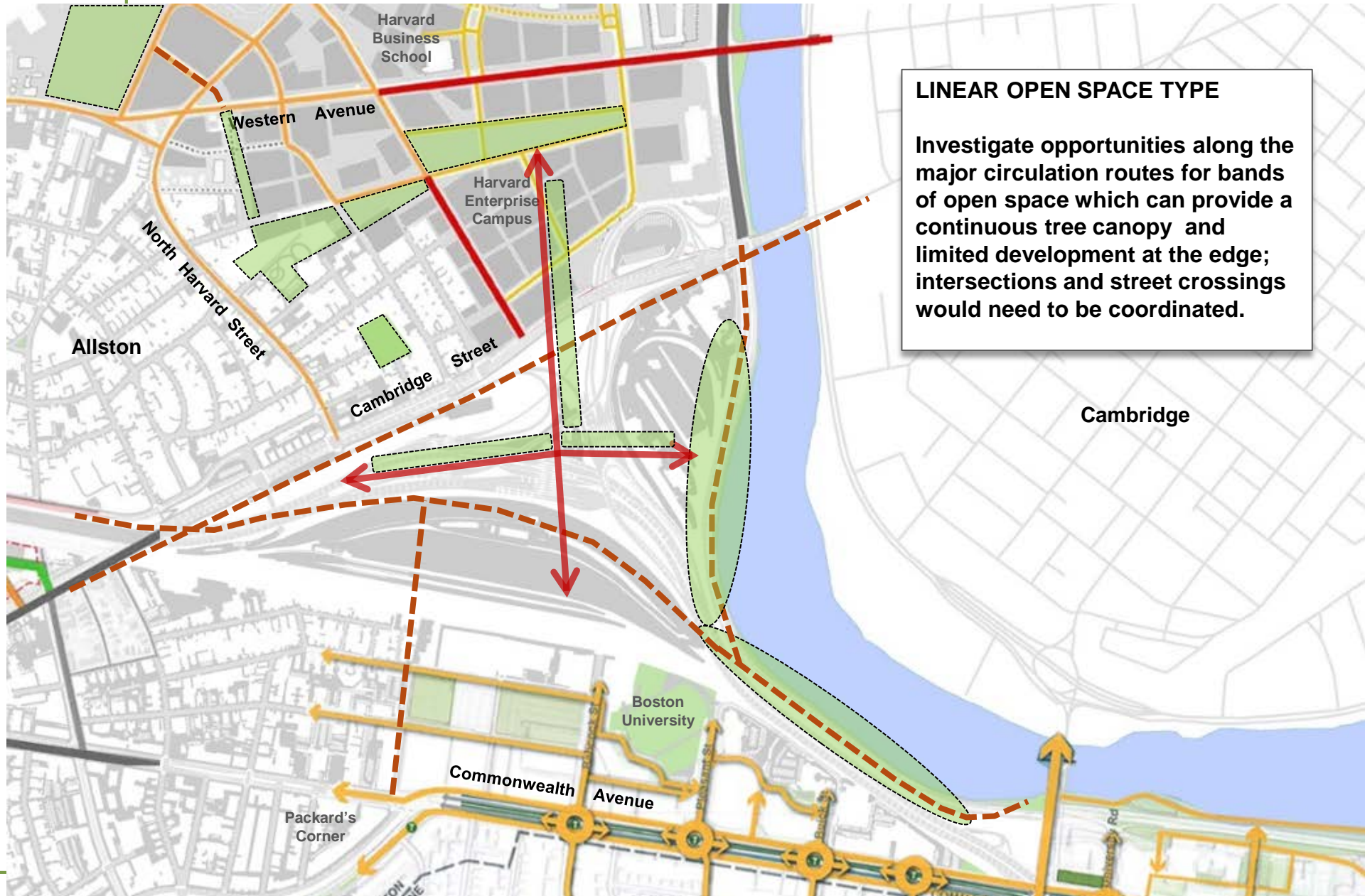
**DISTRIBUTED OPEN SPACE TYPE**

Investigate opportunities along the major routes for a system of smaller parks which could form a rhythm of open spaces which help mitigate the scale of development; parks could be visible to each other although not connected.





# Allston Interchange: Development of open space network



**LINEAR OPEN SPACE TYPE**

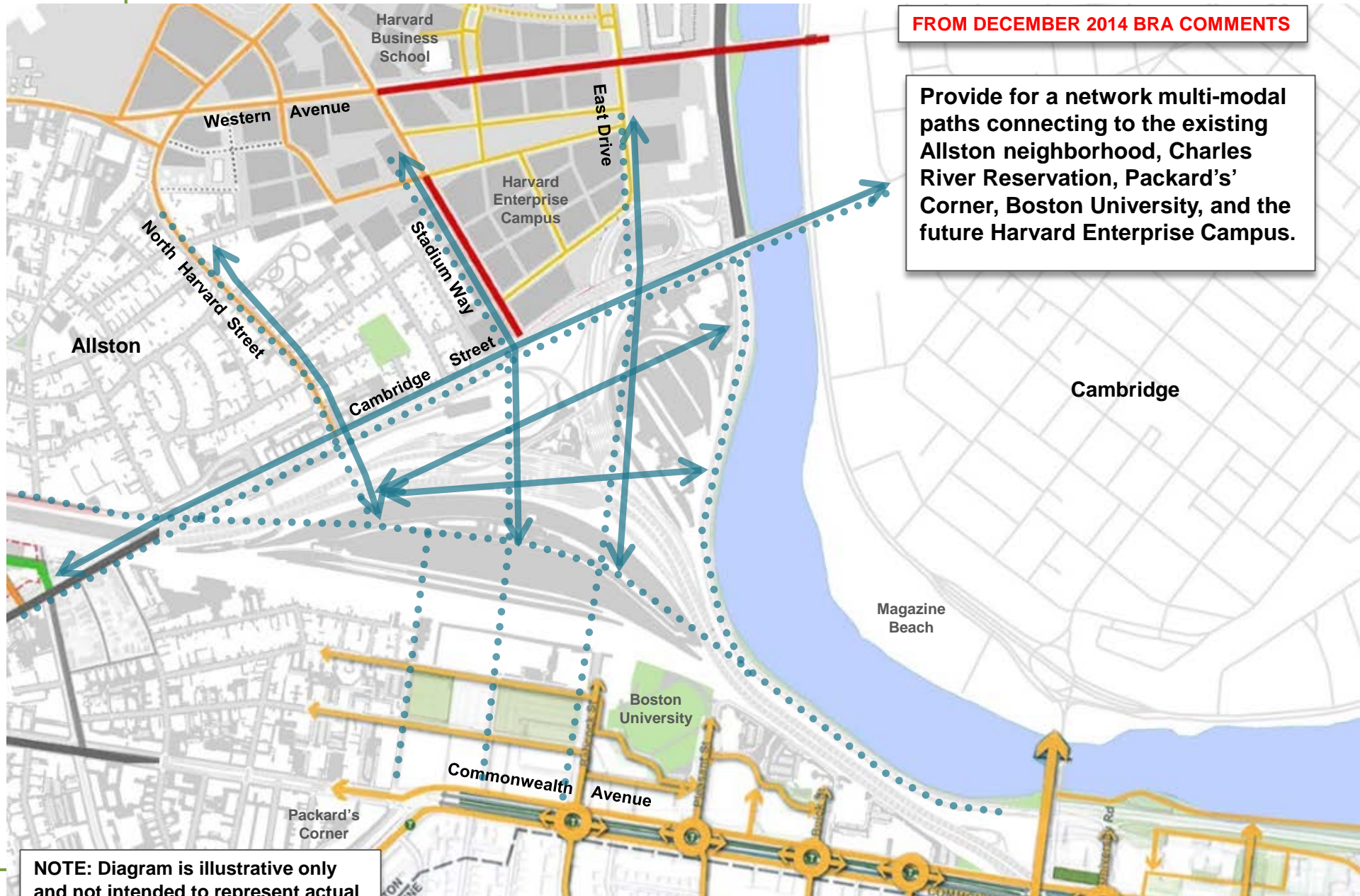
Investigate opportunities along the major circulation routes for bands of open space which can provide a continuous tree canopy and limited development at the edge; intersections and street crossings would need to be coordinated.



# Allston Interchange: Strong connections to surrounding areas

FROM DECEMBER 2014 BRA COMMENTS

Provide for a network multi-modal paths connecting to the existing Allston neighborhood, Charles River Reservation, Packard's Corner, Boston University, and the future Harvard Enterprise Campus.



NOTE: Diagram is illustrative only and not intended to represent actual street layout.

# Allston Interchange: Traditional street grid/Revitalized Cambridge

Street

FROM DECEMBER 2014 BRA COMMENTS

Allow for a street grid which maximizes pedestrian and vehicular connectivity throughout the district and minimizes impacts on existing residential areas. A range of street types should be provided, including an off-road, multi-use path for pedestrians and cyclists.

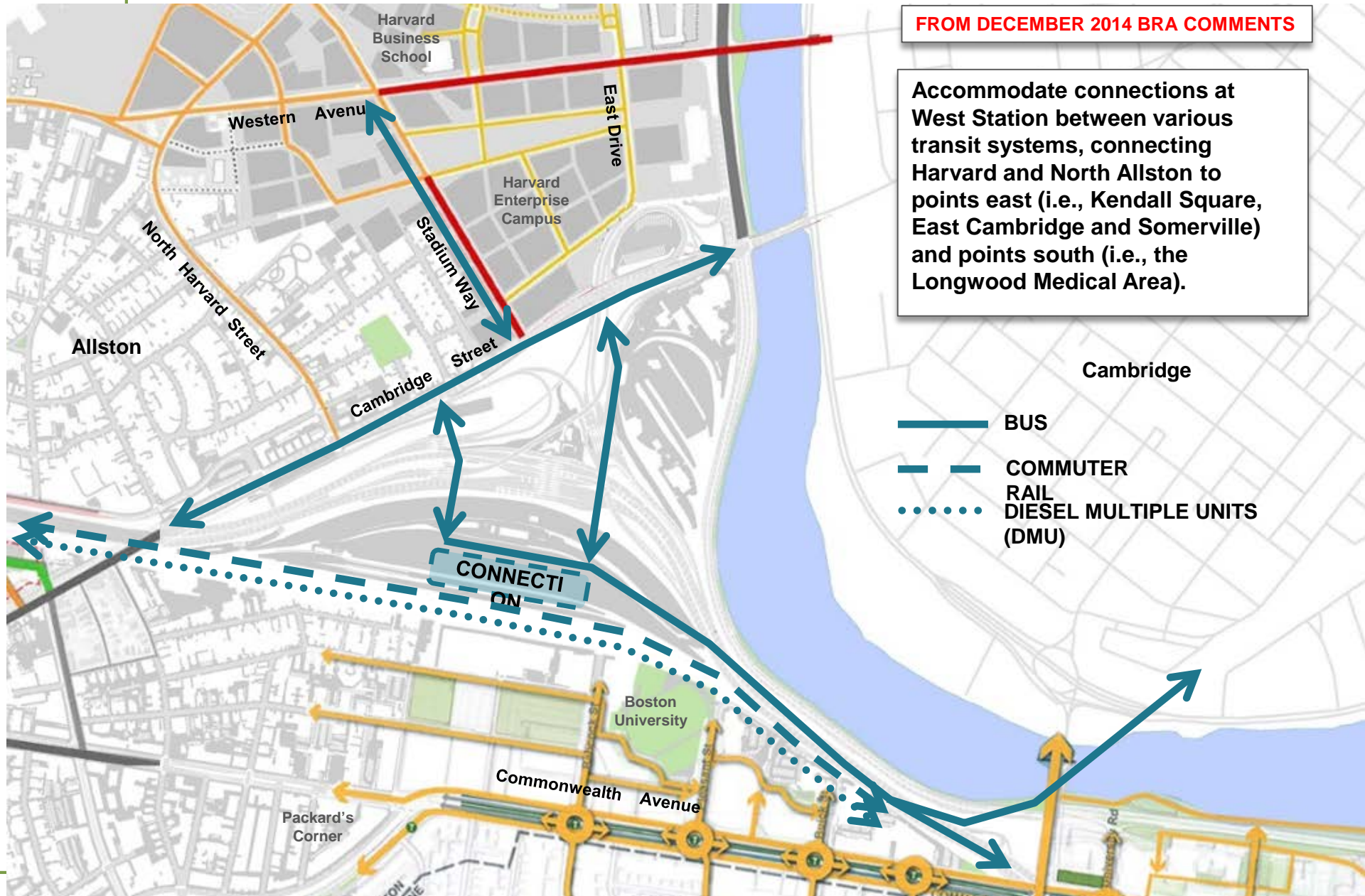
Redesign Cambridge Street along Complete Streets design principles, ensuring a scale and character compatible with walkable, transit-oriented development; development of secondary parallel connection to Soldier's Field Road

NOTE: Diagram is illustrative only and not intended to represent actual street layout.

# Allston Interchange: Integration of bus and rail transit systems

FROM DECEMBER 2014 BRA COMMENTS

Accommodate connections at West Station between various transit systems, connecting Harvard and North Allston to points east (i.e., Kendall Square, East Cambridge and Somerville) and points south (i.e., the Longwood Medical Area).



## Works Session Focus: Mobility/Connectivity

### Current design considerations:

- *What are we connecting?*
- *What is the street character and width?*
- *What are the crossing and intersection conditions?*

## Works Session Focus: Mobility/Connectivity

### Current design considerations:

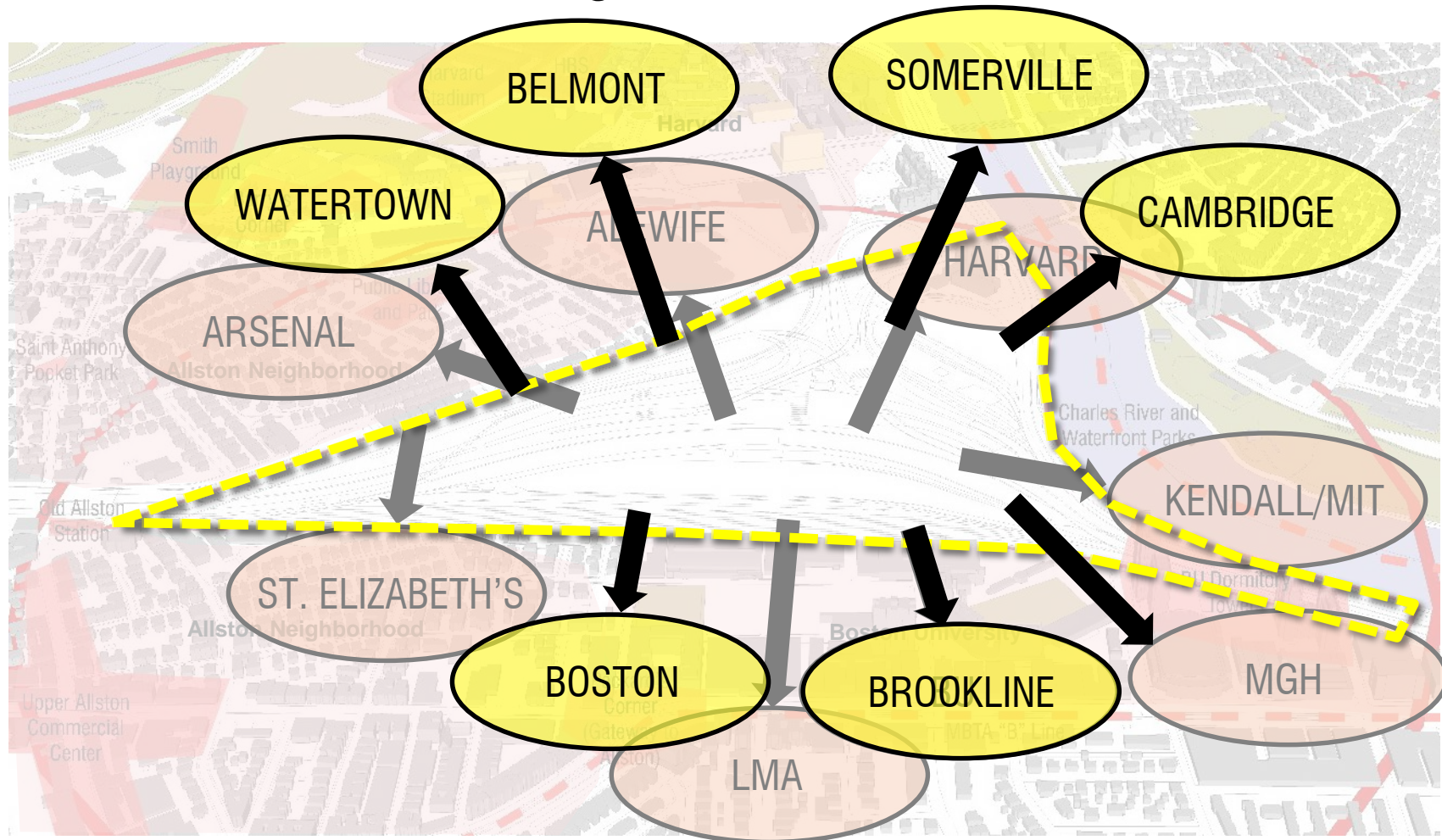
- *What are we connecting?*
  - Ped/bike connectivity to Charles River
  - Multi-modal connectivity to West Station
  - Connectivity between SFR and I-90
  - Connectivity between North and South Allston neighborhoods
  - Others?

# Discussion Topic:



# Mobility/Connectivity

## What are we connecting?



# Discussion Topic: Mobility/Connectivity

## Ped/bike connectivity to Charles River





# Discussion Topic: Mobility/Connectivity

## Ped/bike connectivity to Charles River



# Discussion Topic: Mobility/Connectivity

## Multi-modal connectivity to West Station



# Discussion Topic:



# Mobility/Connectivity

## Multi-modal connectivity to West Station

Stadium Way Options – November 2015 Status Report



**Option 1**  
Transit Priority Corridor (Long-Term)



**Option 2**  
One-Way Pair (Long-Term)



**Option 3**  
Two-Way Corridor (Long-Term)

# Discussion Topic:



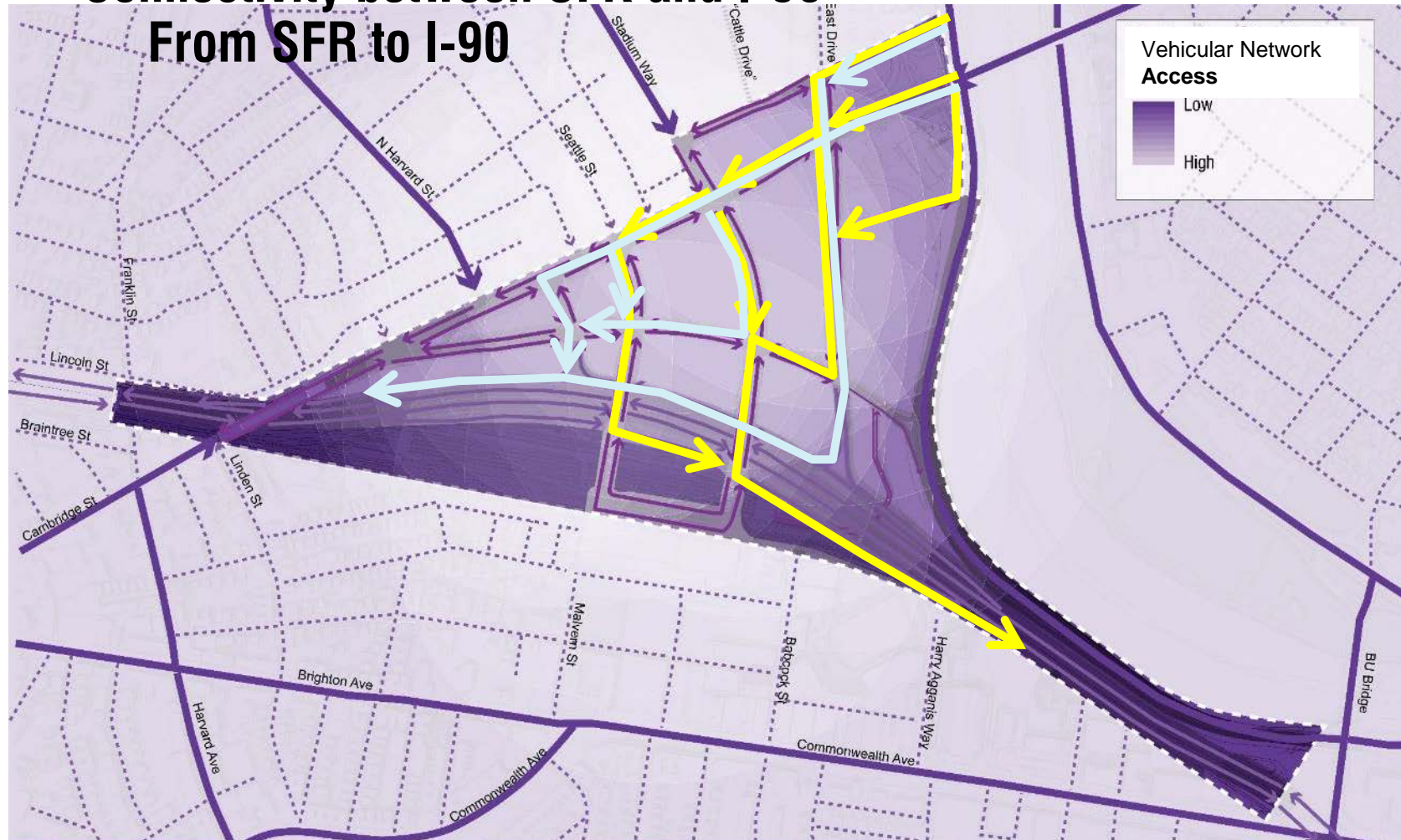
# Mobility/Connectivity

## Connectivity between SFR and I-90 From I-90 to SFR



# Discussion Topic: Mobility/Connectivity

## Connectivity between SFR and I-90 From SFR to I-90

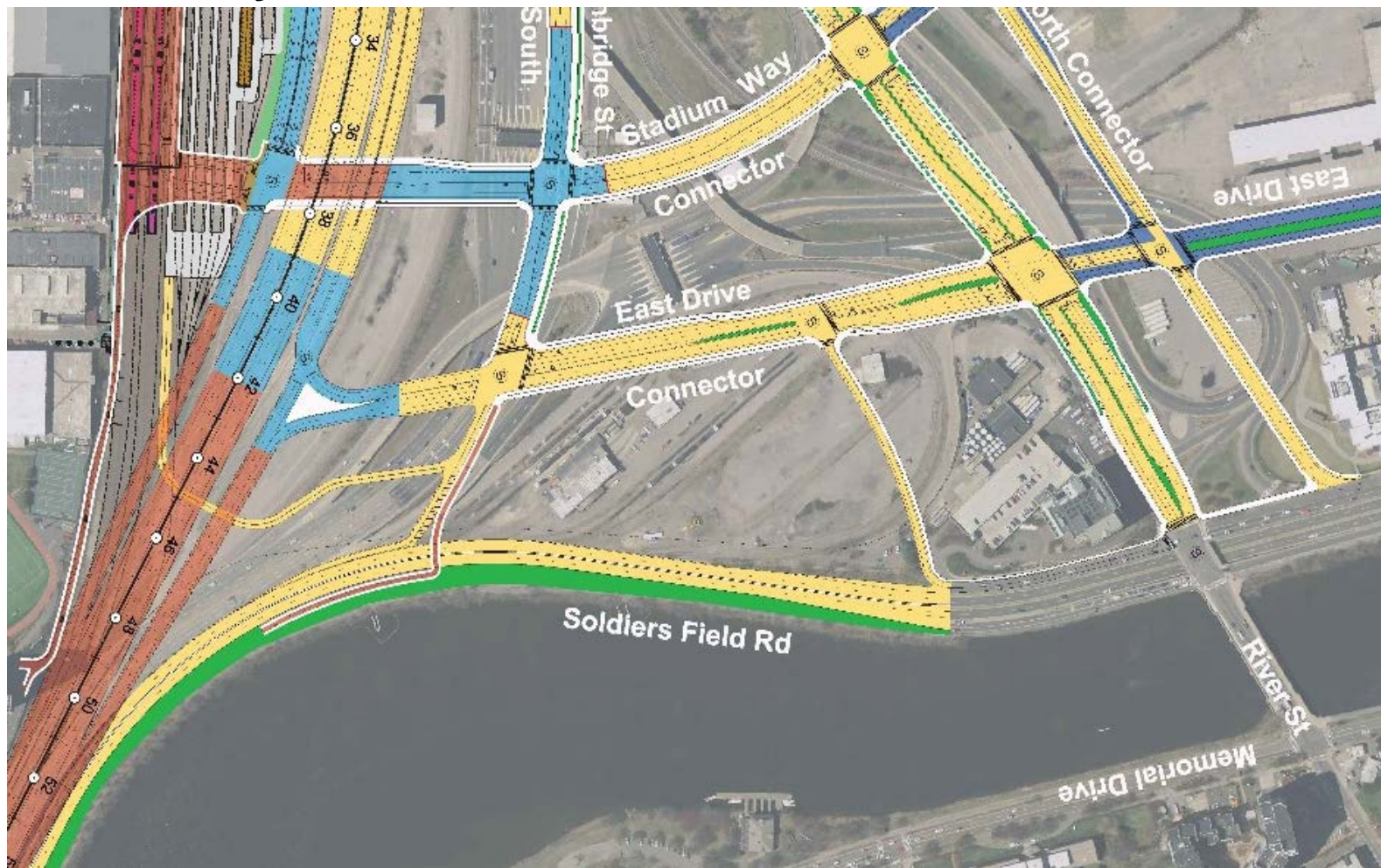


# Discussion Topic:



# Mobility/Connectivity

## Connectivity between SFR and I-90



# Discussion Topic:



# Mobility/Connectivity

## Connectivity between North and South Allston neighborhoods



## Works Session Focus: Mobility/Connectivity

### Current design considerations:

- *What is the street character and width?*
  - Street hierarchy and widths
  - Function/Character of Cambridge Street
  - Mobility Considerations of “throat” alternatives
  - Others?

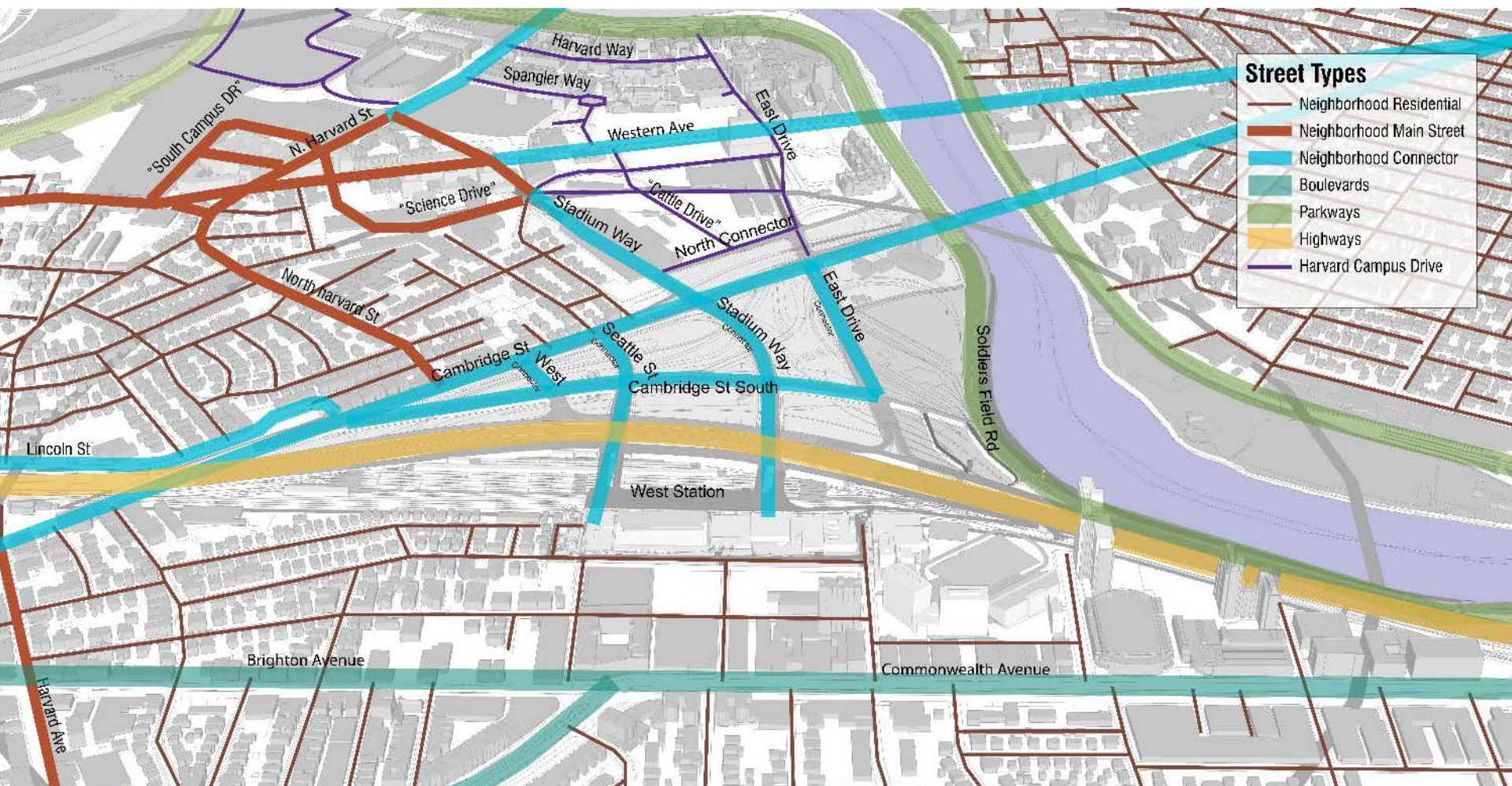


# Discussion Topic:



# Mobility/Connectivity

## Street hierarchy – Context



## Works Session Focus: Mobility/Connectivity

### Future district considerations:

- Exploration of grid/street/block typologies
- Further definition of street hierarchy
- Build-out of secondary street connections/grid
- Accommodation of enhanced transit service
- Others?

# Discussion Topic:

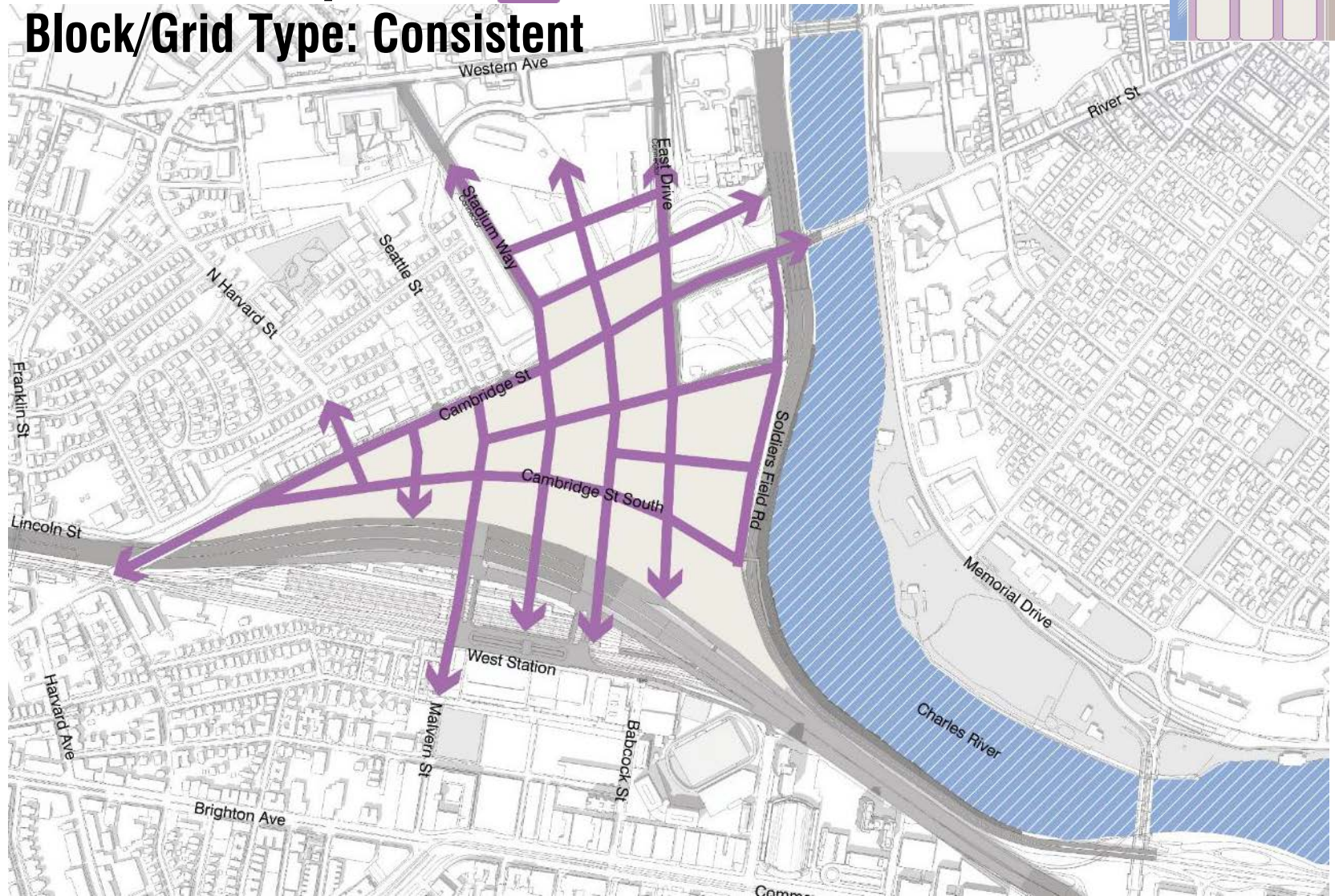
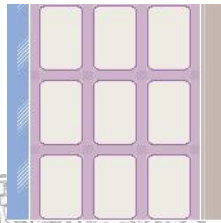


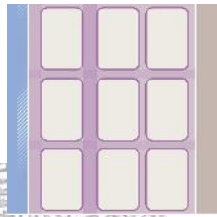
# District Wide Block/Grid Types

Open Space Type	Consistent	Hierarchical	Focal Street or Streets	Disconnected	Secondary Multi-modal	Others?
Open Space Type Diagram						
Characteristics	<ul style="list-style-type: none"> <li>• Consistent block dimensions</li> <li>• Consistent street widths</li> <li>• Typically parallel streets and perpendicular intersections</li> </ul>	<ul style="list-style-type: none"> <li>• Relatively consistent block dimensions, some variation with hierarchy</li> <li>• Street widths vary according to hierarchy</li> </ul>	<ul style="list-style-type: none"> <li>• Block dimensions may vary with focus</li> <li>• Focal streets typically widest and may vary from grid geometry</li> </ul>	<ul style="list-style-type: none"> <li>• Less evident grid</li> <li>• Intersections may not align</li> <li>• Street widths may vary with location</li> </ul>	<ul style="list-style-type: none"> <li>• Overlay secondary system of bike and pedestrian circulation</li> <li>• Two systems may have patterns that vary</li> </ul>	• ?
Infrastructure Considerations	<ul style="list-style-type: none"> <li>• Provides flexibility</li> <li>• Offers multiple choices and connecting routes</li> </ul>	<ul style="list-style-type: none"> <li>• Provides additional capacity for specific routes</li> <li>• Offers priority and direction for connecting most important routes</li> </ul>	<ul style="list-style-type: none"> <li>• Focal street or streets may create direct connection between critical points</li> </ul>	<ul style="list-style-type: none"> <li>• May not provide convenient access or direct connections</li> <li>• May encourage other routes to critical points</li> </ul>	<ul style="list-style-type: none"> <li>• Intersections and crossings between systems must be coordinated</li> <li>• Two systems may operate relatively independently to meet needs</li> </ul>	• ?
Development Considerations	<ul style="list-style-type: none"> <li>• Provides flexibility</li> <li>• Provides consistent frontage and lot sizes</li> <li>• Variation created with consistent structure</li> </ul>	<ul style="list-style-type: none"> <li>• May be closely linked with variation in land uses</li> <li>• Characteristics of street frontages, visibility and congestion vary</li> </ul>	<ul style="list-style-type: none"> <li>• May be closely linked with variation in land uses</li> <li>• Characteristics of street frontages, visibility and congestion vary</li> </ul>	<ul style="list-style-type: none"> <li>• Depending on use, may or may not be advantageous for development</li> <li>• Frontage and lot sizes may vary</li> </ul>	<ul style="list-style-type: none"> <li>• Secondary system may impose limits on development locations</li> <li>• Secondary system may also create additional valued frontage</li> </ul>	• ?
Other Considerations	<ul style="list-style-type: none"> <li>• May require variation to integrate natural features</li> </ul>	<ul style="list-style-type: none"> <li>• May provide enhanced connections to other hierarchical systems</li> </ul>	<ul style="list-style-type: none"> <li>• Streets reinforce district structure and provide clear indication of focus</li> </ul>	<ul style="list-style-type: none"> <li>• May provide unique or memorable district characteristics</li> </ul>	<ul style="list-style-type: none"> <li>• May create direct connections to surrounding destinations and natural assets</li> </ul>	• ?
Examples						
	• South Boston	• Back Bay	• South End	• North End	• Harvard Allston Campus	• ?

# Discussion Topic: Mobility/Connectivity

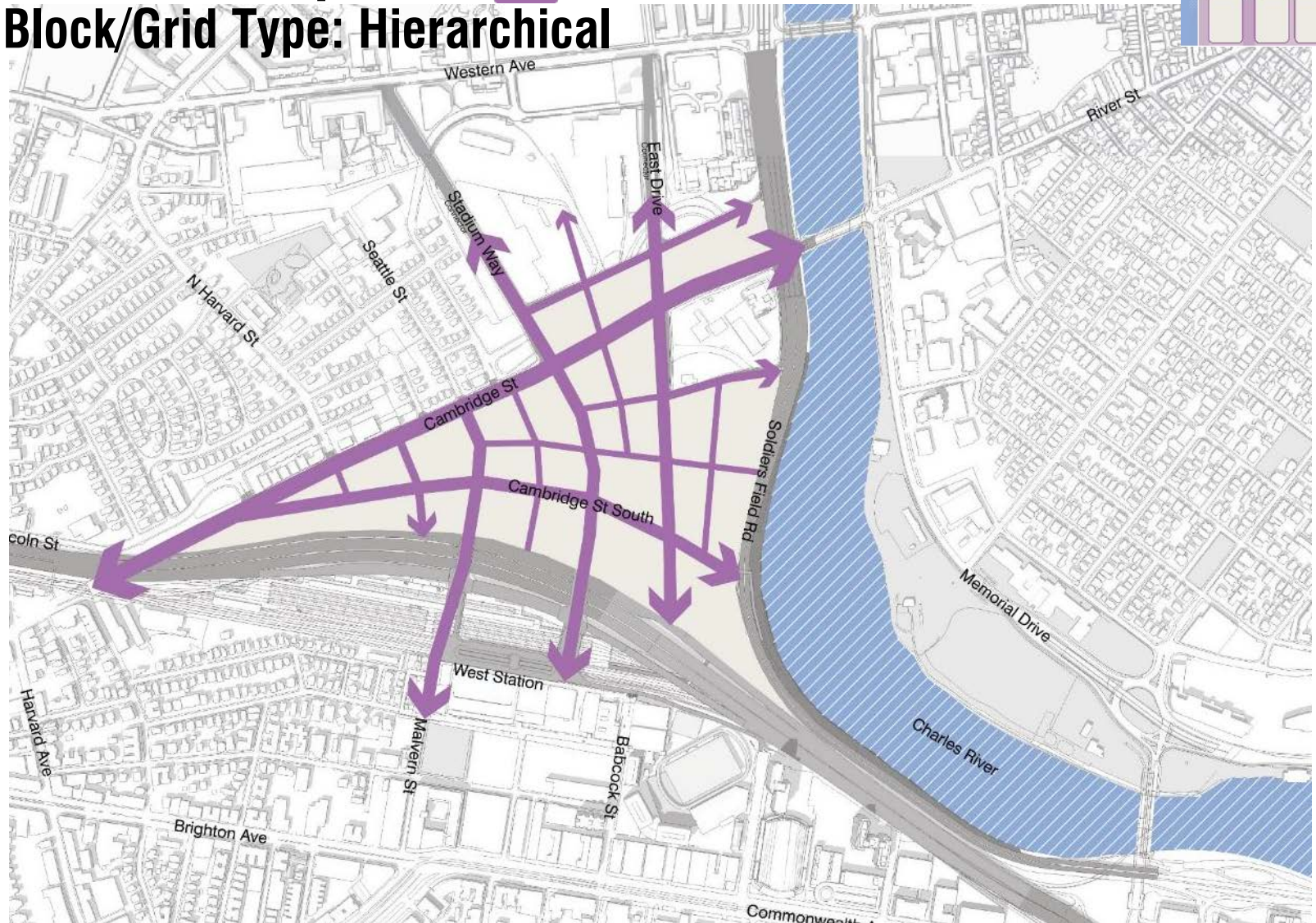
## Block/Grid Type: Consistent

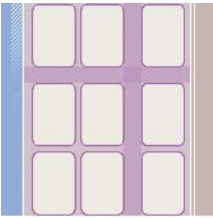




# Discussion Topic: Mobility/Connectivity

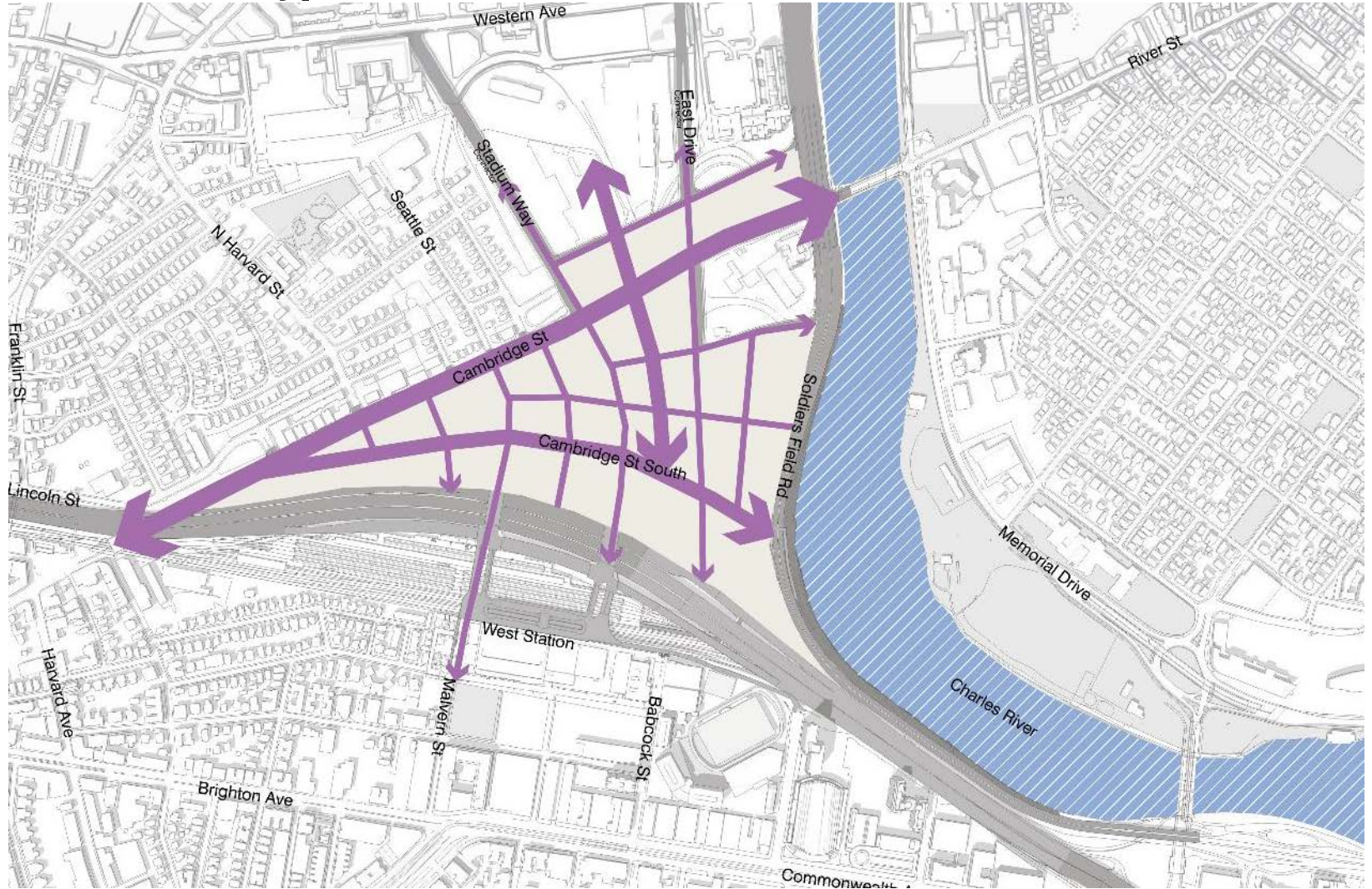
## Block/Grid Type: Hierarchical





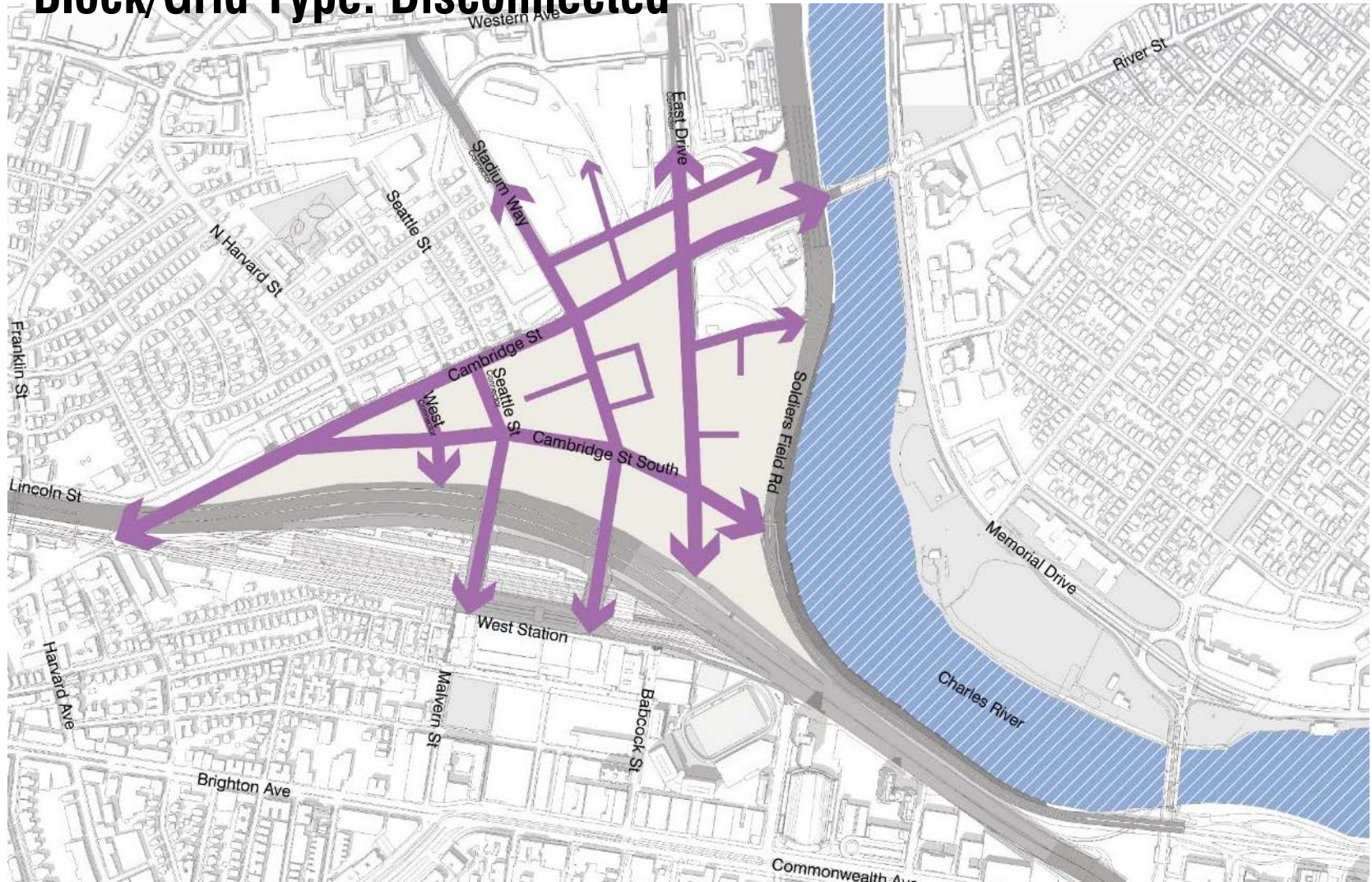
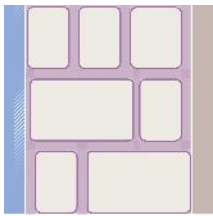
# Discussion Topic: Mobility/Connectivity

## Block/Grid Type: Focal Street or Streets



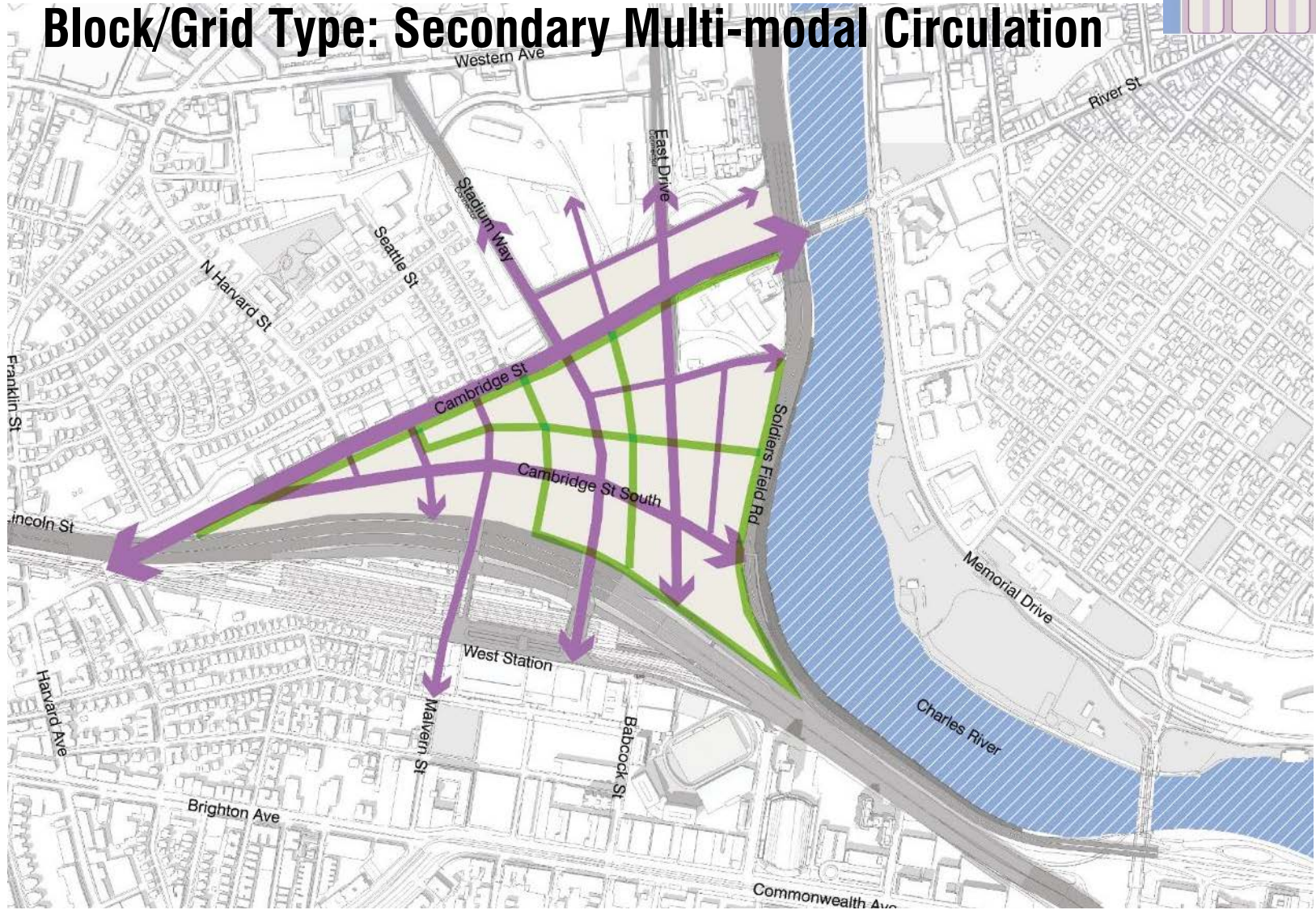
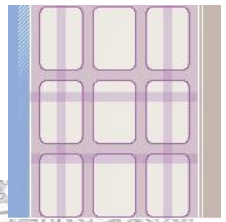
# Discussion Topic: Mobility/Connectivity

## Block/Grid Type: Disconnected



# Discussion Topic: Mobility/Connectivity

## Block/Grid Type: Secondary Multi-modal Circulation



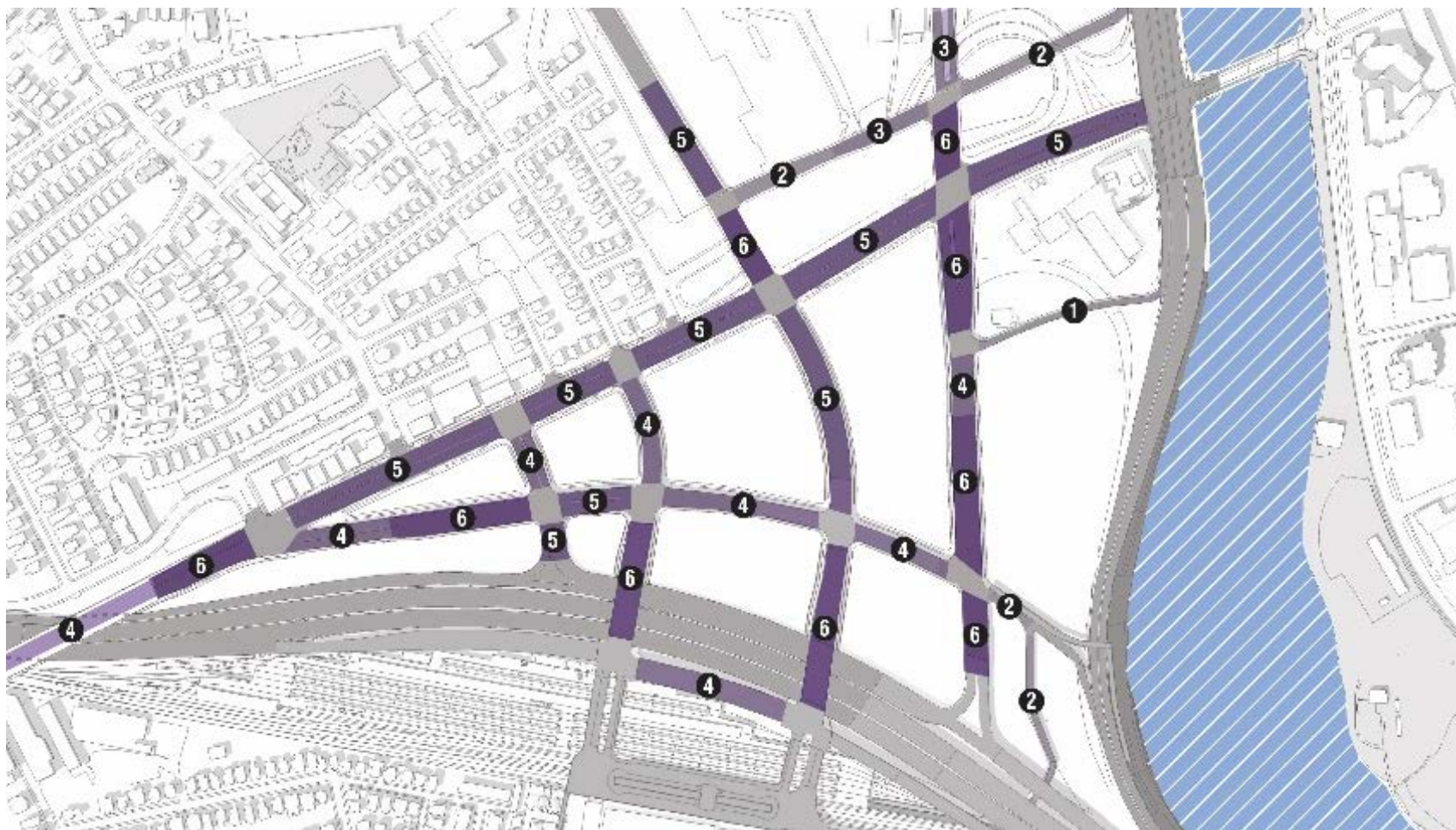


# Discussion Topic:



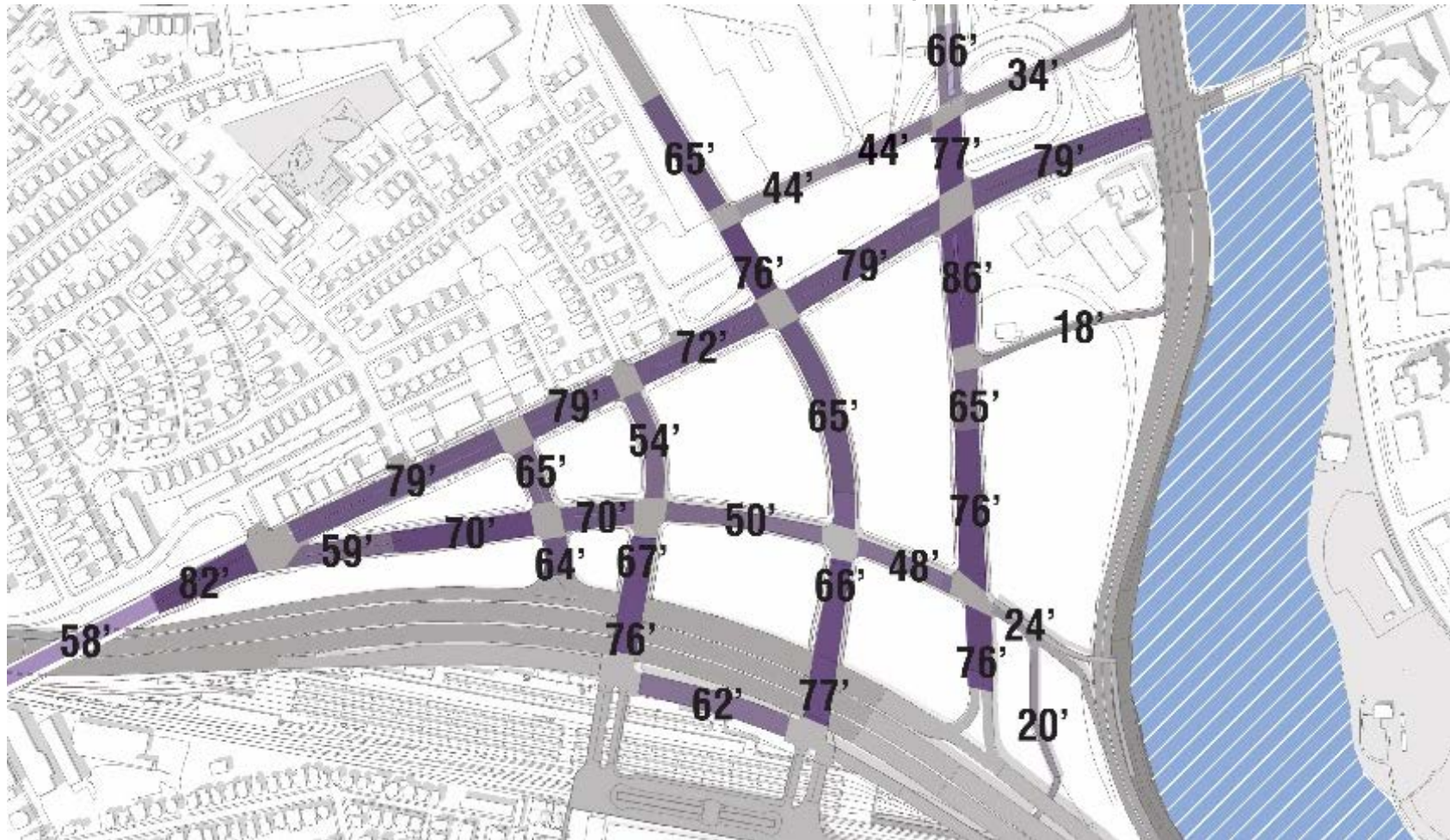
# Mobility/Connectivity

## Street hierarchy – Function/number of Vehicular Lanes



# Discussion Topic: Mobility/Connectivity

## Street widths – Curb to curb distance (feet)



# Discussion Topic:



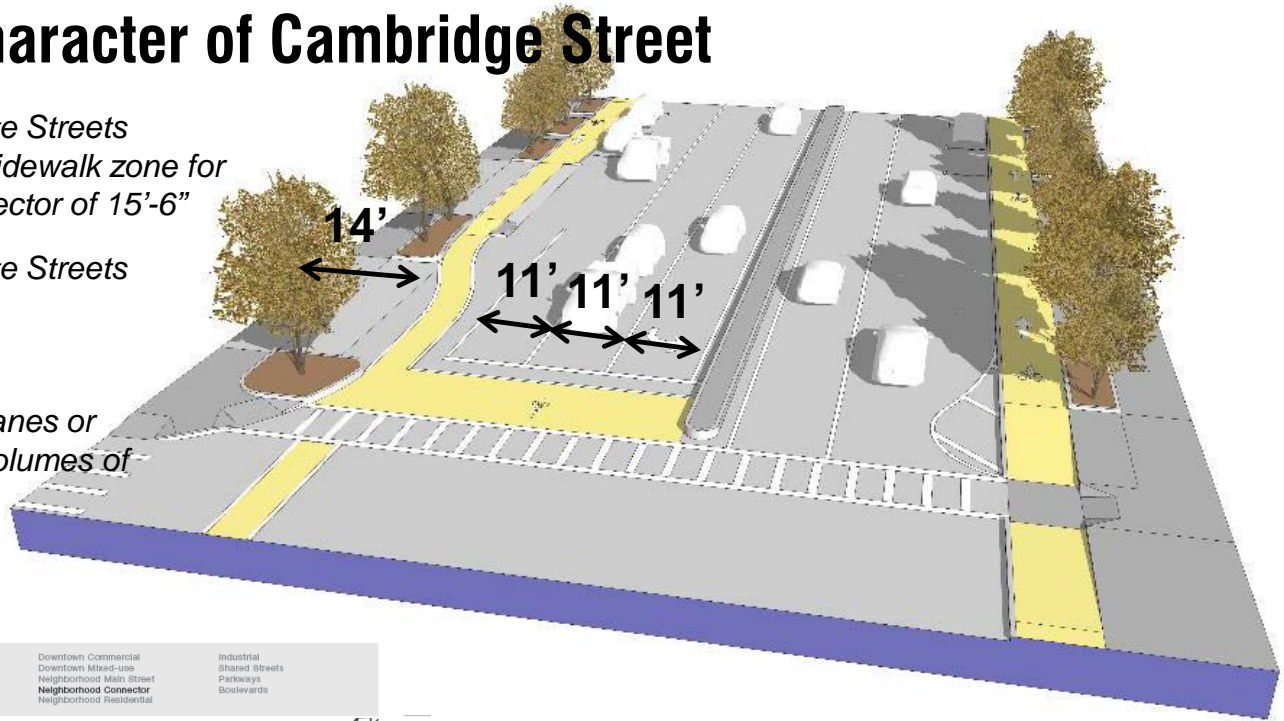
# Mobility/Connectivity

## Function/Character of Cambridge Street

Compare to Complete Streets preferred width for Sidewalk zone for Neighborhood Connector of 15'-6"

Compare to Complete Streets 10' minimum widths

Wider lanes may be appropriate for bus lanes or locations with high volumes of heavy vehicles



<b>Neighborhood Connector</b>	Downtown Commercial	Industrial
	Downtown Mixed-use	Shared Streets
	Neighborhood Main Street	Parkways
	Neighborhood Residential	Boulevards

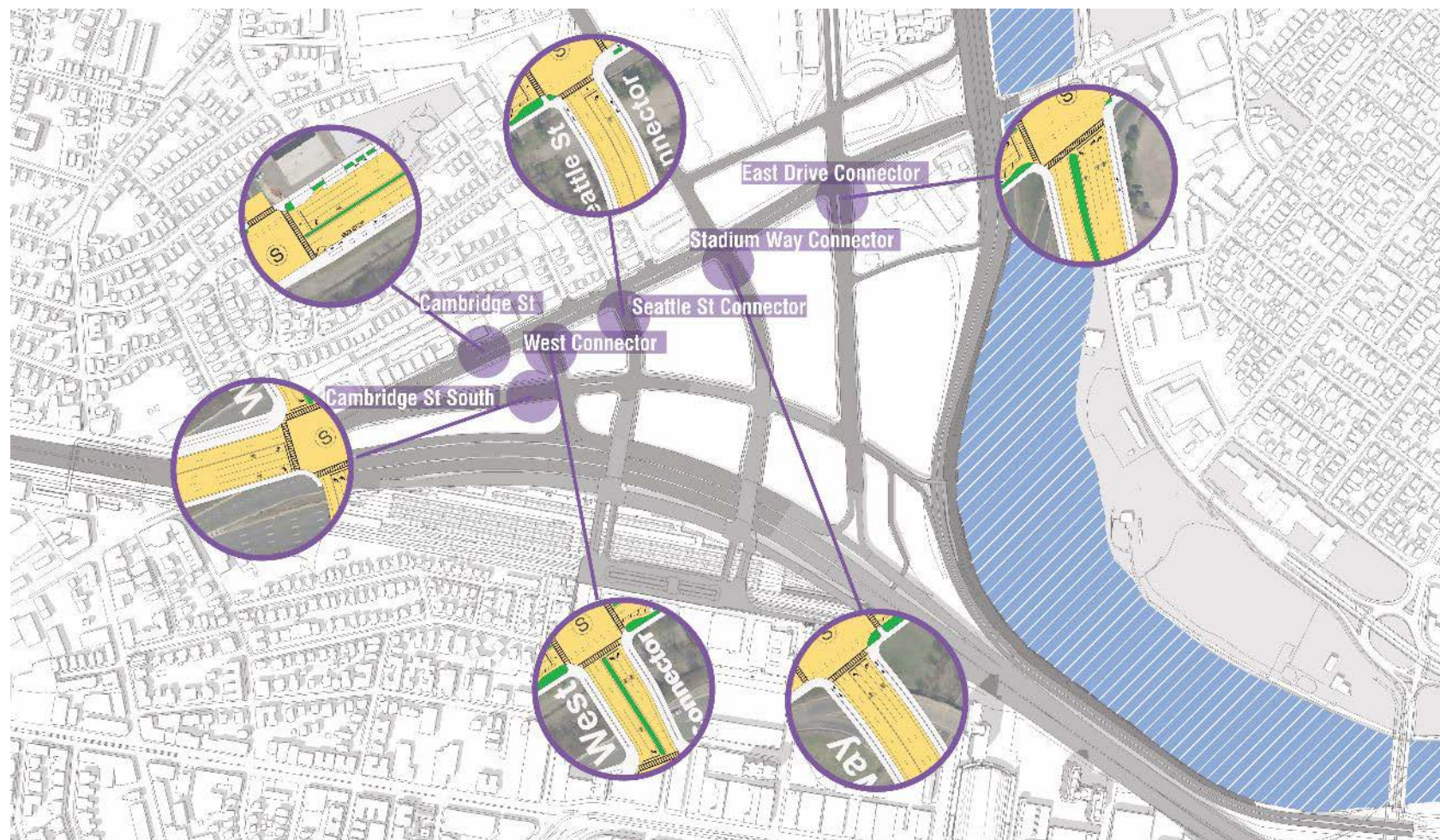


**Proposed Cambridge Street**

Street Type identifying Cambridge Street (Allston/Brighton) as example street

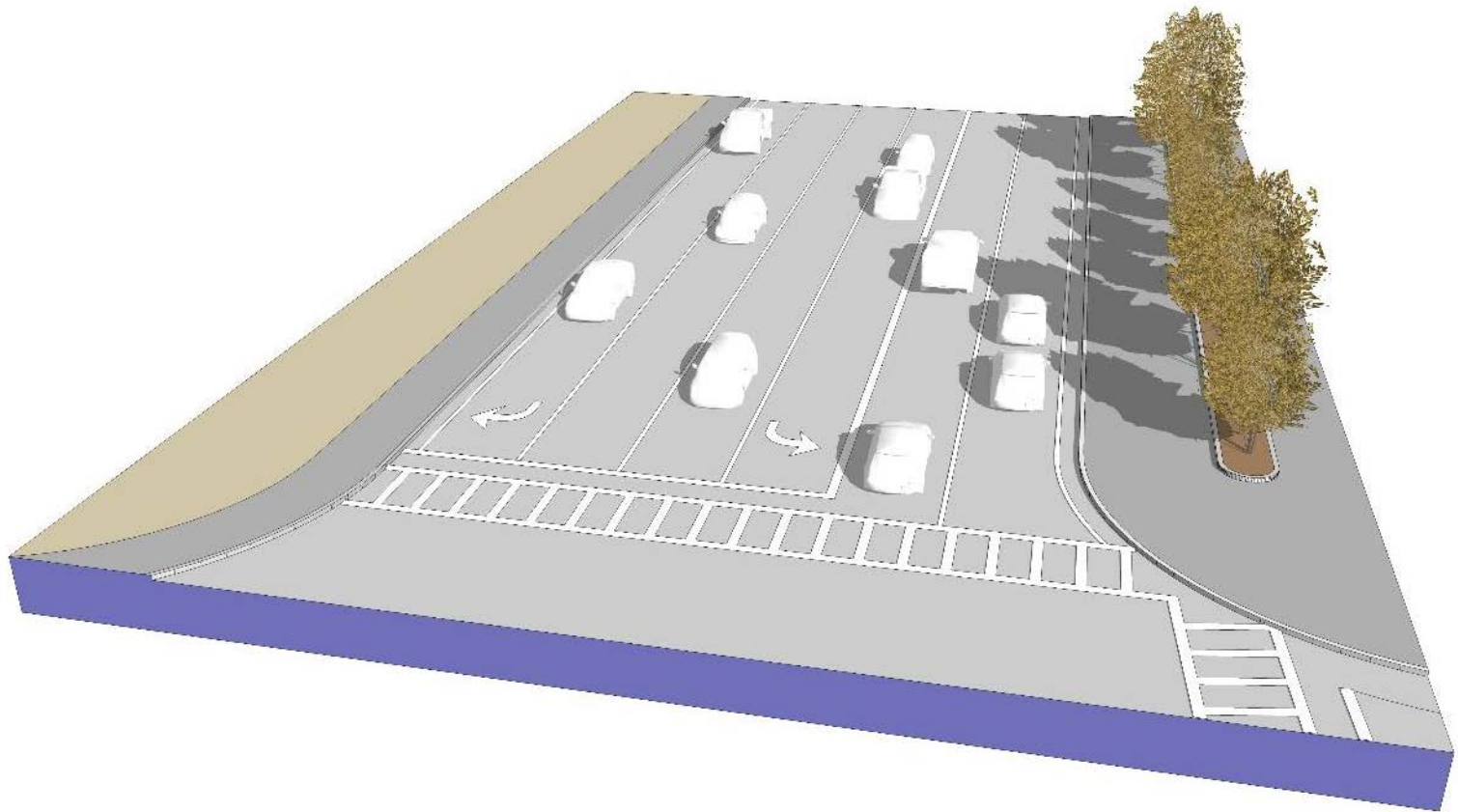
# Discussion Topic: Mobility/Connectivity

## Street Illustration Locations



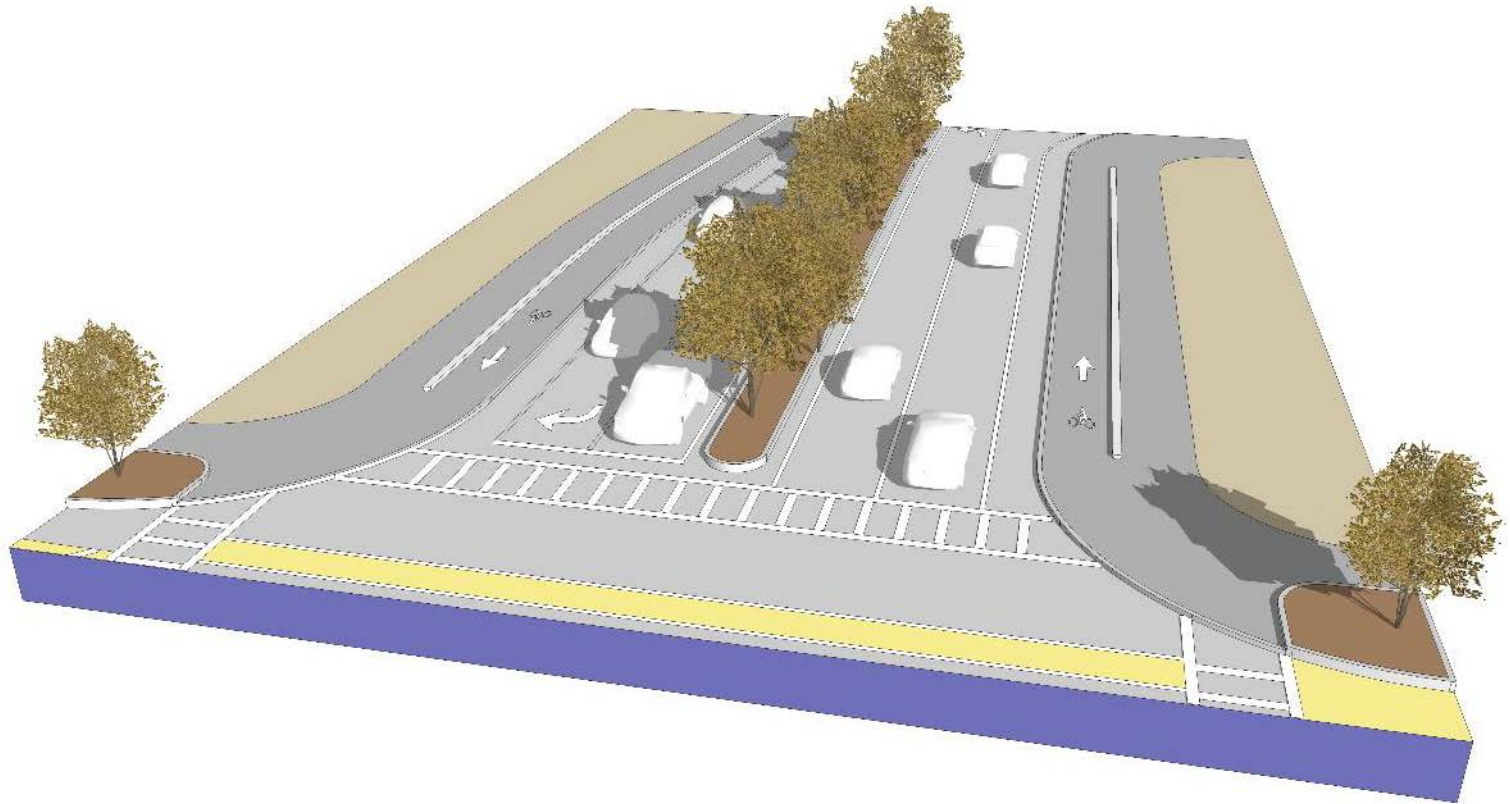
**Discussion Topic:**  **Mobility/Connectivity**

**Function/Character of Cambridge Street South**



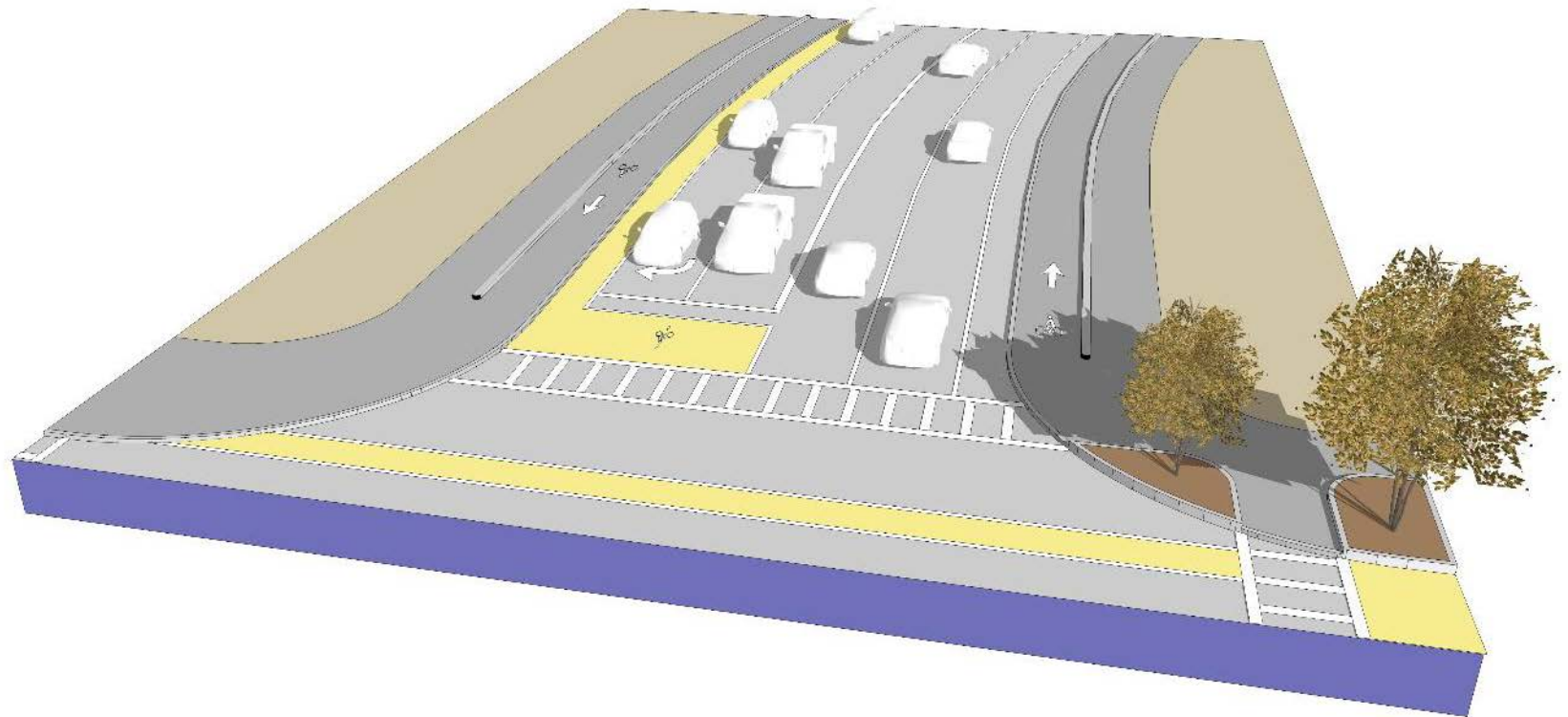
**Discussion Topic:**  **Mobility/Connectivity**

## Function/Character of West Connector



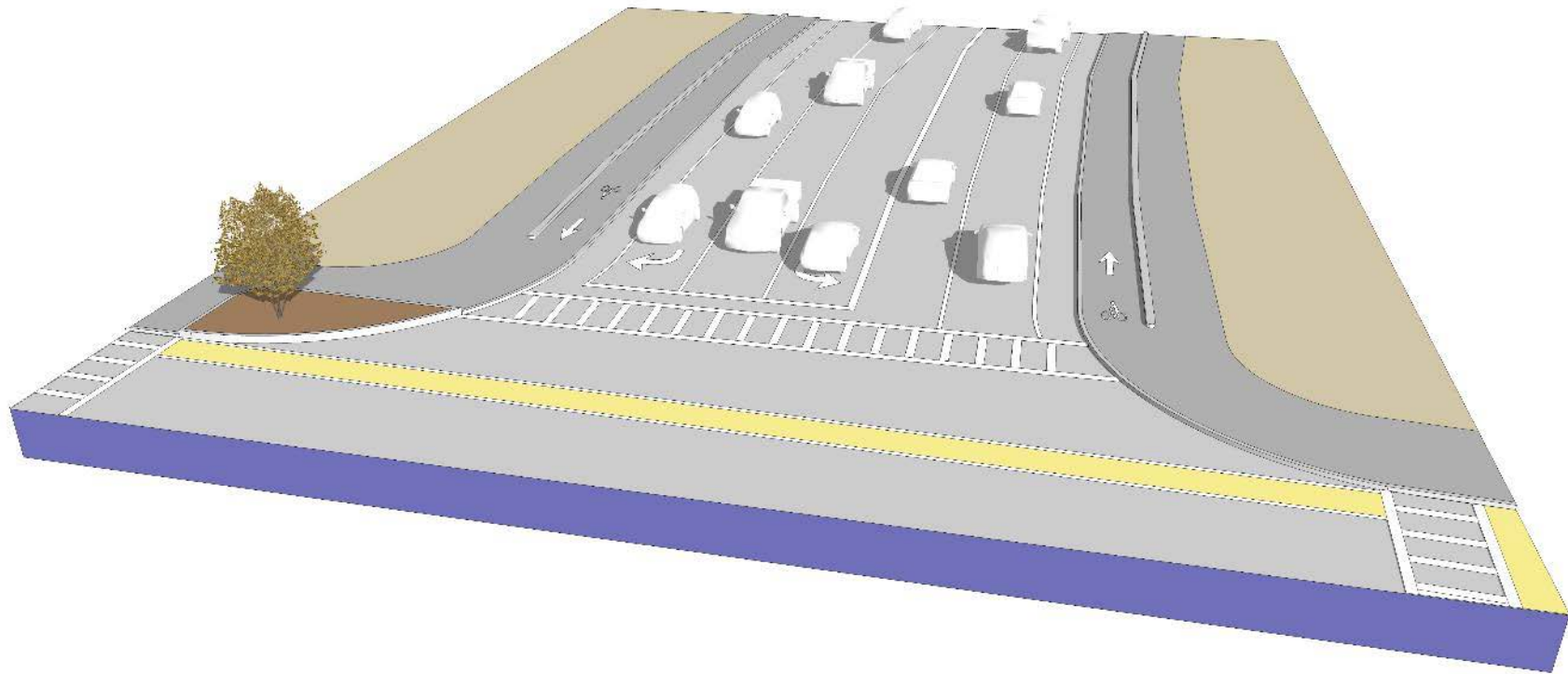
**Discussion Topic:**  **Mobility/Connectivity**

**Function/Character of Seattle Street Connector**



**Discussion Topic:**  **Mobility/Connectivity**

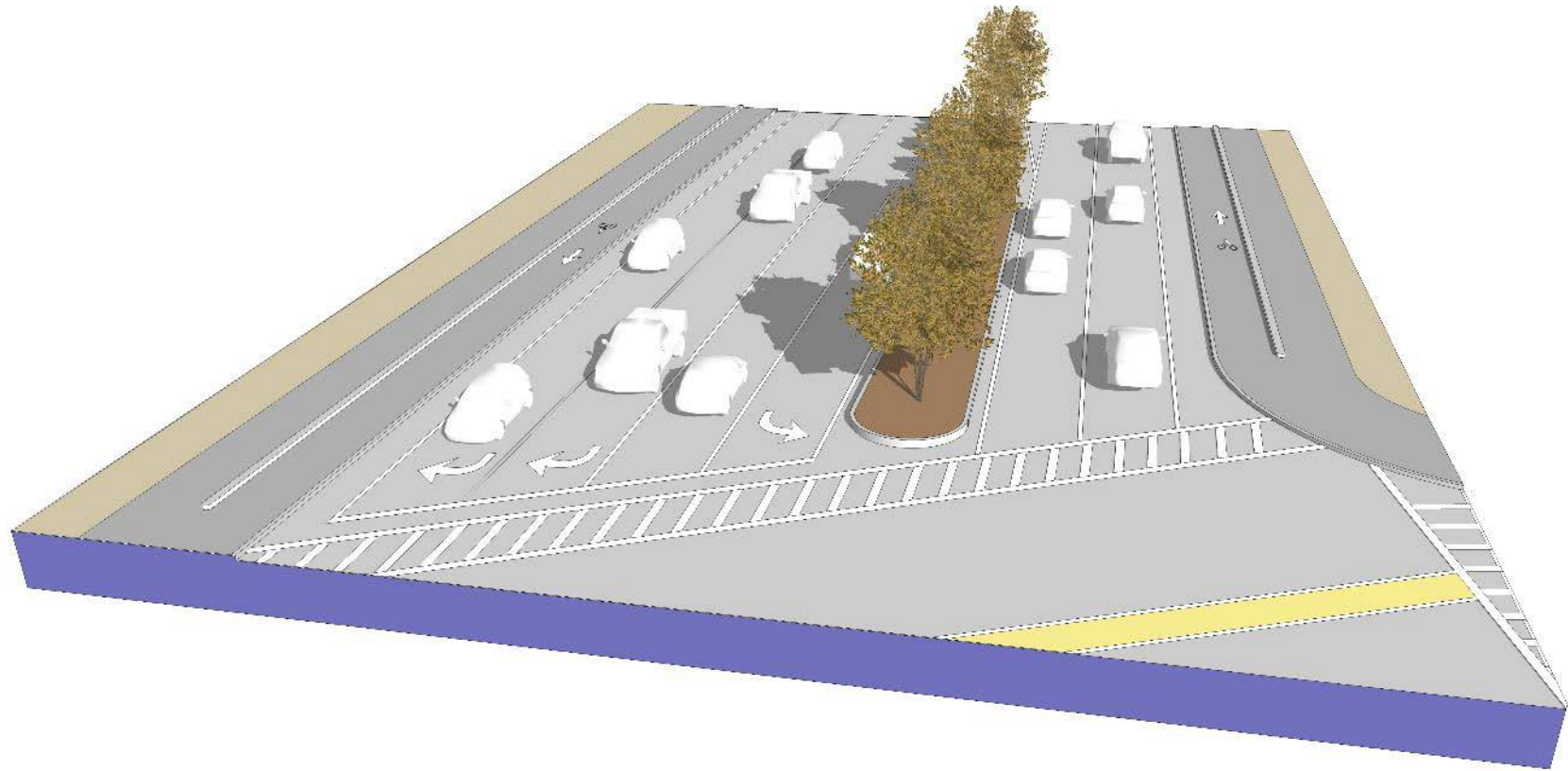
**Function/Character of Stadium Way Connector**





**Discussion Topic:**  **Mobility/Connectivity**

**Function/Character of East Drive Connector**



## Works Session Focus: Mobility/Connectivity

### Current design considerations:

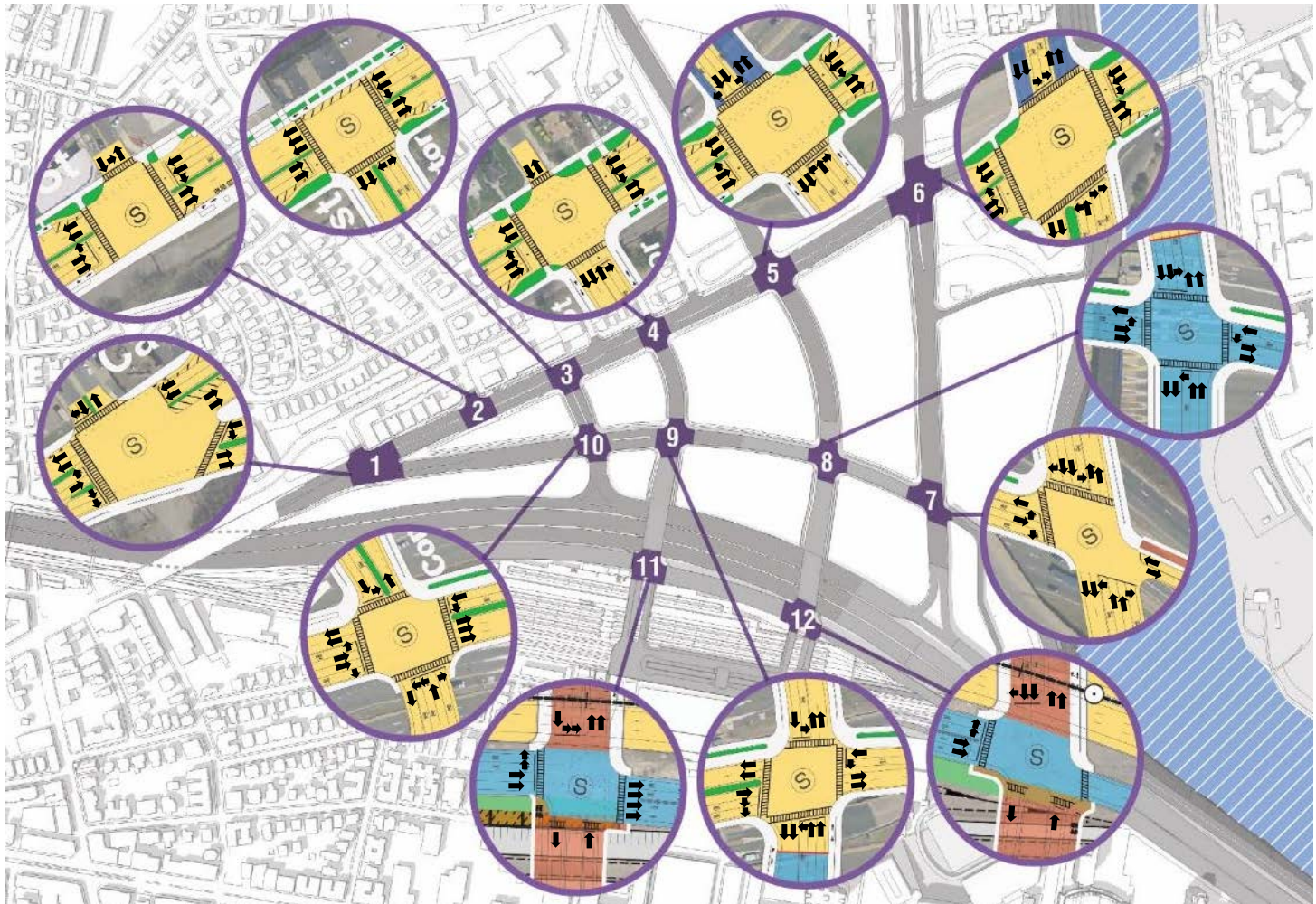
- *What are the crossings and intersection conditions?*
  - Intersections
  - Transition from highway to city street network
  - Others?

# Discussion Topic:



# Mobility/Connectivity

## Intersections

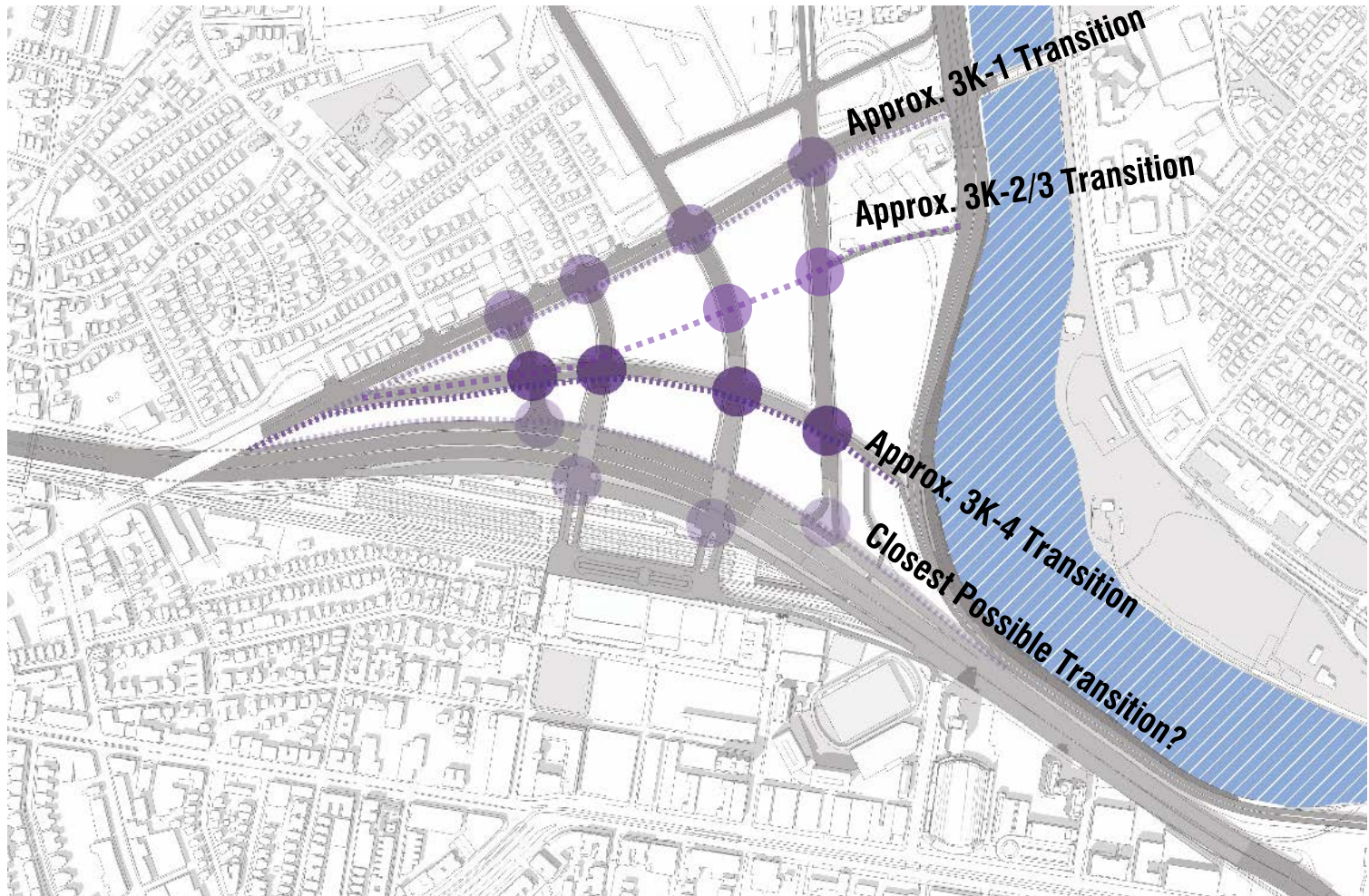


# Discussion Topic:



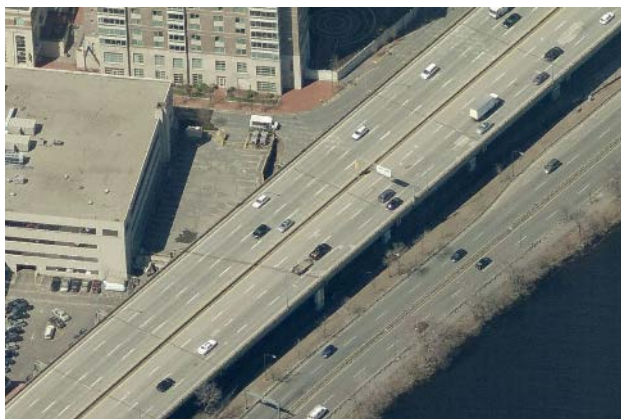
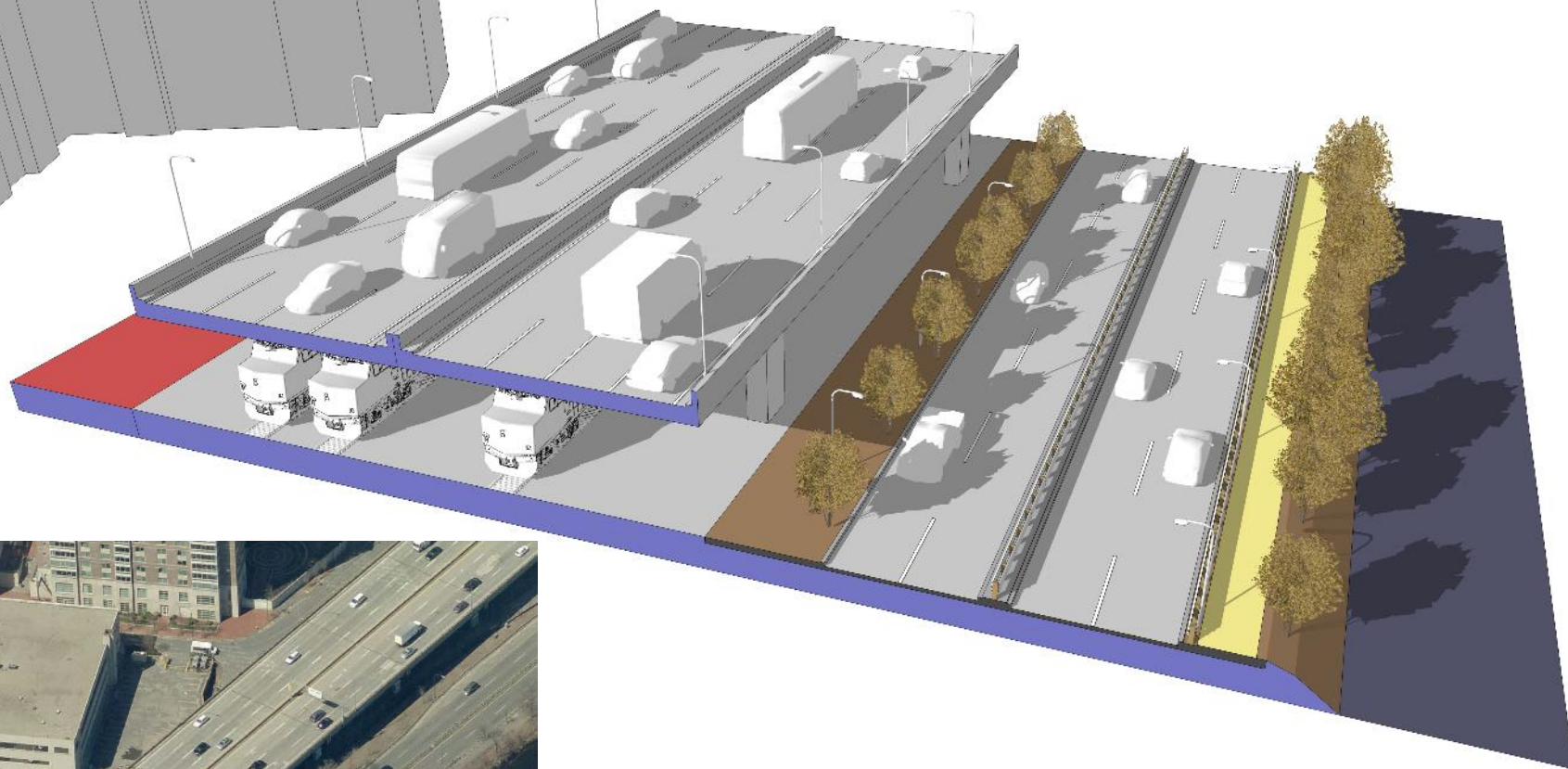
# Mobility/Connectivity

## Transition from Highway to City Street Network



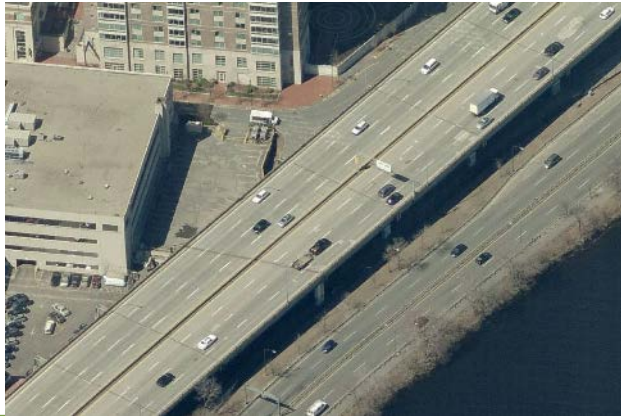
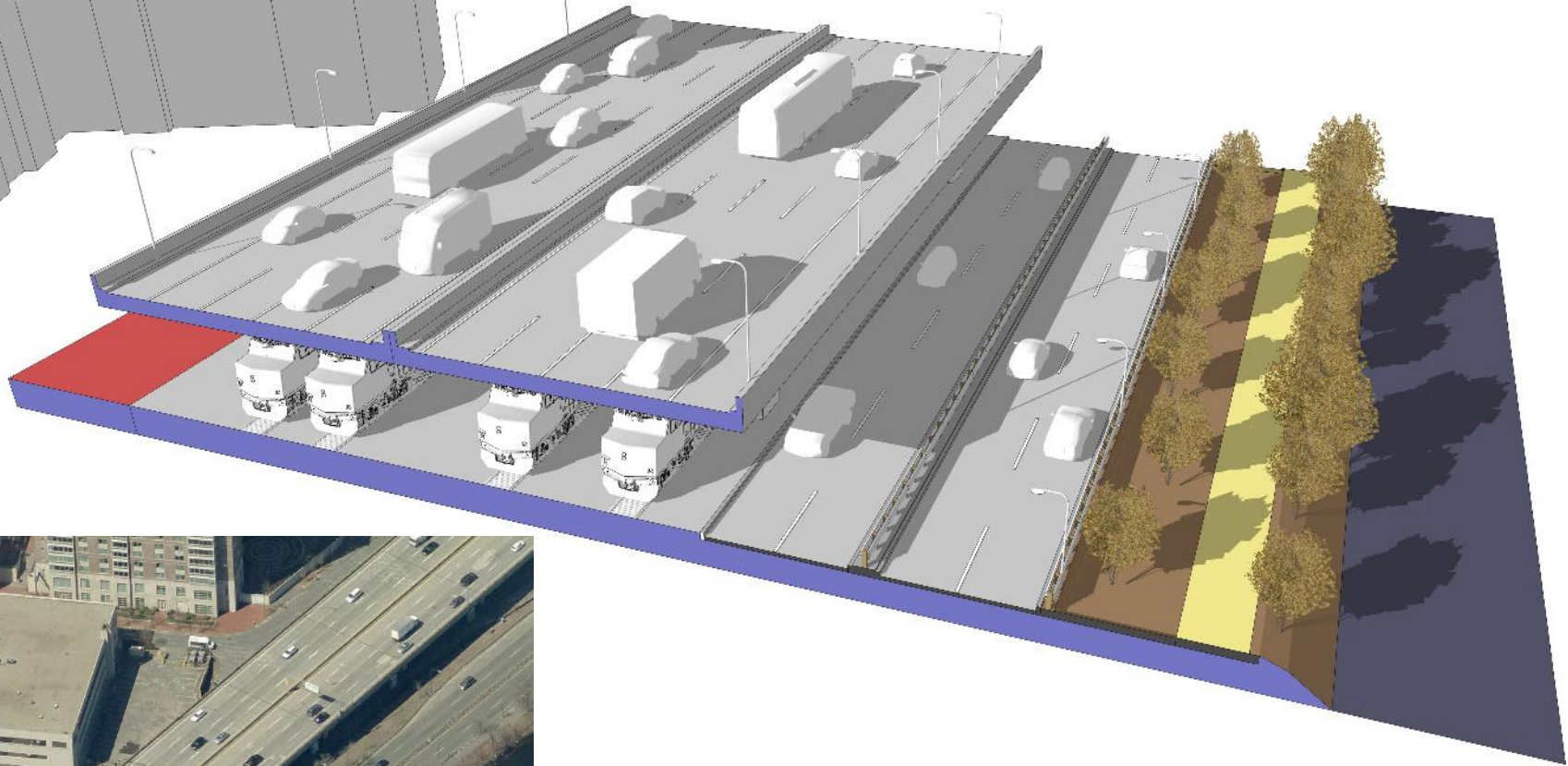
**Discussion Topic:**  **Mobility/Connectivity**

**Mobility considerations of “throat” alternatives**



**Discussion Topic:**  **Mobility/Connectivity**

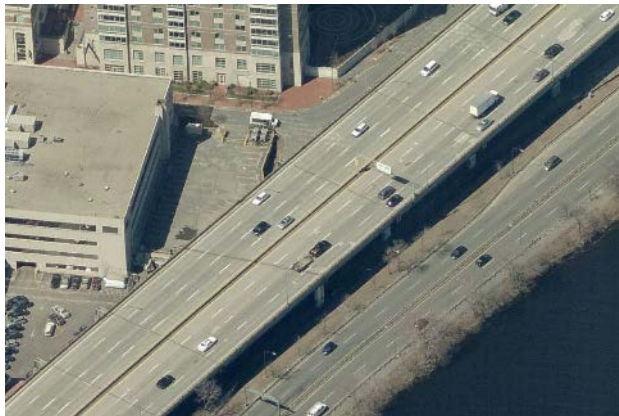
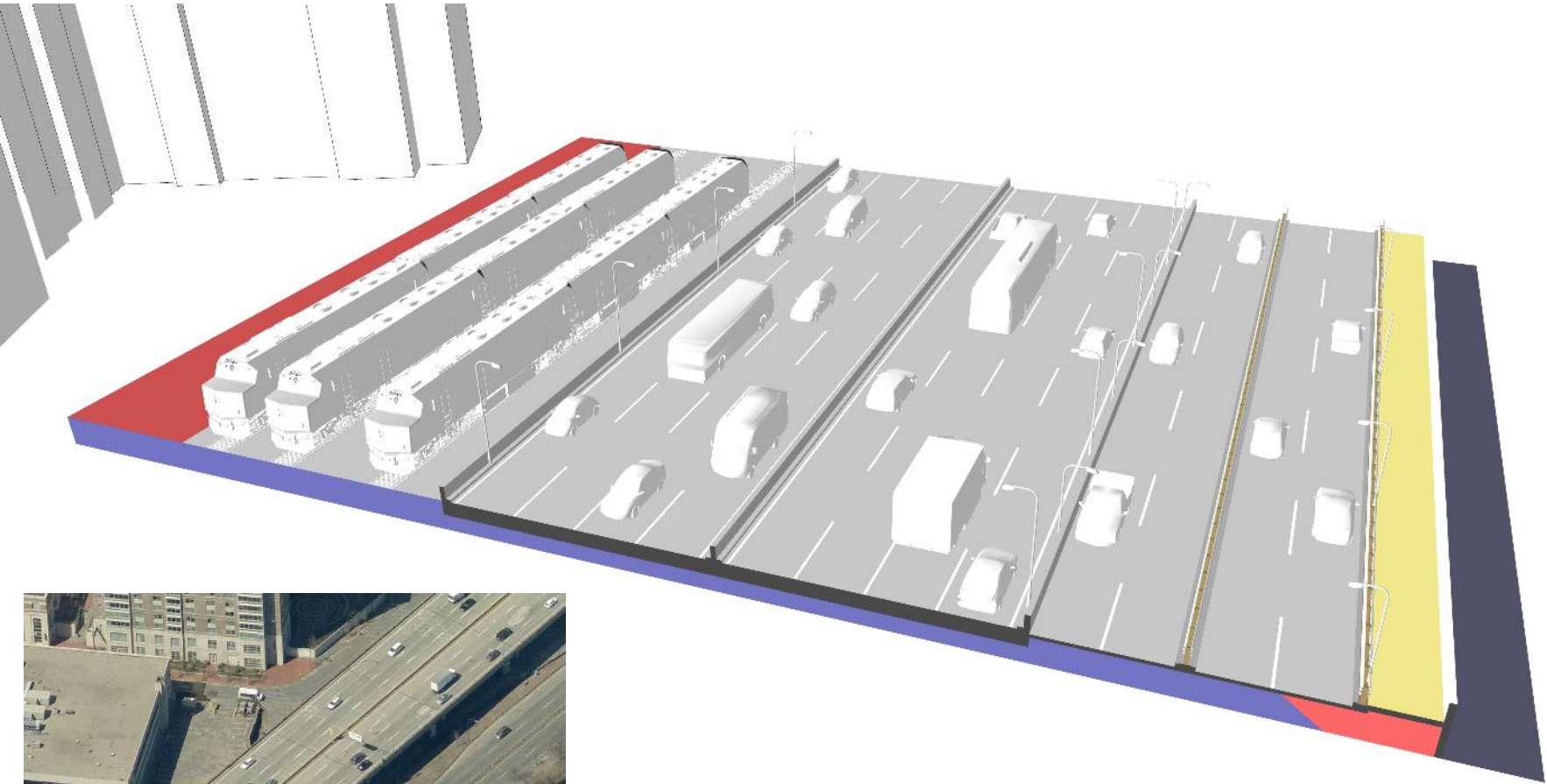
**Mobility considerations of “throat” alternatives**



# Discussion Topic:

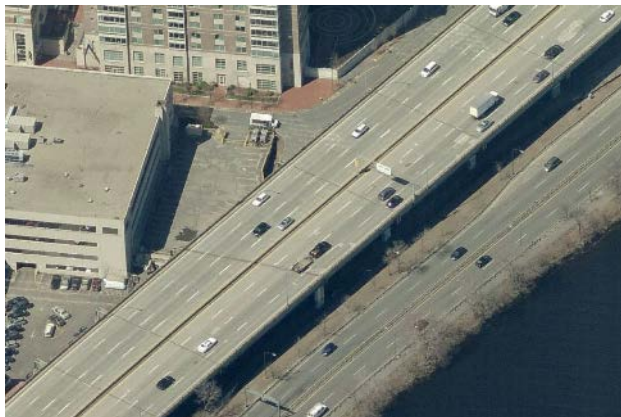
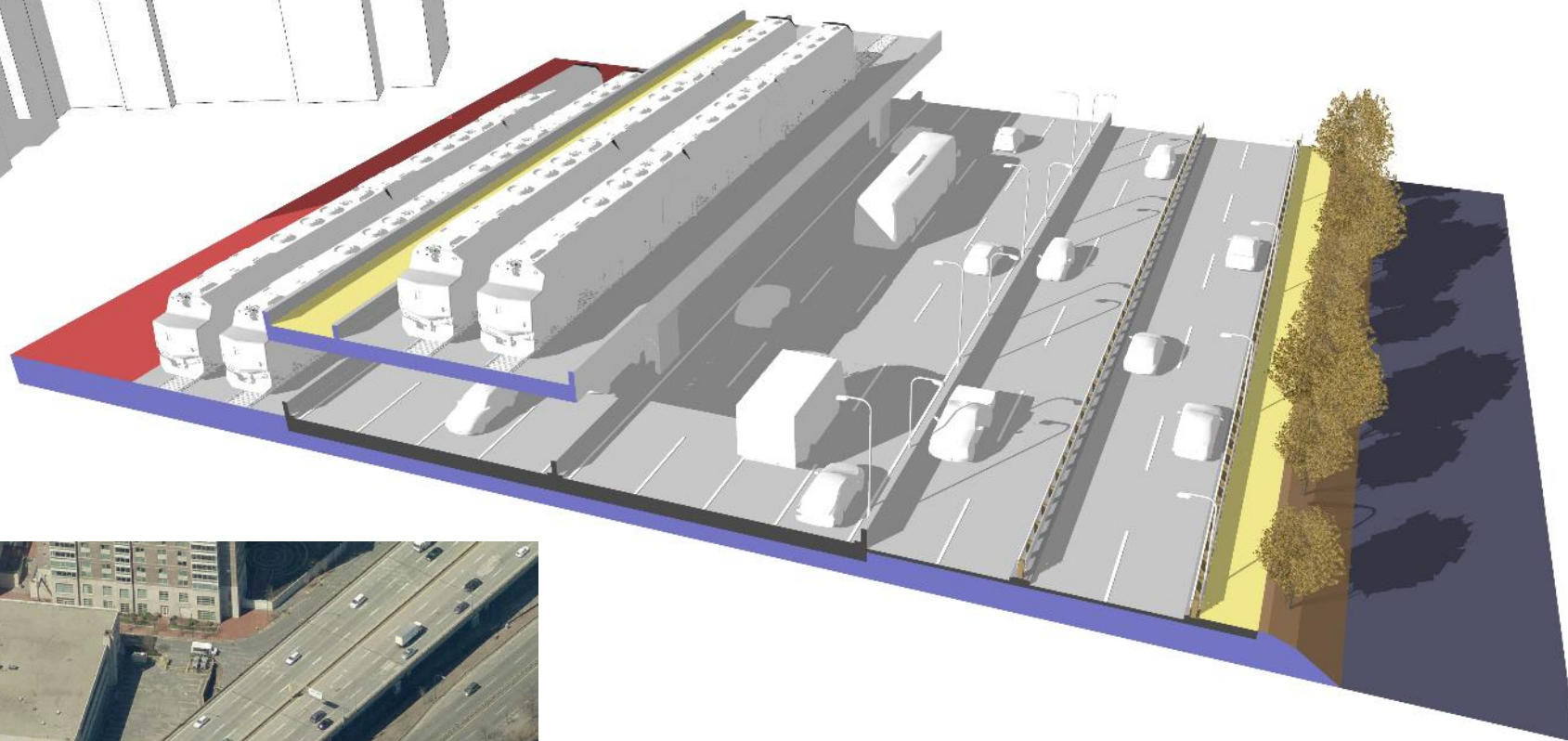


# Mobility/Connectivity



**Discussion Topic:**  **Mobility/Connectivity**

**Mobility considerations of “throat” alternatives**





# Next Work Session Topics



## Mobility/Connectivity

- Review of previous work session discussion



## Development Potential/Flexibility



## Distinctive Place/Context Sensitive

- Current design considerations
- Future district considerations

# **I-90 ALLSTON INTERCHANGE** **PLACEMAKING STUDY**

*Boston Redevelopment Authority*

**Task Force Work Session –**  
January 20, 2016

The Cecil Group  
Stantec  
Nelson/Nygaard