

**HARVARD**  
UNIVERSITY

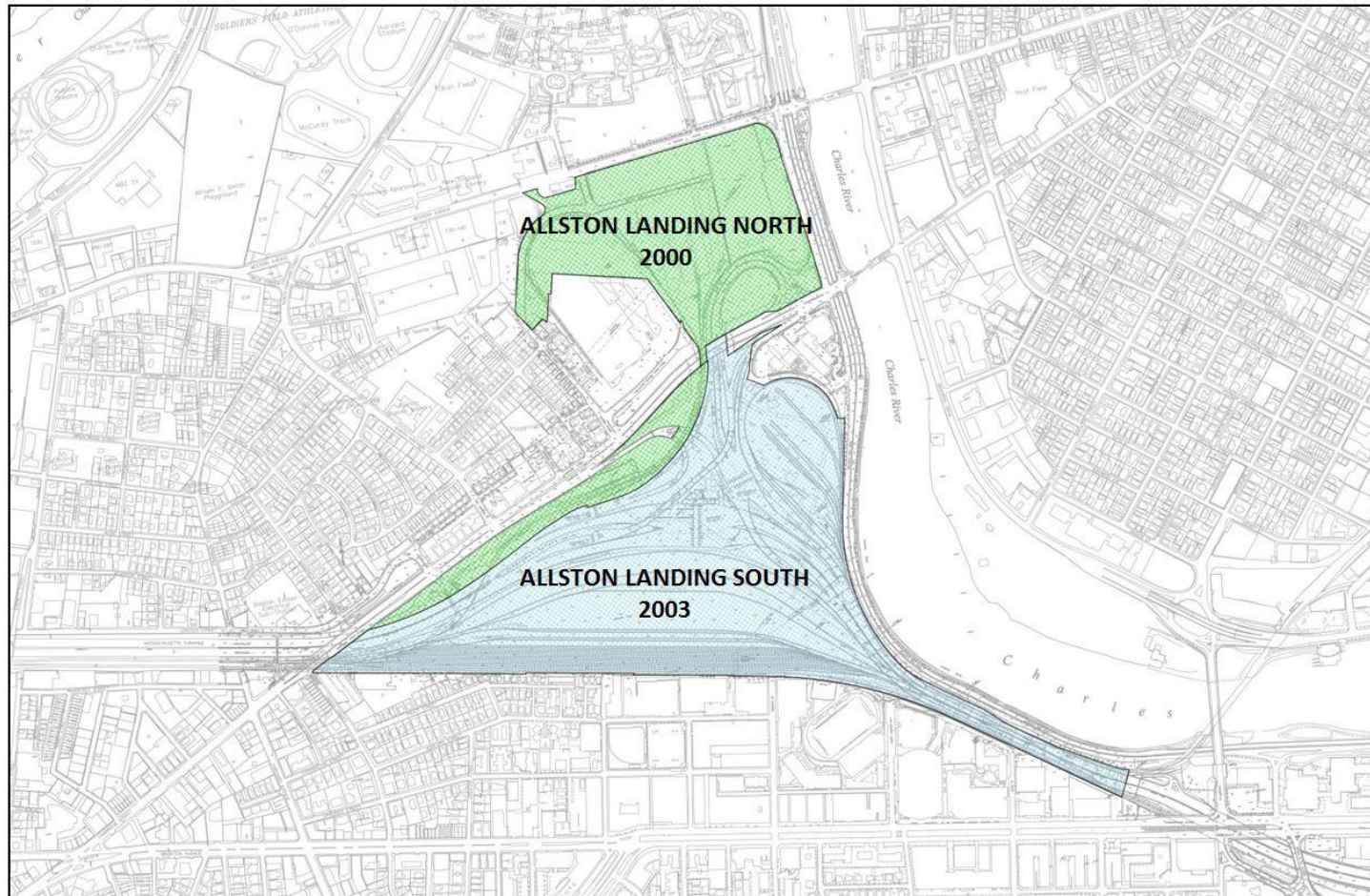


# I-90 Allston Interchange Task Force Meeting August 19, 2015



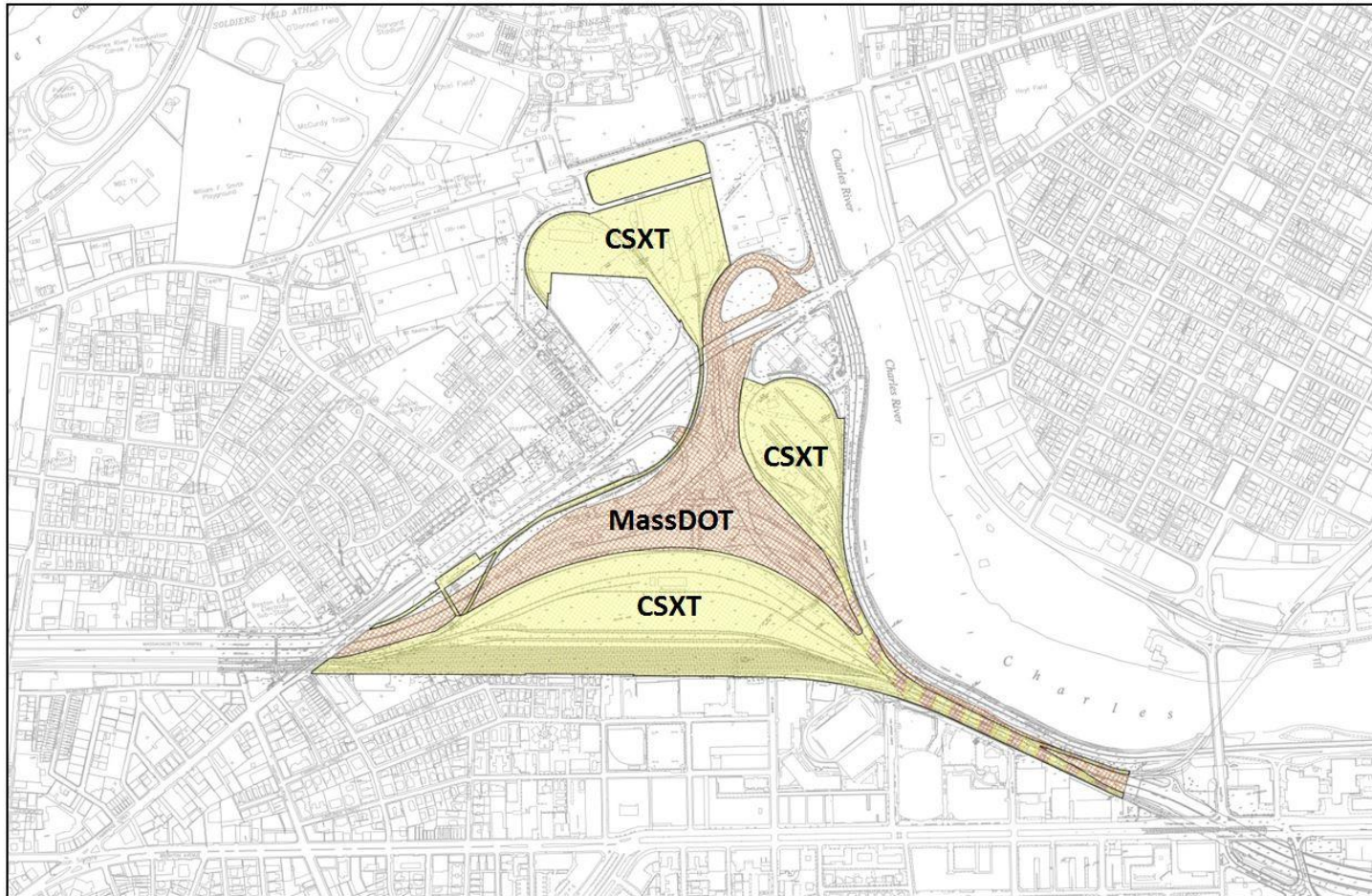


# *Harvard Consolidation of the Property*



In 2000 and 2003, Harvard purchased what is known as Allston Landing North and Allston Landing South (including Beacon Park Yard) from the Massachusetts Turnpike Authority (now MassDOT).

## *Harvard Consolidation of the Property cont.*



At the time of the purchase, MassDOT and CSXT continued their operations through permanent easements, leaving a fully operative rail yard.

## *Harvard Consolidation of the Property cont.*

In 2009, Harvard and CSXT executed a Definitive Agreement providing for the “yield up” of CSXT's easements in Allston Landing.

Under the Definitive Agreement, in order to yield up rights, CSXT is required to:

- Relocate its rail operations;
- Remove structures and other CSXT property;
- Complete a comprehensive investigation of potential contamination;
- Complete the remediation of any contamination discovered.

## ***Current Condition of Allston Landing***

CSXT relocated former Allston Landing rail operations.

### **Allston Landing North:**

- CSXT has completed environmental investigations;
- CSXT buildings demolished;
- State-of-the-art soil and groundwater remediation underway.

### **Allston Landing South:**

- Environmental investigations ongoing;
- Rail-related buildings in process of being demolished;
- Remedial approaches under evaluation.





## *Harvard's Planning Horizon*

### Immediate:

- October 2013: Harvard 10-year Institutional Master Plan (IMP) approved by the Boston Redevelopment Authority.

### Midterm:

- As recommended by Harvard's Allston Work Team, the Enterprise Research Campus, approximately 36 acres north of Cambridge Street.

### Long-term:

- Allston Landing South.

## *MassDOT/Viaduct*

MassDOT considers options for the replacement/restoration of the I-90 viaduct and interchange bridge structures.

- Structural deficiencies of 50+ year old infrastructure.
- Opportunity for realignment of I-90 to better meet current traffic safety standards.
- Construction of new I-90 alignment could occur while current traffic continues to use roadway.
- New alignment allows for e-tolling.
- Unlocks potential for local and regional economic development:
  - Unifying neighborhoods;
  - Additional multimodal transportation improvements (rail, bikes, buses, etc.)



## *MassDOT/Harvard University*

- Realignment of I-90 requires Harvard/MassDOT land transaction.
- Opportunity:
  - CSXT has moved business operations;
  - Single owner;
  - Environmental remediation underway.

## *Letter of Intent (LOI)*

- Harvard and MassDOT discussed the elements of an agreement and committed to collaborate on a project design that addresses their respective needs.
- These discussions took place parallel to Allston Interchange Improvement Project taskforce meetings, and were informed by the public process.
- These essential elements are outlined in a September 2014 non-binding Letter of Intent between Harvard and MassDOT.



## *Letter of Intent: I-90 Realignment*

### Harvard Goals, including:

- Maximization of regional development opportunities in Allston Landing.
- Replacement of existing I-90 ramps and infrastructure with minimized highway layout and urban street grid.
- Reconstruction of Cambridge Street at-grade.
- West Station fully accessible to motor vehicles, pedestrians and bicycles.

## *Letter of Intent: Key Components*

### **I-90 REALIGNMENT**

- Rail yard: MassDOT desires additional lay-up-lay-over capacity.
- MassDOT has limited area for future rail yard under current easement agreement.
- LOI anticipates process for combining rail with Harvard's development objectives.



## ***Letter of Intent: Key Components cont.***

### ***POTENTIAL RAIL FEATURES***

- 22 acres for commuter rail layup and daily maintenance.
- Harvard retains rights to approximately 50 acres of developable land not subject to MassDOT or MBTA easements.
- Subsurface Rights: Right to install utilities (and the like) under infrastructure.
- Air rights development over highway/rail yard (35 acres):
  - Masks rail presence;
  - Knits the neighborhood together;
  - MassDOT project to be consistent with future viable air rights development.

## *Letter of Intent: Key Components cont.*

### **AIR RIGHTS**

- Standard: **Economically viable and technologically feasible.**
  - Cooperation in engineering and design
  - Placement of Air Rights Platform



## *Letter of Intent: Key Components cont.*

### **STREETS AND PATHS**

- A ramping system, frontage roads and/or Connecting Streets between I-90 and Cambridge Street that: (i) minimize the extent of the state highway layout; (ii) support the introduction of an urban street grid south of Cambridge Street with appropriate access points to the Harvard Retained Rights; and (iii) align with the existing and currently planned City of Boston street network and accommodates, to the extent possible, potential future additions to such network.
- Redesign Cambridge Street between Windom Street and Soldiers Field Road at-grade as an urban boulevard.
- Development of multi-use path for pedestrians and cyclists connecting Soldiers Field Road with Cambridge Street.

# *Harvard & MassDOT's Letter of Intent: Key Components*

## **WEST STATION**

- Features:
  - A two-platform, 4-track, 800 foot long station.
  - Accessible to vehicles, pedestrians and bikes.
  - Fully accessible single platform for MBTA interim commuter rail use.

## **NORTH-SOUTH CONNECTIONS**

- The heights of the East Drive ramp and West Station are important to Harvard:
  - The elevation of the air rights platform will determine the viability of air rights development.
  - The grades of the north-south connecting roads and the details of related infrastructure, including berms, also are important factors in the redevelopment of Allston Landing.



