



# I-90 ALLSTON INTERCHANGE

## A MULTIMODAL TRANSPORTATION PROJECT

### TASK FORCE MEETING #12

AUGUST 19, 2015 – FIORENTINO COMMUNITY CENTER, ALLSTON

# Meeting Agenda

- **Project Update**
- **Placemaking**
- **Placemaking Applied to Current Concept**
- **Open Discussion of Placemaking**

# Meeting Agenda

- **Project Update**
  - **Harvard University Letter of Intent**  
**(Kevin Casey - Associate Vice President, Harvard University,  
Public Affairs & Communication)**

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- **Project Update**
  - Harvard University Letter of Intent  
(Kevin Casey - Associate Vice President, Harvard University, Public Affairs & Communication)
  - Turnpike At-Grade Alternatives Feasibility Evaluation  
(Mike O'Dowd - MassDOT)
  - City of Boston/BRA Place Making Study  
(Tad Read - Acting Director of Planning, Boston Redevelopment Authority)



# REQUEST FOR PROPOSAL

## RFP timeline

- Issued on Monday, August 17
- Bidder's Conference, August 26, 10:00am, BRA Board Room
- Proposals due, Wednesday, September 9, 12:00pm
- Interviews at BRA, Monday, September 14
- Recommend consultant, Thursday, September 17, BRA Board Meeting
- Contract award by October
- Study complete by March 2016

# REQUEST FOR PROPOSAL

## RFP Scope of Services

- Major goal will be to ensure that the Preferred Alternative (in its June 2016 form) **does not preclude** a range of successful urban design, economic development, and neighborhood planning outcomes in the future or limit the discussions which will be part of the Imagine Boston 2030 Citywide Planning Initiative.
- Subdivided into two (2) Phases
- Goal will be to have meaningful consulting work completed within **two months** of initiation of contract; allows for input to be provided to MassDOT in a timely way
- Available at: <http://www.bostonredevelopmentauthority.org/work-with-the-bra/rfps-rfqs-bids>

# REQUEST FOR PROPOSAL

## RFP Scope of Services

- PHASE 1
  - Analysis of existing planning and development context
  - Identification of urban design and planning principles
  - Compatibility of current MassDOT design with planning and placemaking principles and economic opportunities
- PHASE 2
  - Creation and testing of alternative build-out scenarios
  - Analysis of multi-modal systems and connections to transit
  - Creation of long term planning framework diagrams

# PLACEMAKING

## Working method

- Fully integrated into the I-90 Allston Interchange Task Force process
- Complemented by Placemaking Subcommittee which will meet more frequently
- Collaboration between MassDOT, Harvard, City of Boston/BRA, and community stakeholders
- Coordination between BRA consultant and MassDOT consultant (CSS)
- All consultants and stakeholders will operate with the same fundamental guiding placemaking principles
- CSS has initiated preliminary work; seeking feedback and alignment with principles

# Meeting Agenda

- Project Update
- Placemaking

# Placemaking Definition

- **Katherine Fichter – Assistant Secretary for Policy Coordination, MassDOT**
- **Tad Read – Acting Director of Planning, Boston Redevelopment Authority**



## Placemaking Definition

**For the purposes of this Study, “placemaking” is seen as a context-sensitive approach to urban design and planning principles that create a seamless integration of the new with the old. It should maximize the opportunities to extend the best qualities of Boston’s unique urban fabric as a series of well-connected districts and neighborhoods with a clear hierarchy of walkable, human-scaled streets and blocks into the Study area.**

## Shared Priorities (from earlier meetings)

- ✓ *Improve safety for all modes: walking, cycling, driving, transit*
- ✓ **Realign I-90**
- ✓ **Context sensitive design or:**
  - ✓ **Lessen impact of interchange**
  - ✓ **Avoid inducing cut-through traffic with new configuration**
  - ✓ **Reconnect sections of Allston to each other and the River**
- ✓ **Protect the neighborhood during construction**
- ✓ **A more vibrant Cambridge Street that serves all modes**
- ✓ **Accessibility to transit at future West Station**

# Placemaking Principles

- **New districts and neighborhoods should include a range of densities and land uses which create a distinct destination in the city; they should maximize opportunities for walking and face to face engagement.**
- **To greatest extent possible, streets and blocks should be designed at a human scale, with every attempt to make pedestrians feel safe, comfortable, engaged and visually stimulated.**

## Placemaking Principles (cont.)

- Graceful transitions should be encouraged to ensure compatibility in scale and character between higher densities and lower densities.
- Access to useable open space for active and passive recreation and cultural activity is a right of all Boston citizens and visitors.

## Placemaking Principles (cont.)

- **The City and community should plan for the impacts of climate change and sea-level rise and mitigate its effects through incremental adaptation in infrastructure and the built environment.**
- **Streets and blocks should be designed to provide active and generous street edges that provide safe movement of pedestrians and bicycles while also supporting vehicular movement and transit.**

## Placemaking Principles (cont.)

- **The Boston Complete Streets Design Guidelines should apply to all streets in Boston under City control, including the neighborhoods and districts within and surrounding the proposed new Allston I-90 Interchange and West Station infrastructure.**
- **New streets should accommodate vehicles in a safe, dependable, and predictable manner, without leading to harmful congestion, which can harm air quality, exacerbate cut-through traffic, and increase stress on cyclists and pedestrians.**



# Meeting Agenda

- Project Update
- Placemaking
- **Placemaking Applied to Current Concept**

# Placemaking Applied to Current Concept

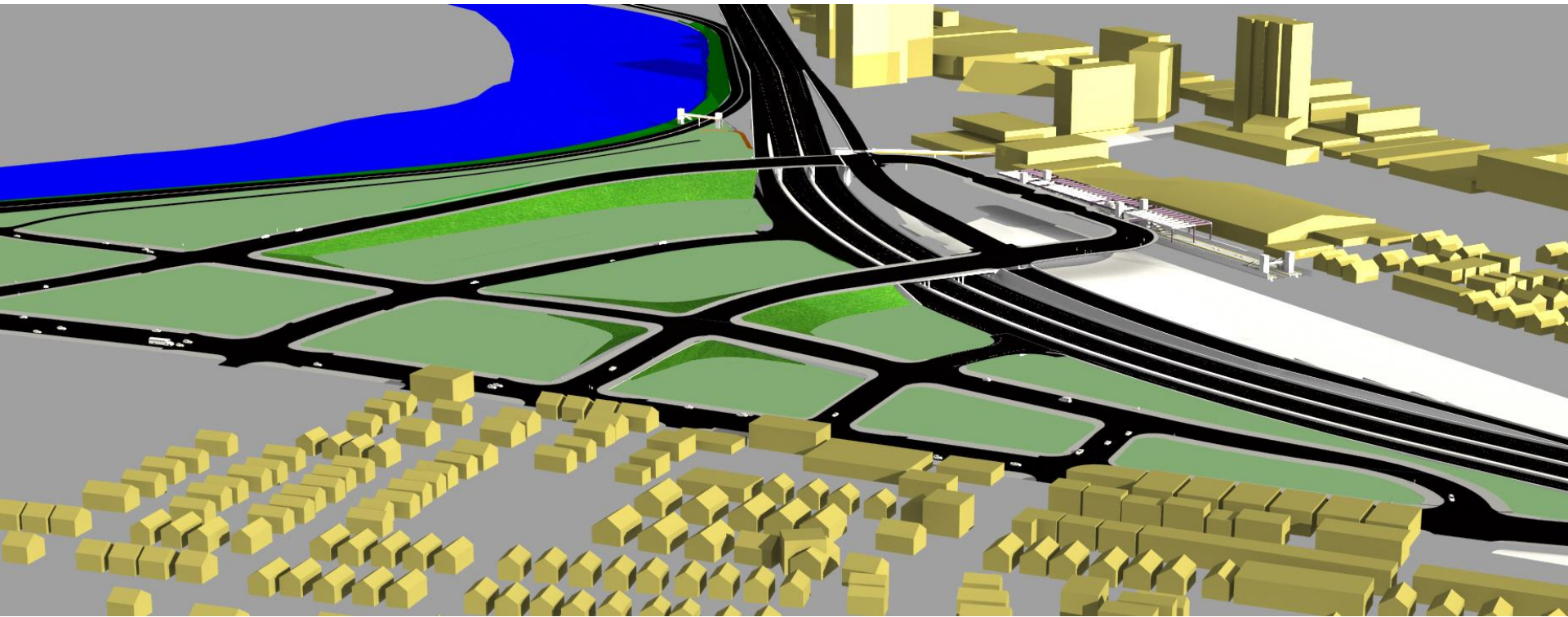
- Deneen Crosby – CSS
- Skip Smallridge – CSS
- Etty Padmodipoetro – Urban Idea Lab

# Framework for Discussion

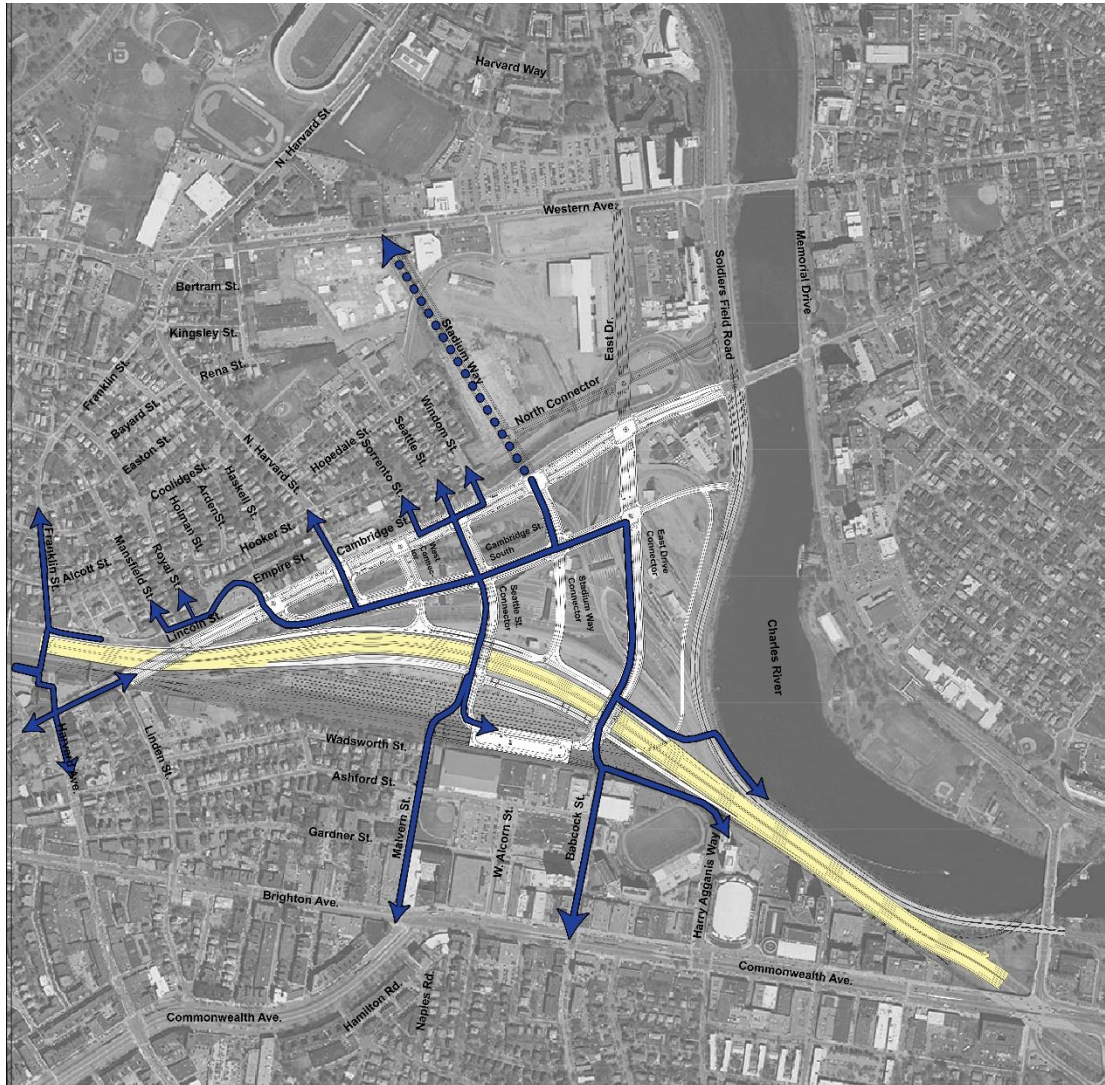
- **Base Conditions and Analogs: Current Concept**
- **Placemaking Components**
- **Site Capacity: Current Concept**
- **Next Meeting: Placemaking Concepts**

# Concept Description

- Overview of the J concept

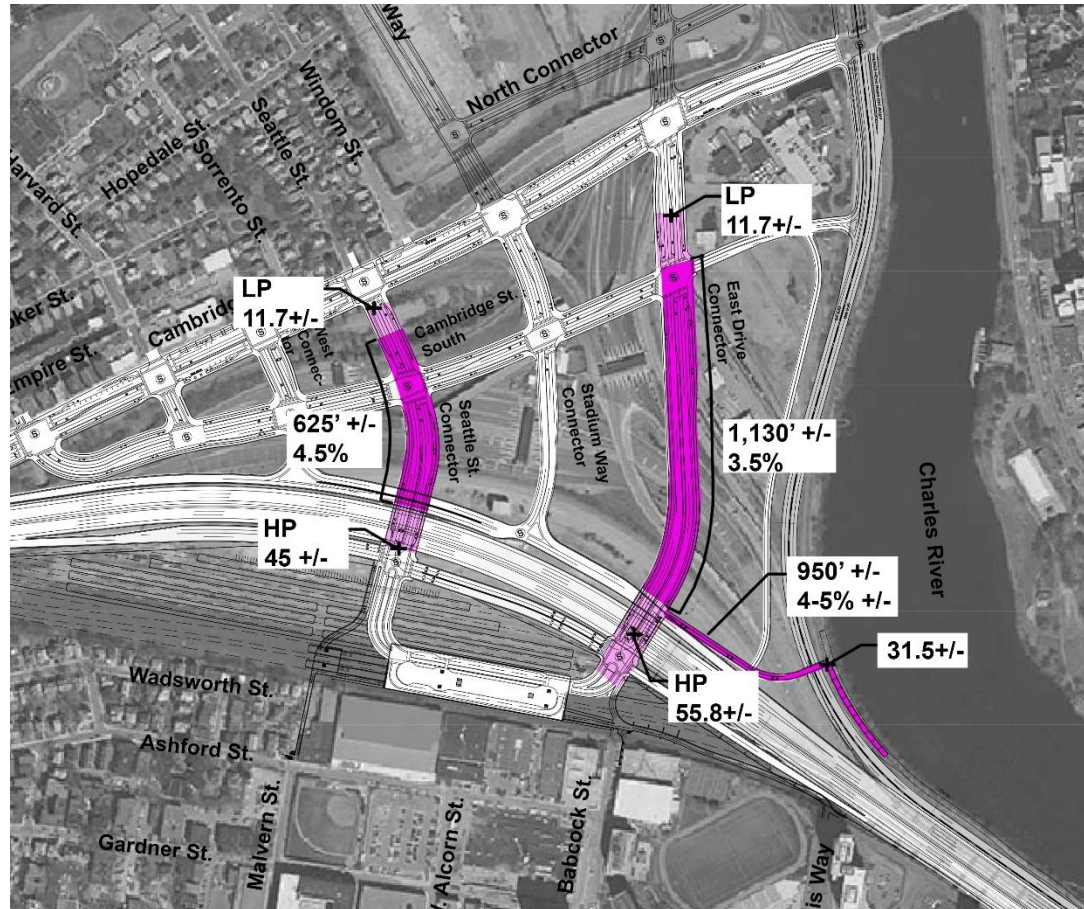


# Neighborhood Pedestrian and Bicycle Connections



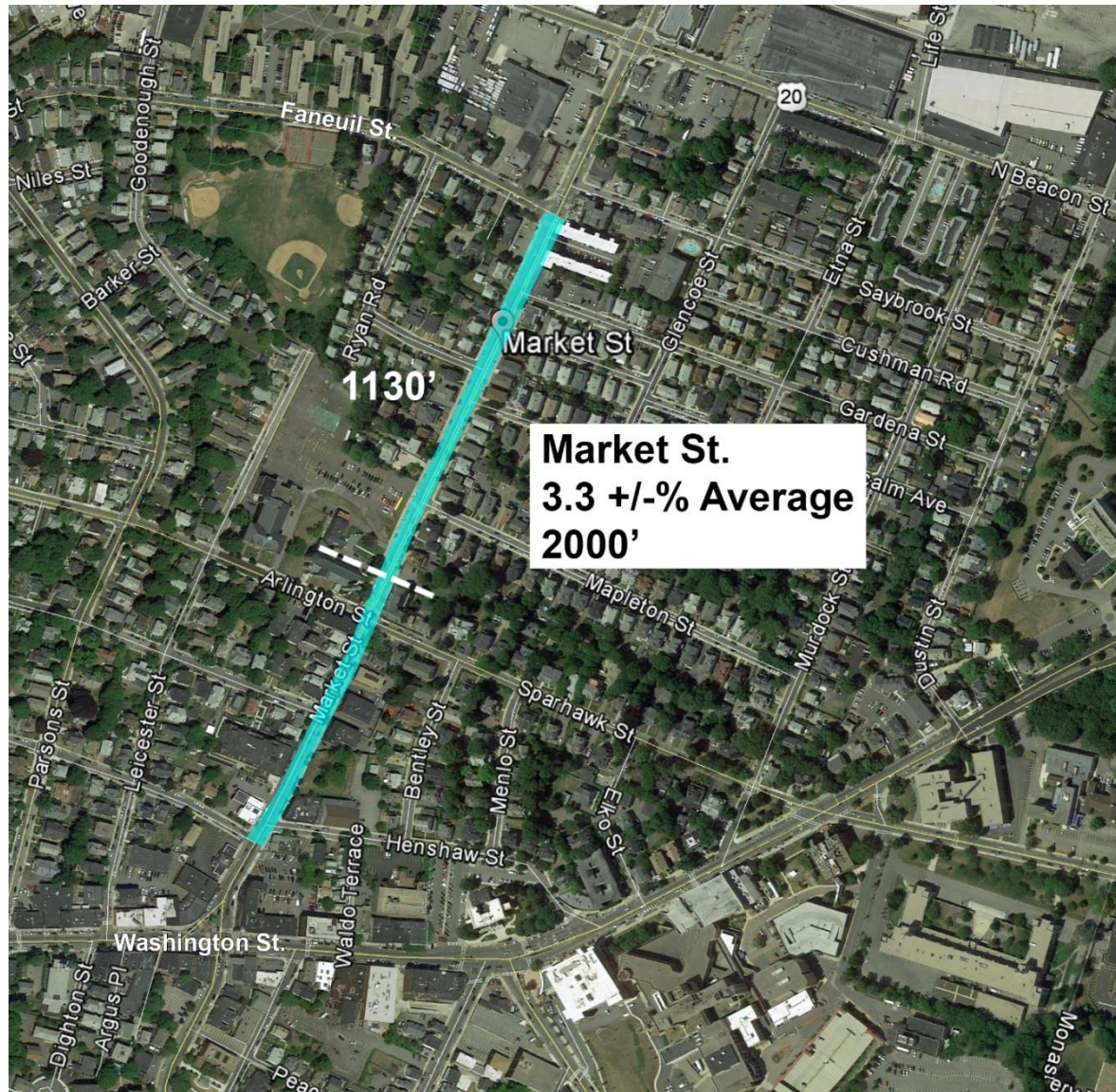


# Key Issues – Slopes and Distances



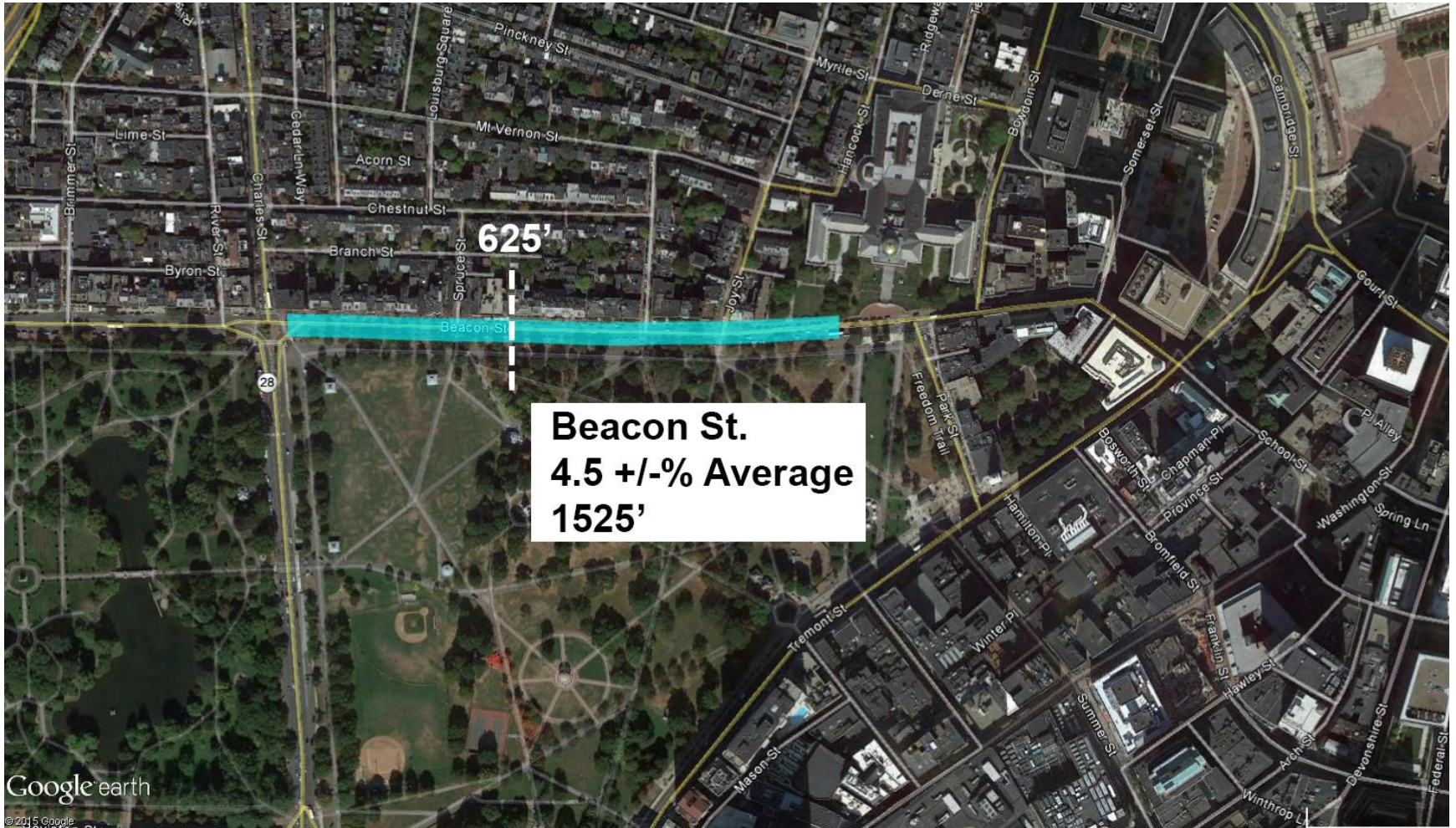


# Market Street

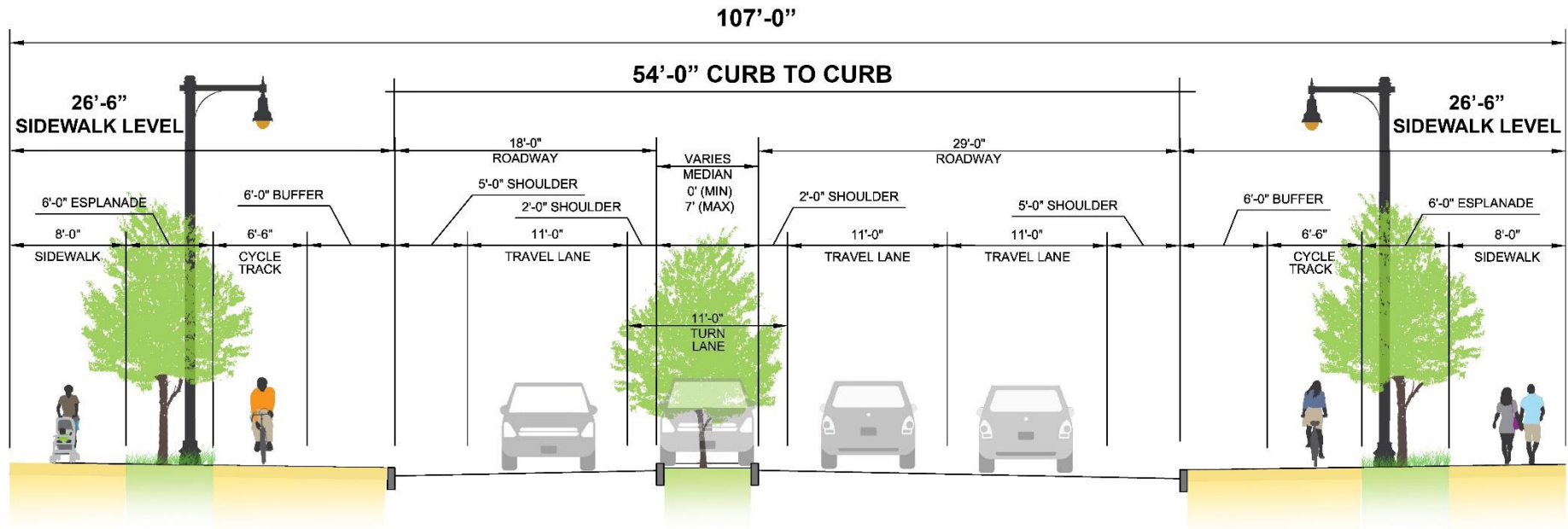




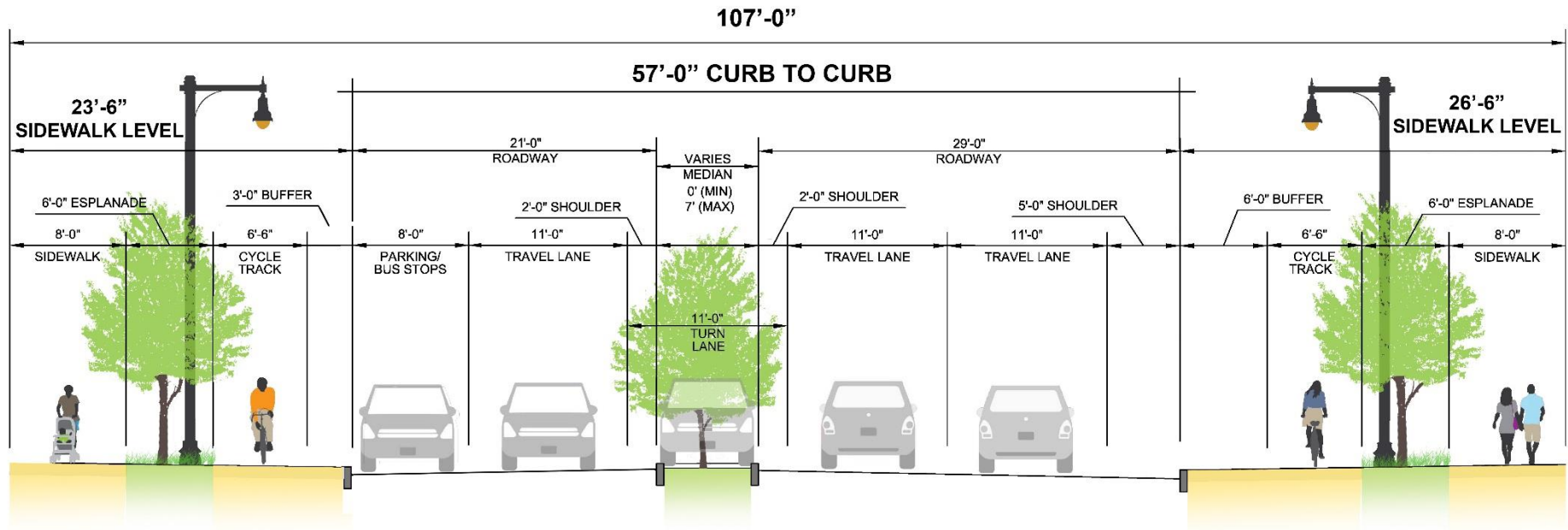
# Beacon Street



# Street Character – Cambridge Street South



# Street Character – Cambridge Street South cont.





# Street Character – Cambridge Street South



2<sup>nd</sup> Ave., NYC

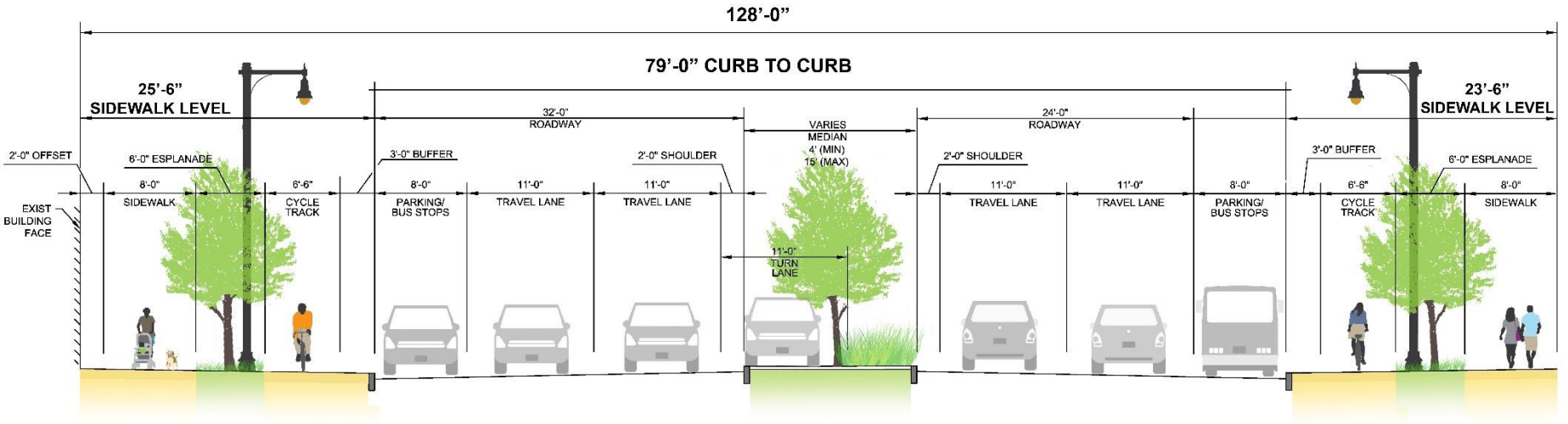
# Street Character – Cambridge Street South



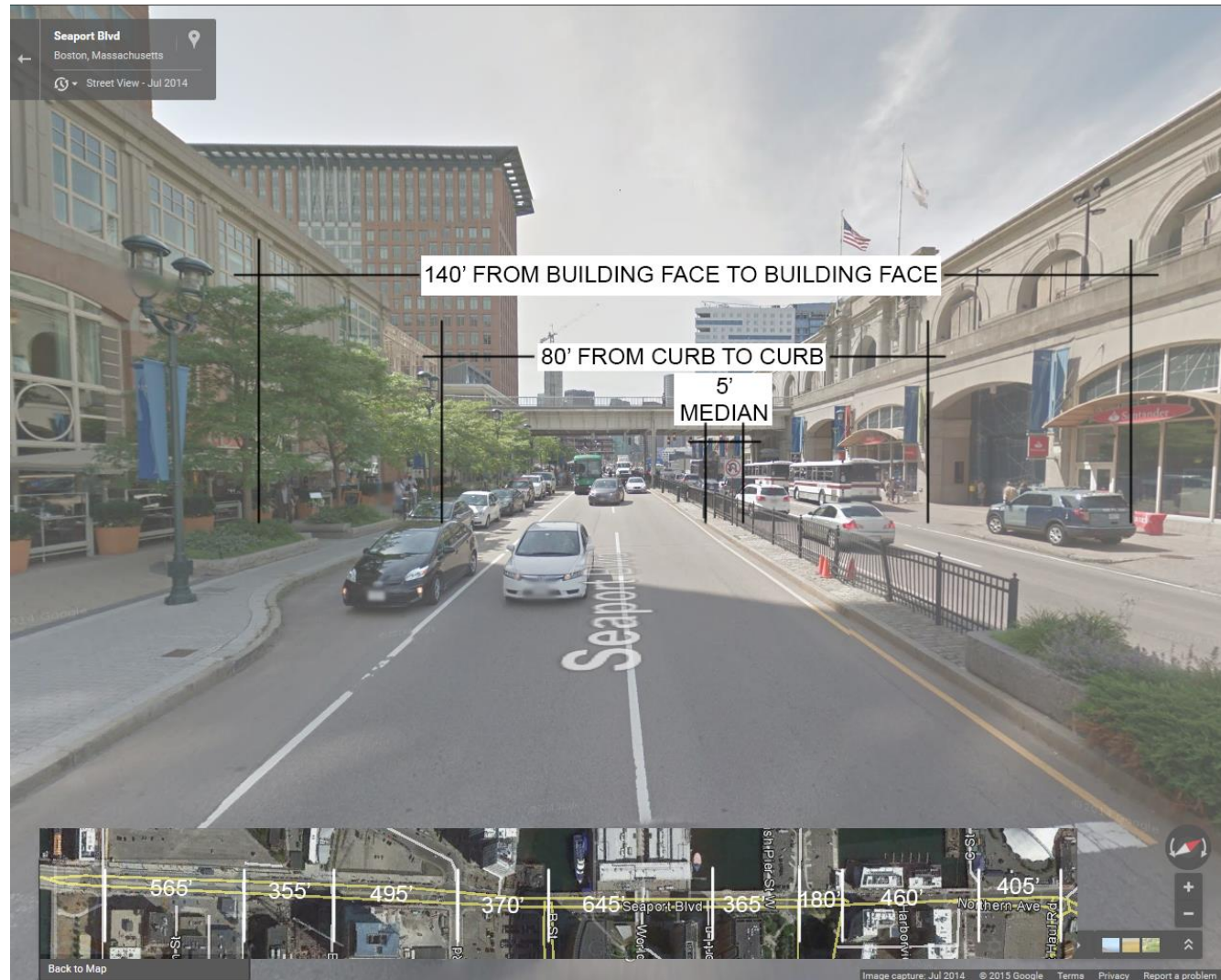
Brighton Ave.



# Street Character – Cambridge Street

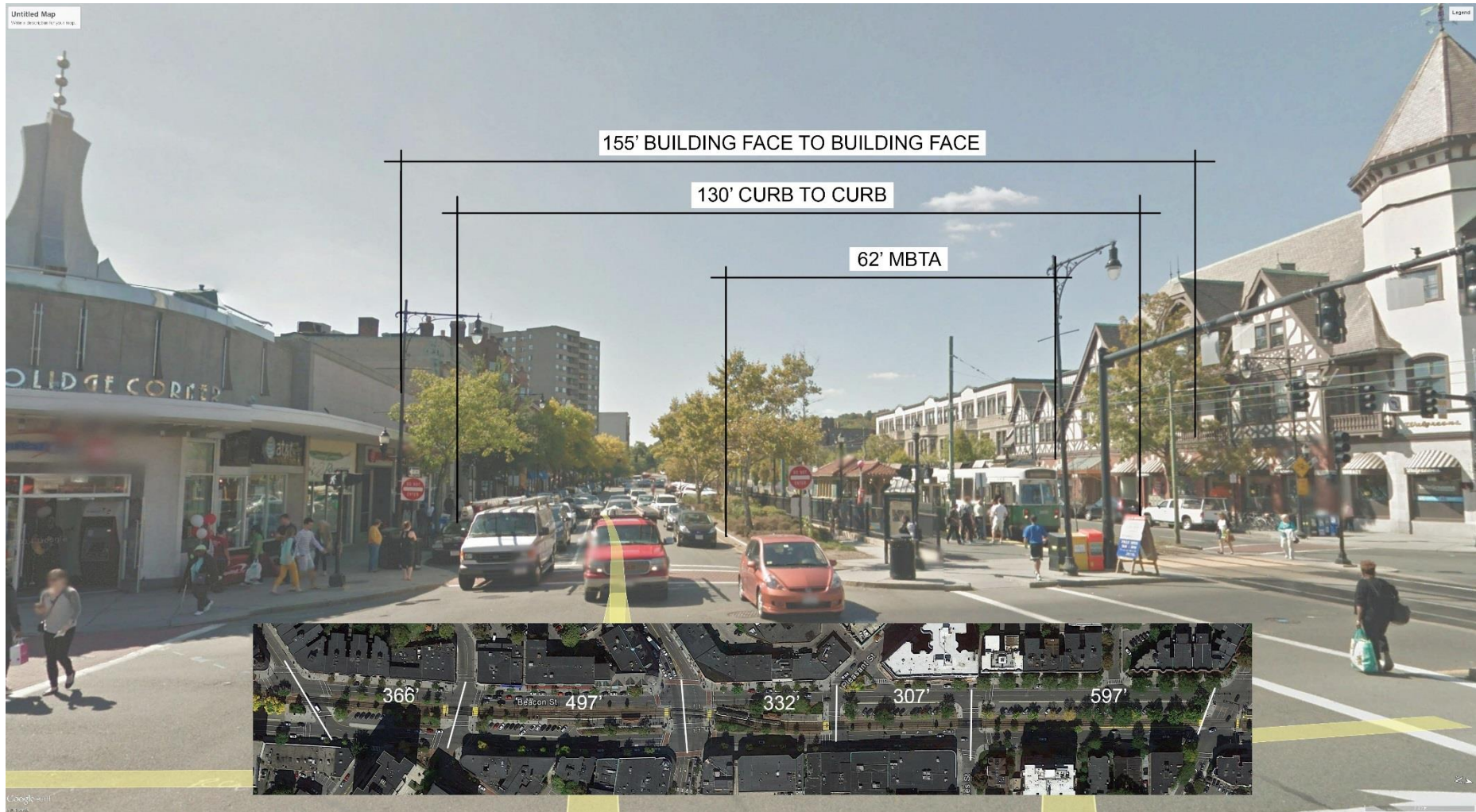


# Street Character – Cambridge Street



Seaport Boulevard

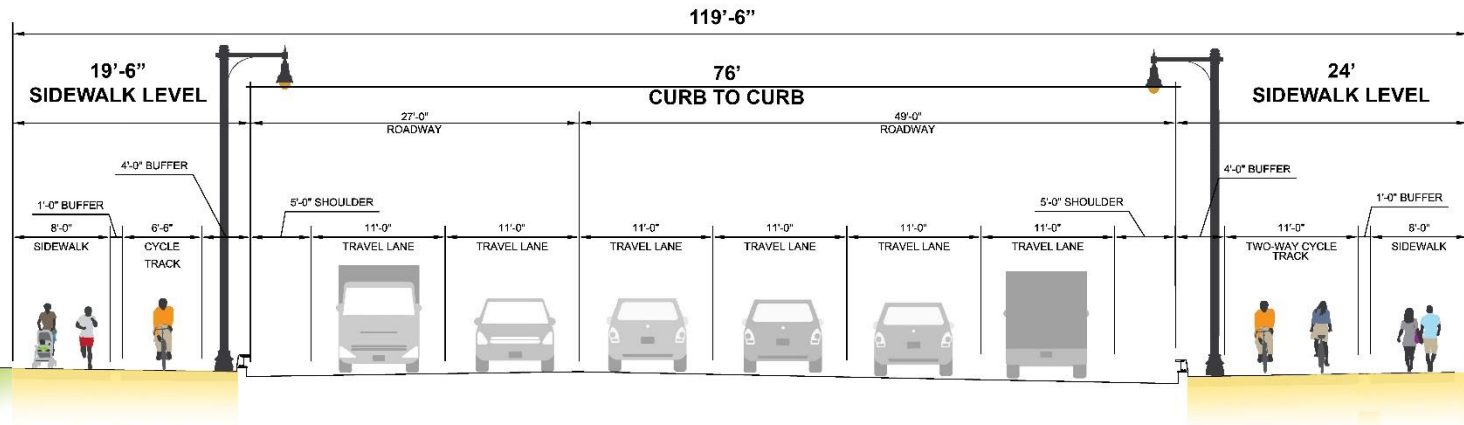
# Street Character – Cambridge Street



Beacon St., Coolidge Corner



# Street Character – East Drive Connector

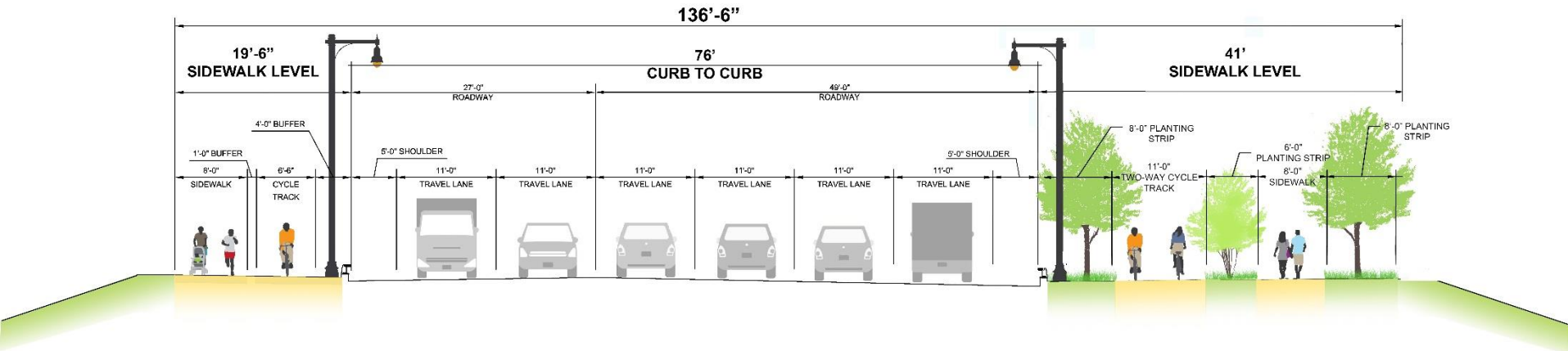


# Street Character – East Drive Connector



Columbus Ave., Boston

# Street Character – East Drive Connector with Greenway

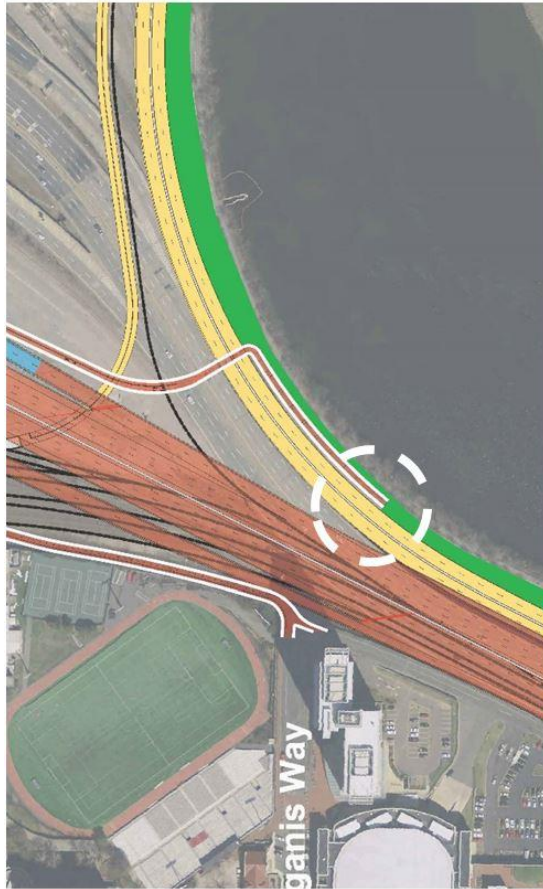




# Connection to Esplanade

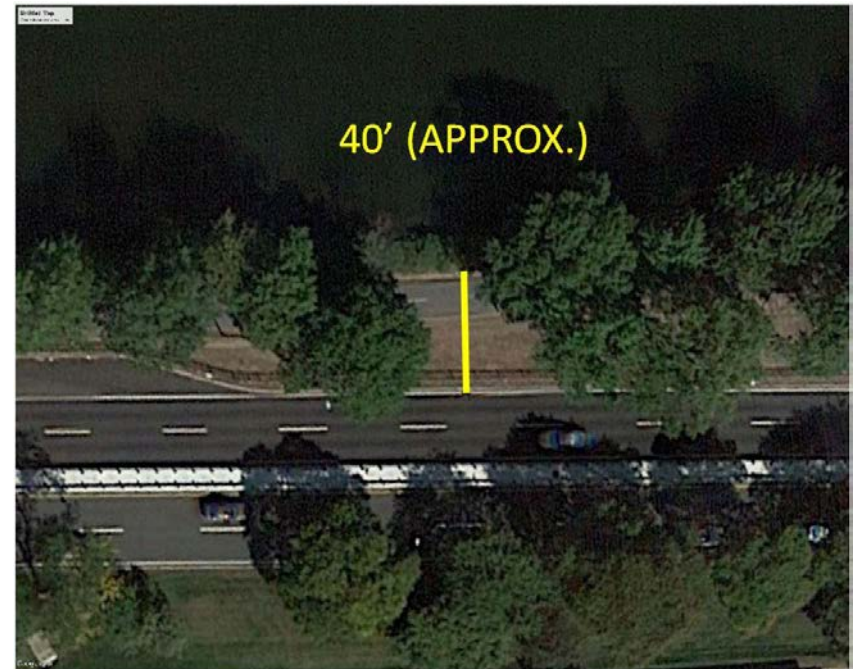


# Charles River Esplanade





# Charles River Esplanade (cont.)



# Charles River Esplanade (cont.)



FLOATING DOCK ON CHARLES RIVER

# Placemaking + Identity Components

- **Streets**
- **Parks**
- **Squares**
- **Buildings**
- **Plazas**
- **Icons**
- **Transportation Nodes**



# Streets and Parks





# Squares





# Buildings and Plazas





# Icons





# Transportation Nodes





# Pedestrian & Bicycle Bridges

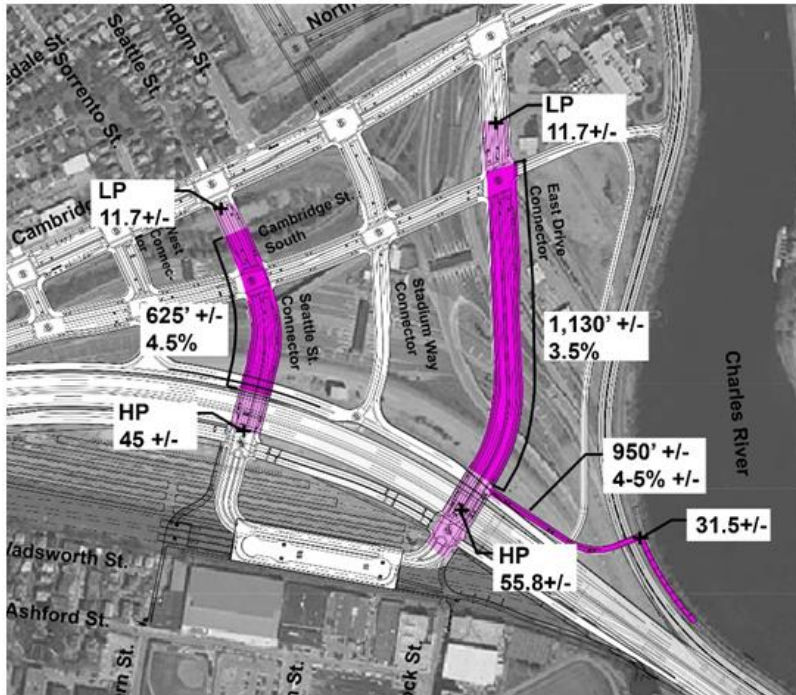


# The Organizing Principles

- (1) Build Placemaking into the base design - Highways, Streets, Pedestrian/Bicycle Connections and West Station**
- (2) Maintain flexibility for later phases – for accomodating the building program, parcel access and open space in various configurations and phasing options**

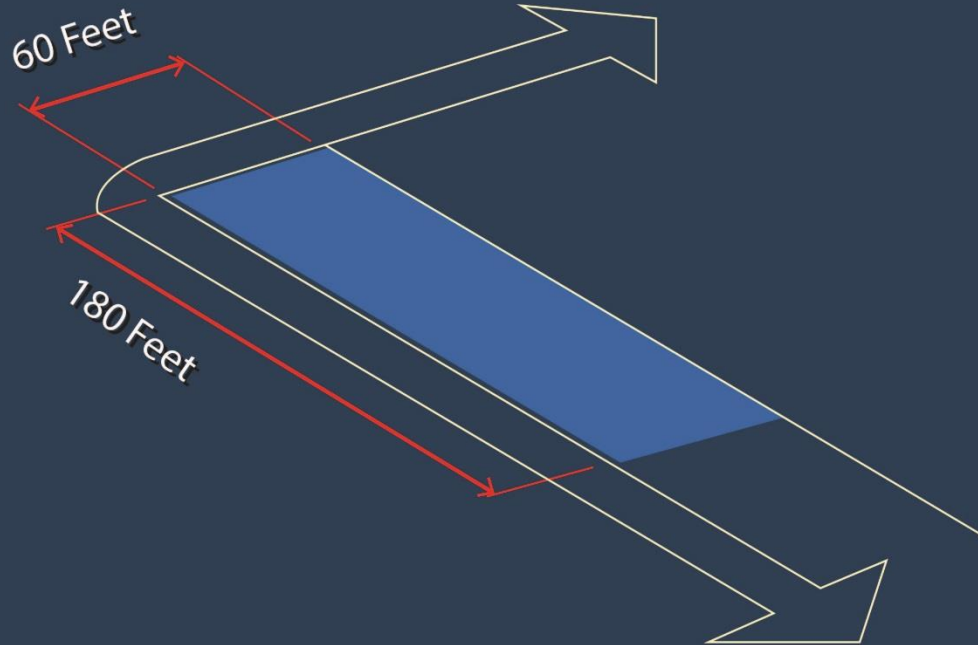


# Key Issues – Slopes and Distances



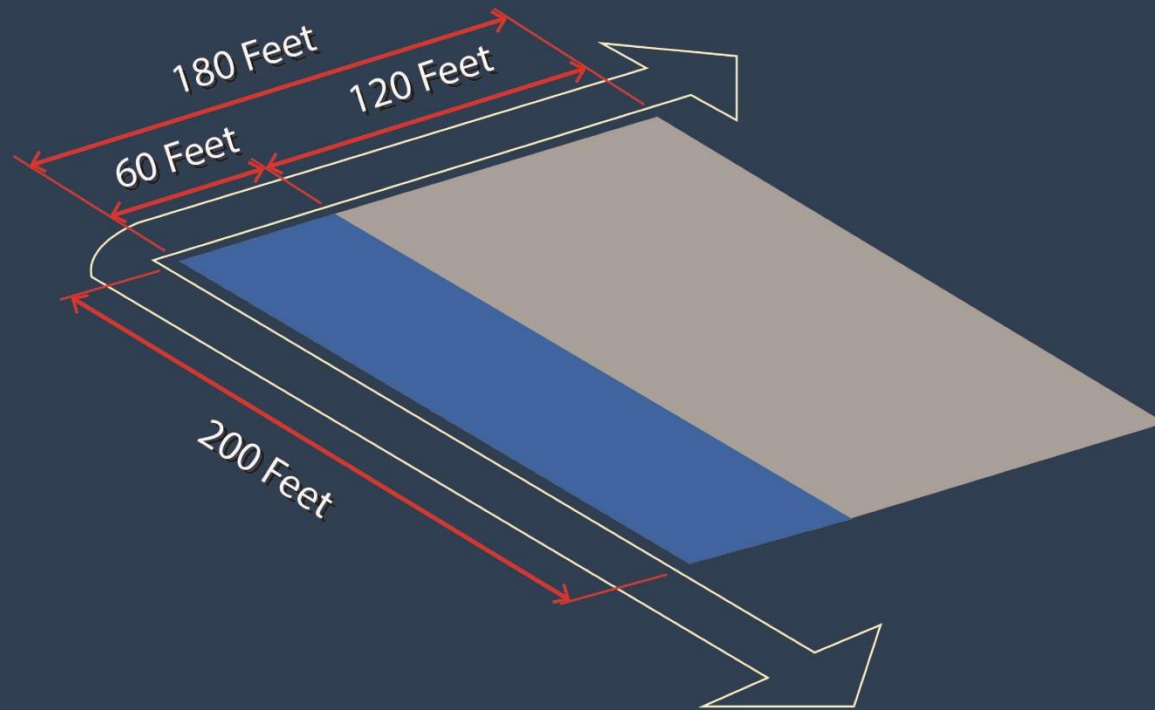
# Hotel

Hotel



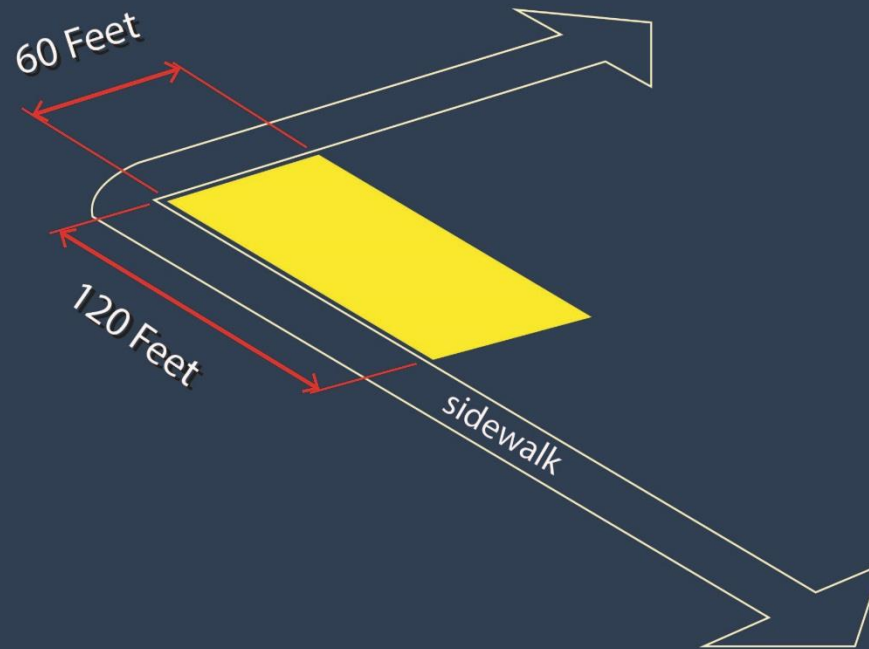
# Hotel & Garage

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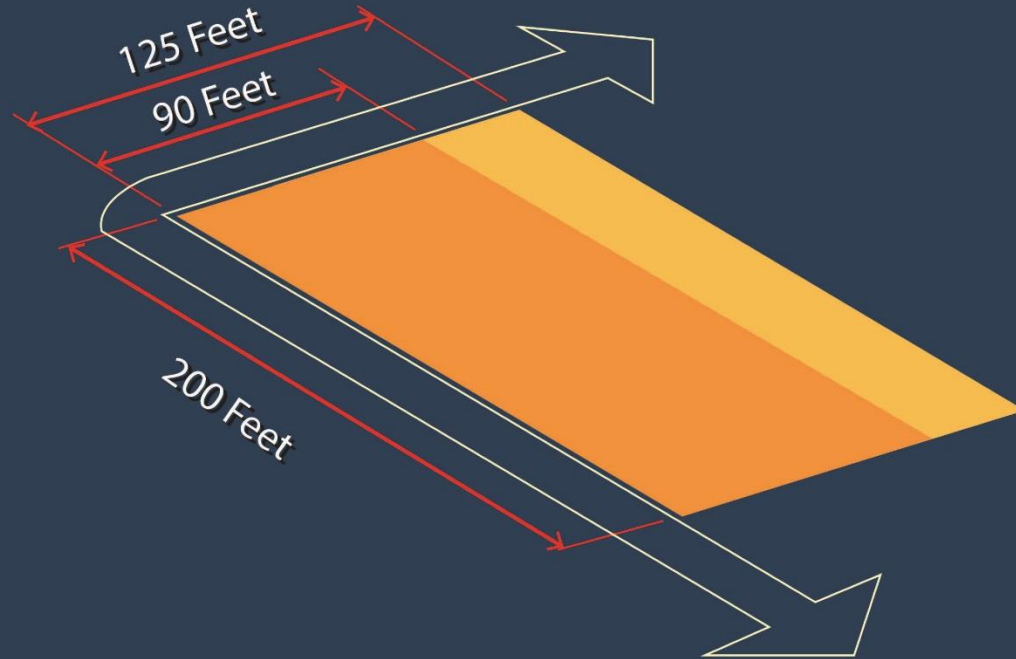


# Multi-family Apartment/Condominiums

## Multi-family Apartment/Condominiums



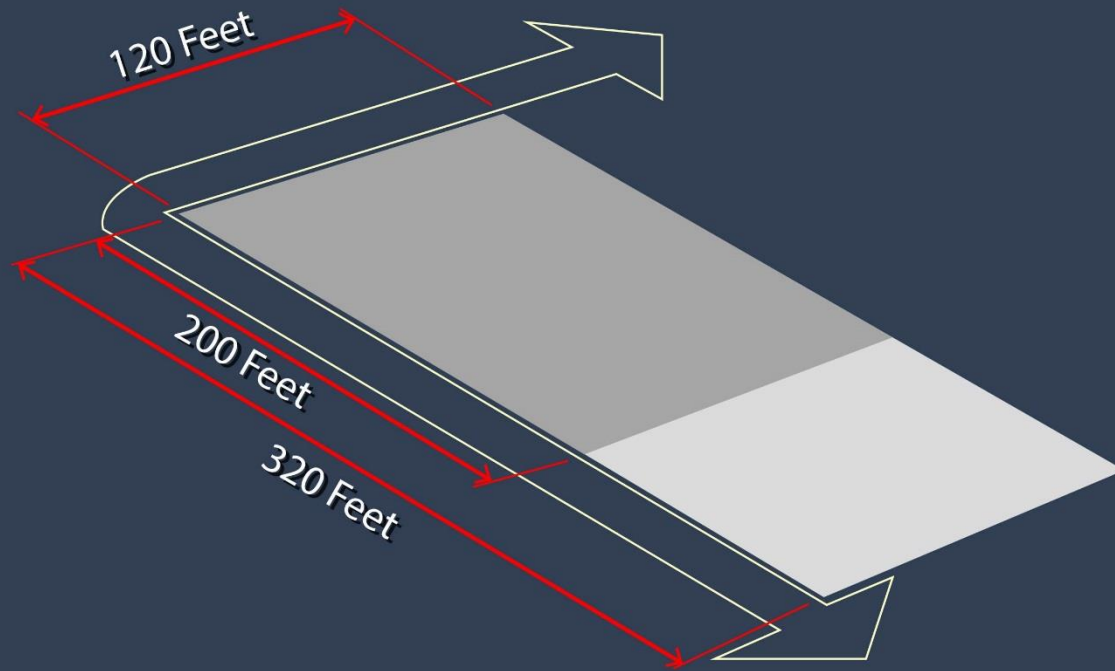
Office





# Parking

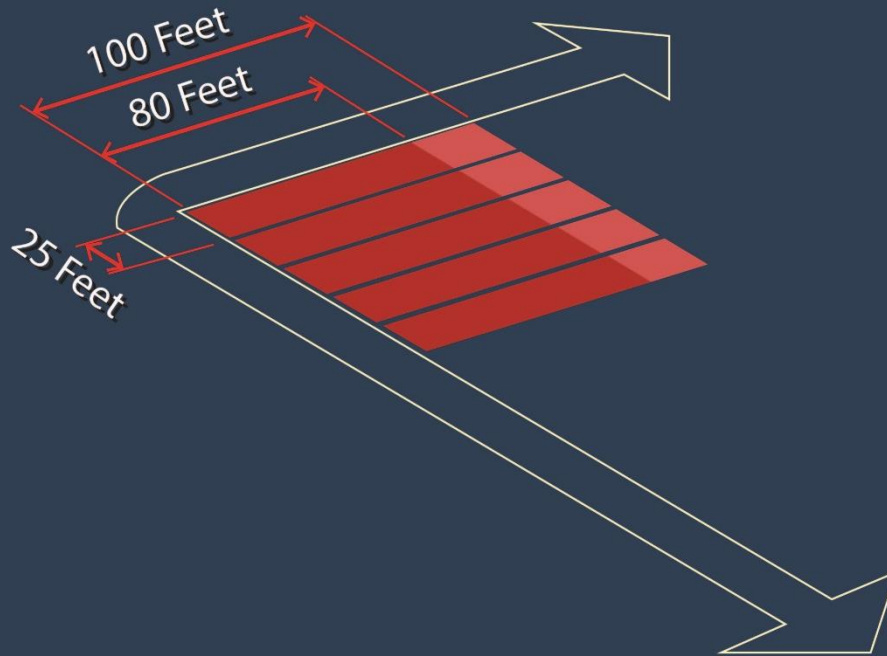
## Parking





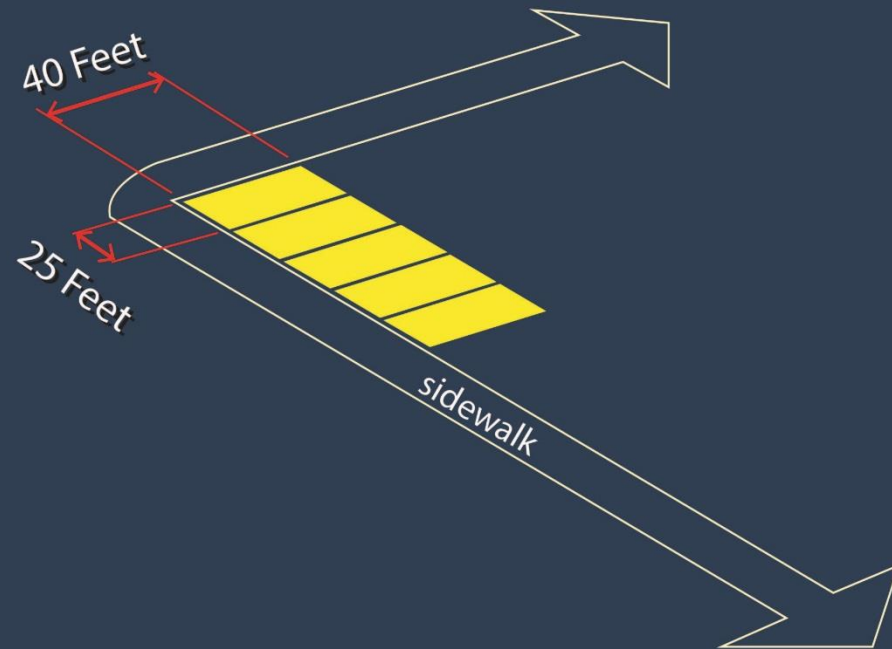
# Retail/Restaurants

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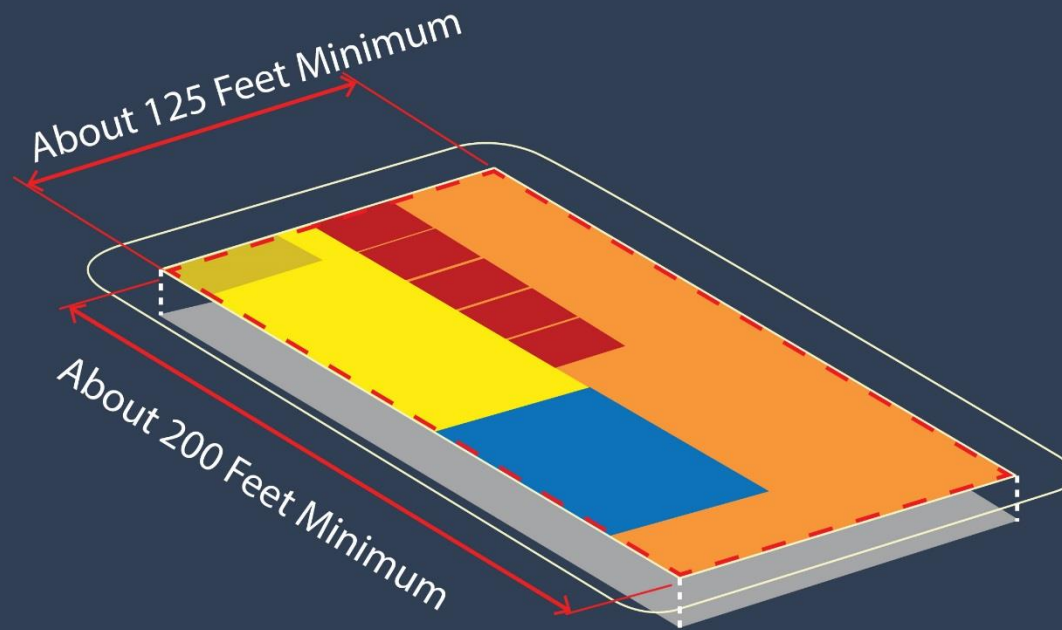
# Townhouses

## Townhouses



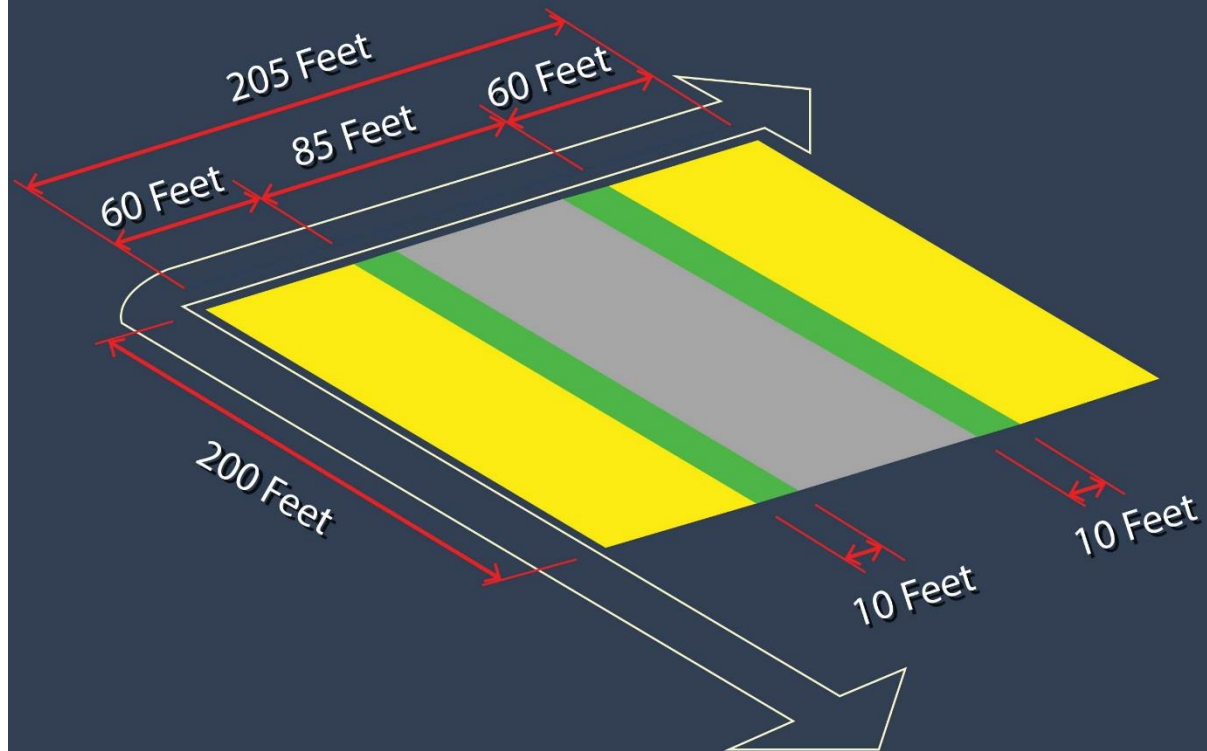
# Minimum Composite Block

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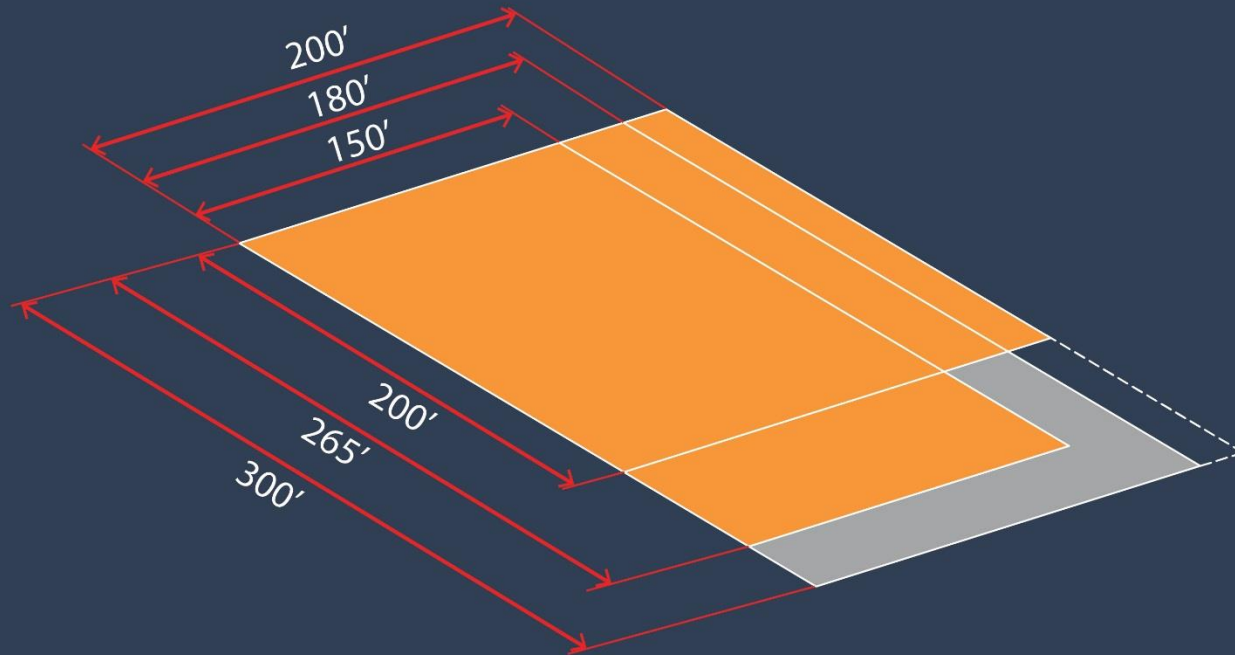
## 2 Multi-Family Buildings

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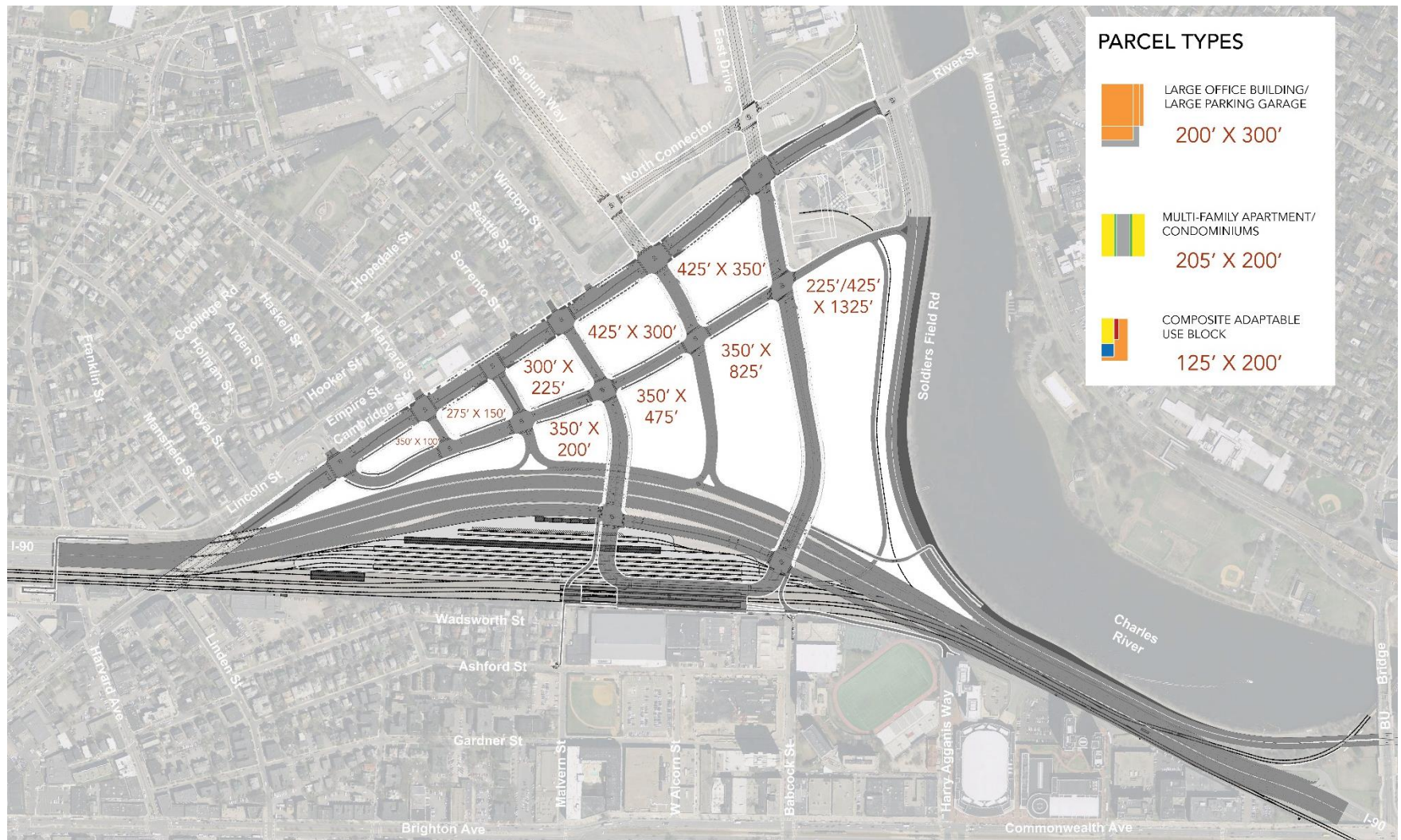
# Large Parking Garage/Large Office Building

Large Parking Garage/Large Office Building

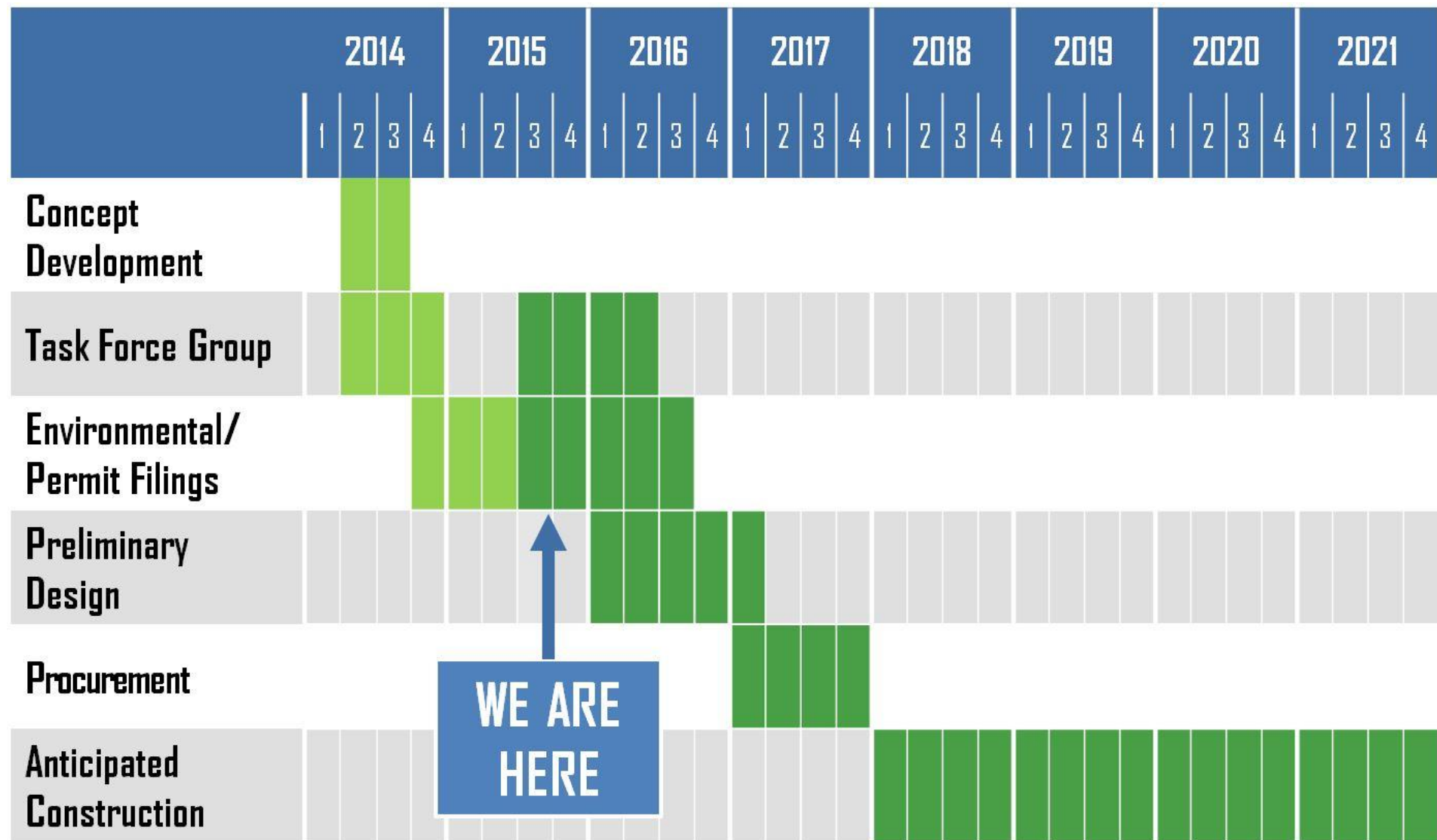




## Parcel Types and Dimensions



## Preliminary Project Timeline





# Next Meeting

Nathaniel Curtis, **Howard Stein Hudson, Public Involvement**

(617) 482 – 7080 ext. 236 | [ncabral-curtis@hshassoc.com](mailto:ncabral-curtis@hshassoc.com)

**Next Meeting: Mid September | Topic: Highway & Interchange Issues**

