ALLSTON YARDS BOSTON CIVIC DESIGN COMMISSION SUB-COMMITTEE MEETING

July 16, 2019





ELKUS MANFREDI ARCHITECTS



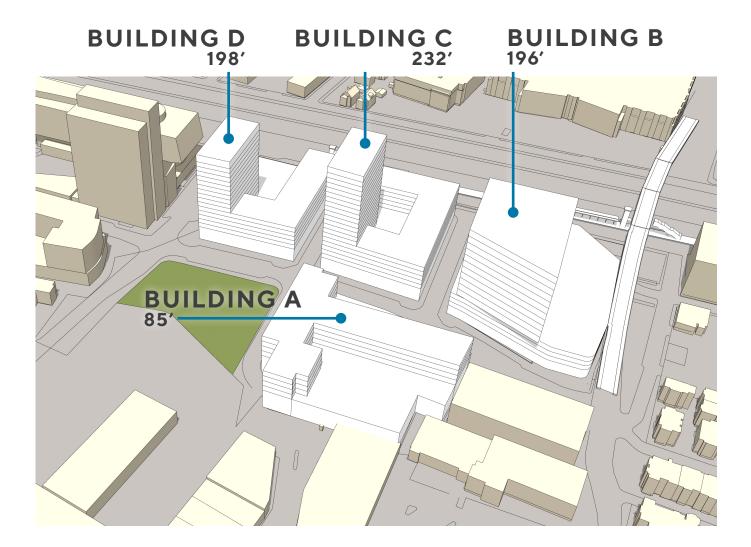


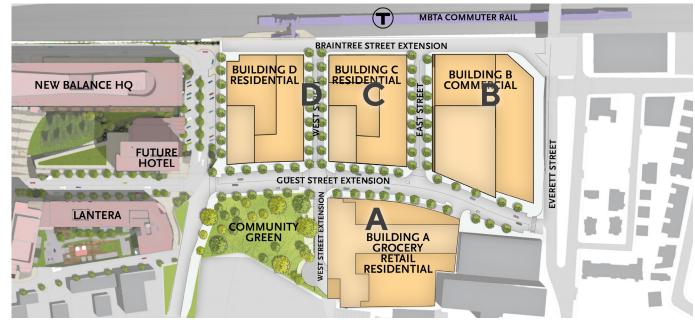












BCDC COMMENTS APRIL 2019

- Explain the reason for the curve in new Guest Street extension
- Study incorporating program in the park
- Achieve same inventiveness in massing as Boston Landing
- Show common elements in massing
- Show elements that differentiate themselves from each other
- Show context views
- Explore aligning the residential Building A with the retail
- The following modifications were well received :
- Opening of the views across the Pike
- West/East street extension
- Relocation of Building B





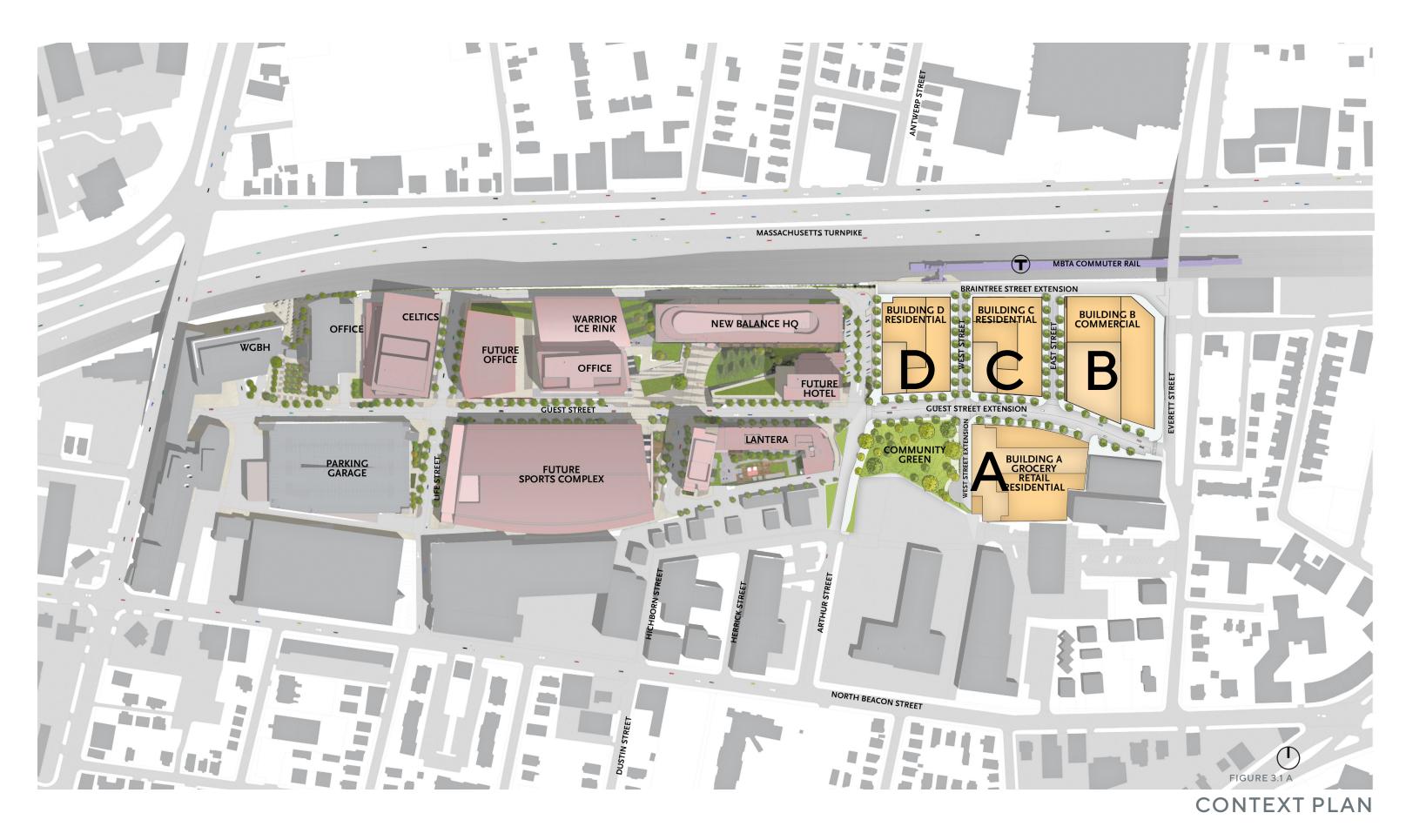


Copley Wolff Design Group Landscape Architects & Planners













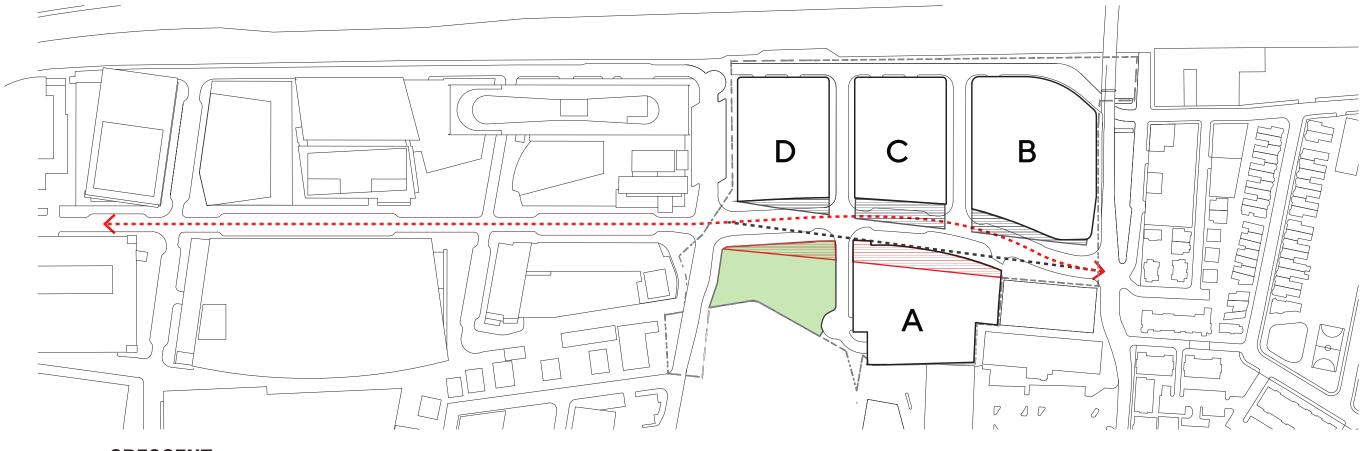












CRESCENT:

CREATES SEAMLESS TRANSITION FROM BOSTON LANDING, GIVING AREA FOR A LARGER PARK AND BETTER SUITED SPACE FOR THE **GROCERY STORE**

CURRENT MASTER PLAN GUEST STREET EXTENSION

PREVIOUS MASTER PLAN GUEST STREET EXTENSION

INCREASED GREEN AND GROCERY STORE

DECREASED RESIDENTIAL AND OFFICE AREA

PARK

Explain the reason for the curve in new Guest Street extension









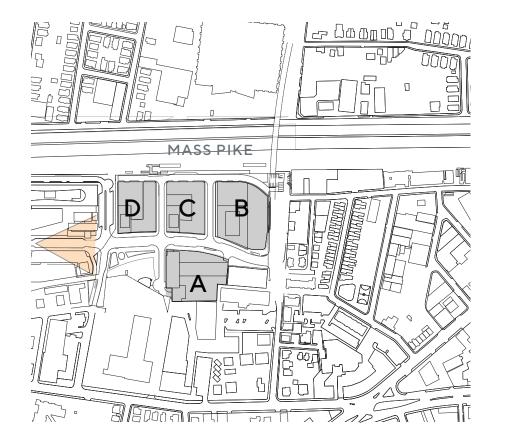






GUEST STREET EXTENSION



















GUEST STREET LOOKING EAST









▲BOZZUTO







































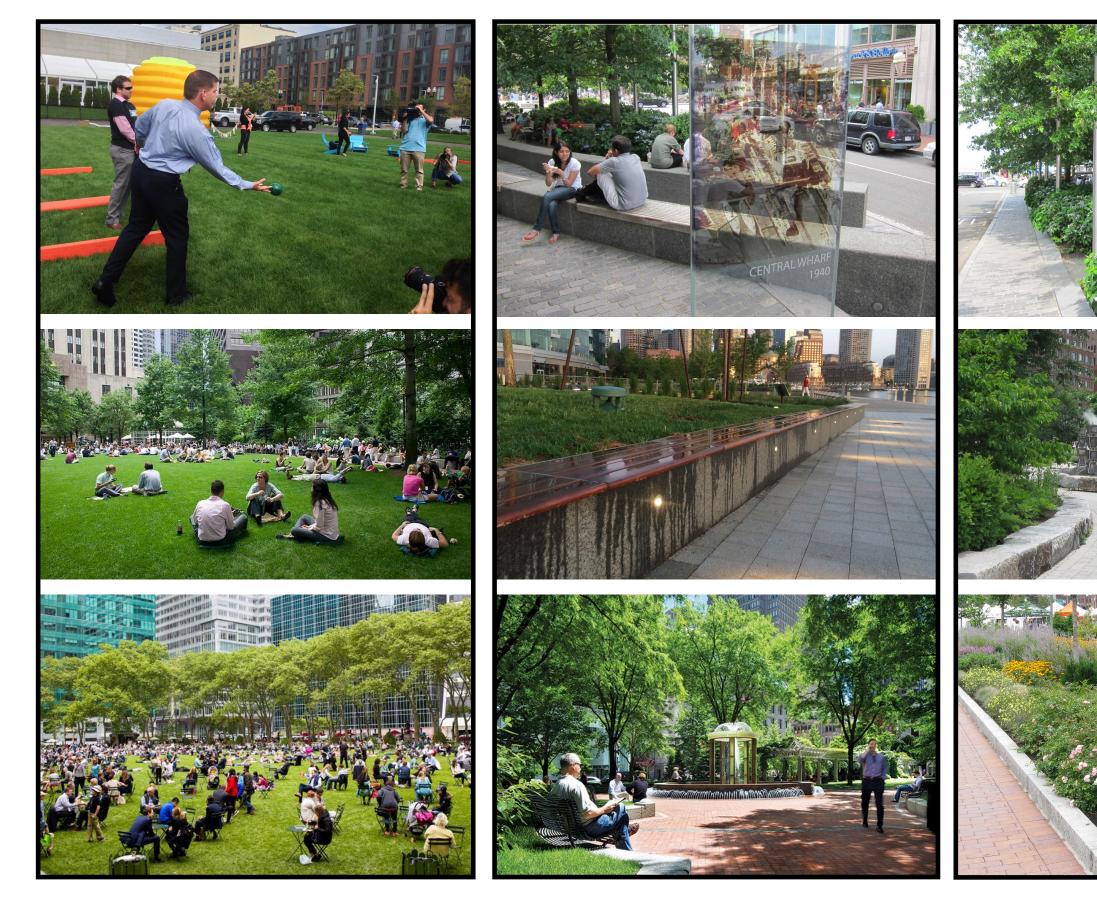




COMMUNITY GREEN SECTIONS

SOCIAL LAWNS- PROGRAMMING

SEAT WALLS AT PLANTED BUFFERS



















PLANTED EDGE



PRECEDENTS

ALLSTON VILLAGE STREET FAIR & FESTIVAL STREETS

















FARMER'S & ART MARKET



PRECEDENTS

FOUNTAIN

GAMES/LOOSE PARTS

FLEXIBLE AND VARIED SEATING

















DOG PARK



PRECEDENTS

PREFERRED MINIMUM WIDTH FOR SIDEWALK ZONES

The width and design of sidewalks will vary depending on street typology, functional classification, and demand. Below are the City of Boston's preferred and minimum widths for each Sidewalk Zone by Street Type.									
Street Type	Frontage Zone		Pedestrian Zone*		Greenscape/ Furnishing Zone		Curb Zone	e Total Width	
	Preferred	Minimum	Preferred	Minimum	Preferred	Minimum		Preferred	Minimum
Downtown Mixed-Use	2'	0'	10'	8'	6'	1'-6"	6"	<mark>18'-6"</mark>	10'
Neighborhood Main	2'	0'	8'	5'	6'	1'-6"	6"	<mark>16'-6"</mark>	7'
Industrial Street	2'	0'	5'	5' (4')*	4'	1'-6"	6"	<mark>11'-6"</mark>	7'
Shared Street	2'	0'	Varies	5' (4')*	N/A	N/A	N/A	Varies	Varies

SOURCE: BOSTON TRANSPORTATION DEPARTMENT, BOSTON COMPLETE STREETS GUIDELINES (2013)

















BOSTON COMPLETE STREETS

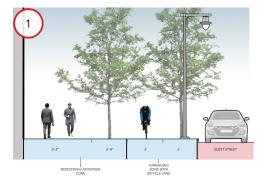
TOTAL PEDESTRIAN WIDTH VARIES: 13'-0" MIN. - 13'-6" MAX.

TOTAL PEDESTRIAN WIDTH VARIES: 19'-6" MIN. - 20'-6" MAX.

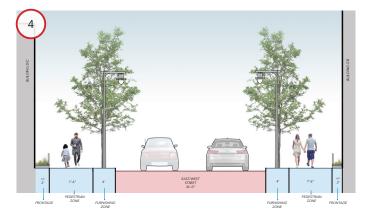
TOTAL PEDESTRIAN WIDTH VARIES: 17'-0" MIN. - 30'-0"+ MAX.

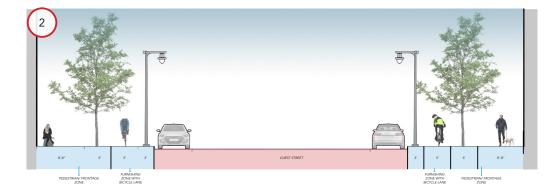
TOTAL PEDESTRIAN WIDTH VARIES: 20-'6" MIN. - 24'-6" MAX.

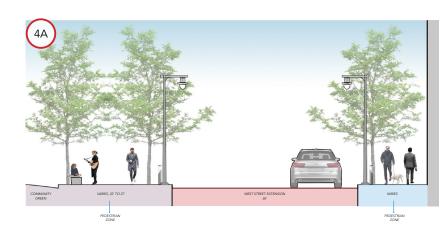
GUEST STREET



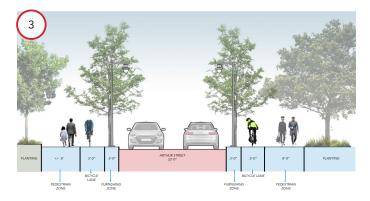
EAST / WEST STREET

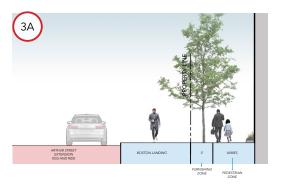






ARTHUR STREET





















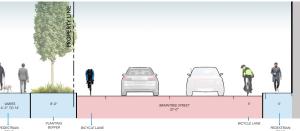
6 MBTA

REFERENCE PLAN

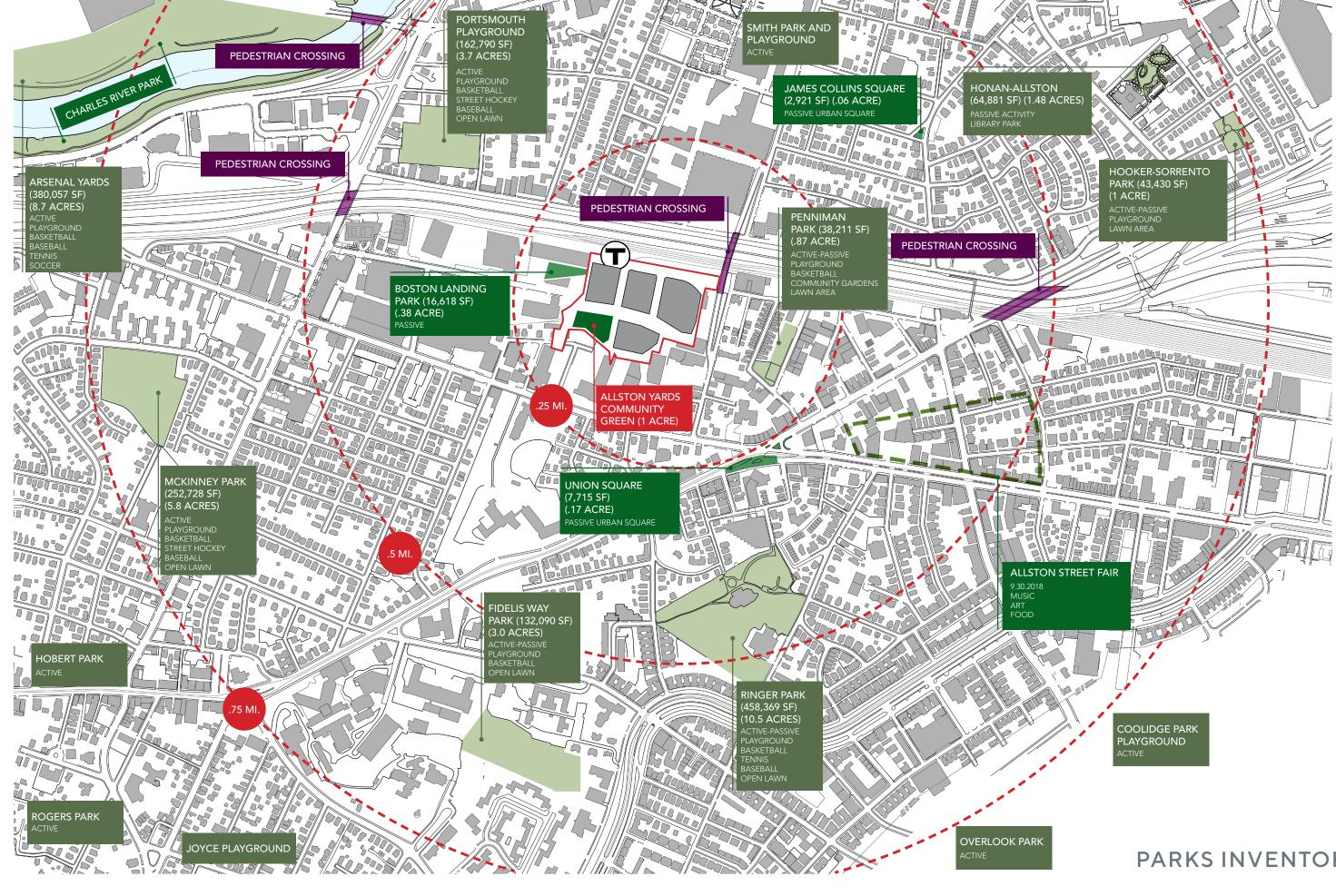


BRAINTREE / EVERETT





SECTIONS



NEW ENGLAND DEVELOPMENT

 \bigcirc



C W D G ARCHITECTS

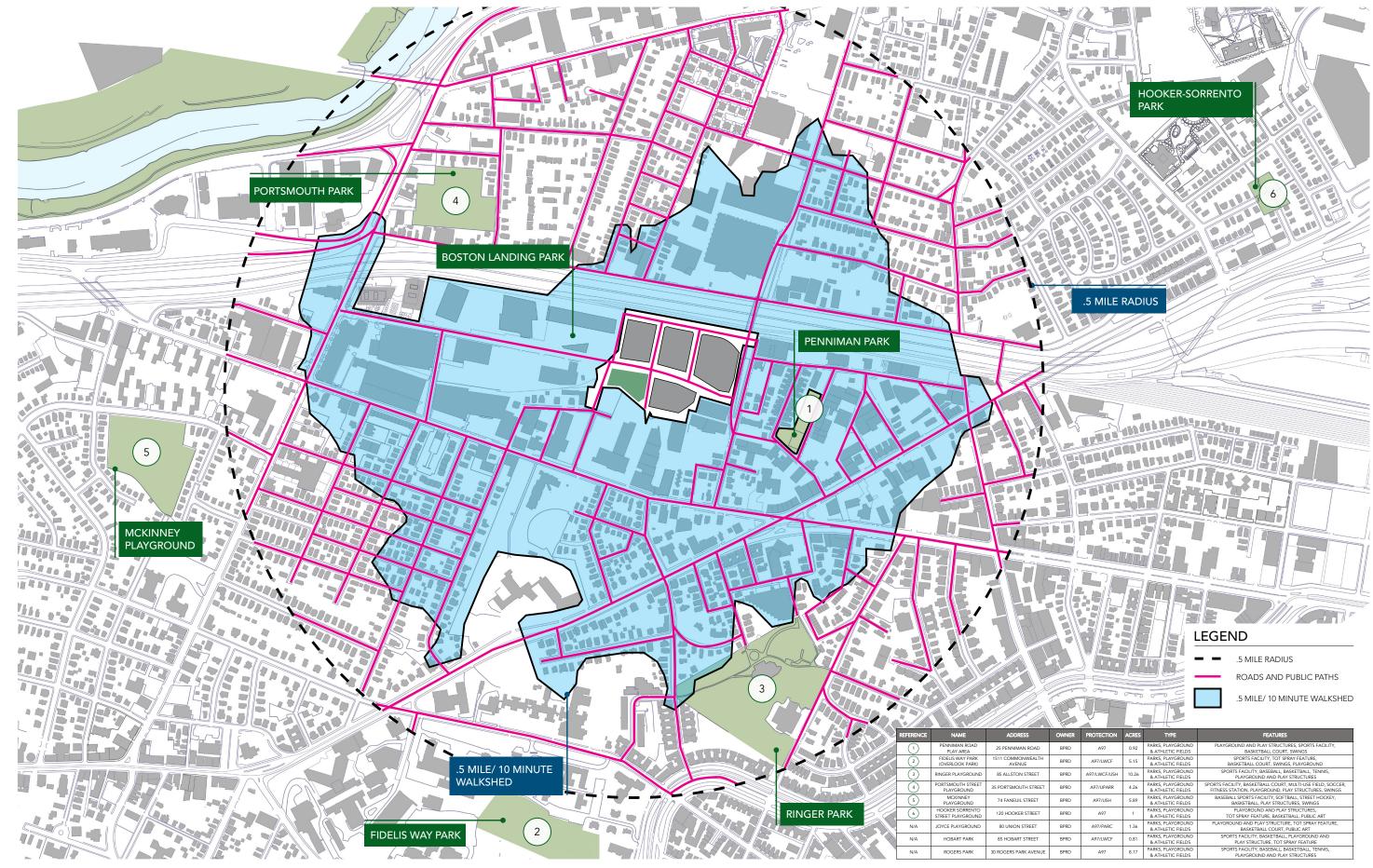
Copley Wolff Design Group Landscape Architects & Planners







PARKS INVENTORY







ARCHITECTS

 C
 W

 D
 G

Copley Wolff Design Group
Landscape Architects & Planners







WALKSHED









▲BOZZUTO



