The Beacon Yards Urban Design Workshop
Principle #1

Strong Connections to surrounding areas

Replace footbridge over turnpike @ Cambridge St.

Pedestrian connections over Turnpike and MBTA

Ped. & bike Connection to Cambridge

1 mile
The early stages of railroad infrastructure brought slaughterhouses and other industry that leveraged the location of nearby pasture lands. The Beacon Trotting Park was another use that capitalized on the history of the site.
It has been 107 years since the First Conceptualizations of a Transit Ring for Boston:

**Diagram Showing Location of proposed Inner and Outer Boulevards**

Boston Society of Architects Thoroughfares Committee (chaired by Arthur Shurtleff)

1907
Boston’s “Ed’s & Med’s Ring”
Principle #2

Multimodal (and ped friendly) access to West Station
Implications of MassDOT Plan

- Extreme width of Cambridge Street to accommodate left turns
- Long disconnected ramps discourage pedestrians
MASSDOT Plan 3F Showcasing Roads and Connections

Implications of MassDOT Plan

Long elevated ramps discourage pedestrian use

1,200 ft

+35’
Principle #3

Connecting Existing Neighborhoods to the River

A wider river park in this location could accommodate a new pedestrian bridge providing a direct access to the lower Charles River Basin for the growing neighborhoods.
Principle #3
Connecting Existing Neighborhoods to the River
Long elevated ramps discourage pedestrian use

+35’
Principle #3  
Connecting Existing Neighborhoods to the River
Principle #4
Complete Streets and pedestrian oriented public realm
Principle #4
Create a network of streets to diffuse traffic and congestion
Principle #5
Mixed Use, Transit Oriented Neighborhood

Back Bay Grid
Shown at approximately 200 x 400'
Principle #5

Mixed Use, Transit Oriented Neighborhood

Kendall Square grid shown with superblocks

Beacon Yards Studio, Northeastern University, 2014-15
Long-Term Land Use
Proposal
Proposal
MASSDOT Plan 3F-1 Showcasing Roads and Connections

MassDOT Plan

Relocate East Drive ramp to Stadium Way
Proposal
MASSDOT Plan 3F-1 Showcasing Roads and Connections

MassDOT Plan
Proposal
Proposal
site section at Stadium Way
site section at Stadium Way
mid block site section
mid block site section
Proposal
Proposal
Benefits of Network

- Encourages multi-modal travel
- Fewer VMT
- Share left-turns
- Share clearance time
- More efficient signal phasing
Benefits of Network
Benefits of Network
Open Space
Rendering toward Boston
Thanks to......
Kelly Lynema, NBBJ
Pablo Licari, NBBJ
Kevin Conant, NBBJ
Harry Mattison, Task Force Member
Herb Nolan, Solomon Foundation
Wileen Kao, Halvorson
Alex Davis, Utile, Inc.
Scott Turner, Nitsch Engineering
A New Allston Esplanade: If Soldiers Field Road was shifted partially or entirely underneath an expanded turnpike viaduct the width of the parkland could be expanded up to 70’ along the viaduct.
Harvard IMP

Long-Term Land Use
Campus Precincts
30+ Year Bike Plan (2043)

New Connection: Paul Dudley Path to Cambridge Street

Still No Connection to Esplanade
Extending a planned pedestrian and bike route through the future campus to a new park on the Charles River would provide a critical link to the river and downtown.
New Footbridge #2

A new bike/pedestrian footbridge over Soldiers Field Road. Connects the eastern end of the People’s Pike with the Charles River Parkland.
Bike/Ped Connection to Cambridge

A bike/ped connection between the Boston and Cambridge sides of the Charles River, possibly using an improved version of the existing Grand Junction Railroad bridge.
PROPOSED GADED RAMP TO ENABLE CONTINUOUS ELEVATION THROUGH NEW STATION OVER EXISTING RAIL LINES AND BETWEEN級 BETWEEN スト 통해 스트로 가기와電影의內에 가기의Ứ의WALKWAY TO FACILITATE GREATER CONNECTIVITY THROUGHOUT THE SITE.