



# RUTHERFORD AVE/ SULLIVAN SQUARE DESIGN PROJECT

## PUBLIC MEETING

January 24, 2018



## PROJECT TIMELINE

- June 30, 2016
- October 26, 2016
- February 28, 2017
- May 18, 2017
  - Underpass Plan Announced
- November 15, 2017
  - Urban Design
- January 24, 2018
  - Sullivan Square
- More Workshops to Come

### Design Effort:

Preliminary Design

June 2018

Final Design

July 2020

Advertise Construction

August 2020



# SULLIVAN SQUARE



Boston Transportation Department



**boston planning & development agency**



**TETRA TECH**



HARRIMAN



**Brown, Richardson + Rowe, Inc.**  
Landscape Architects and Planners





# PRESENTATION CONTENTS

## Current Roadway Layout

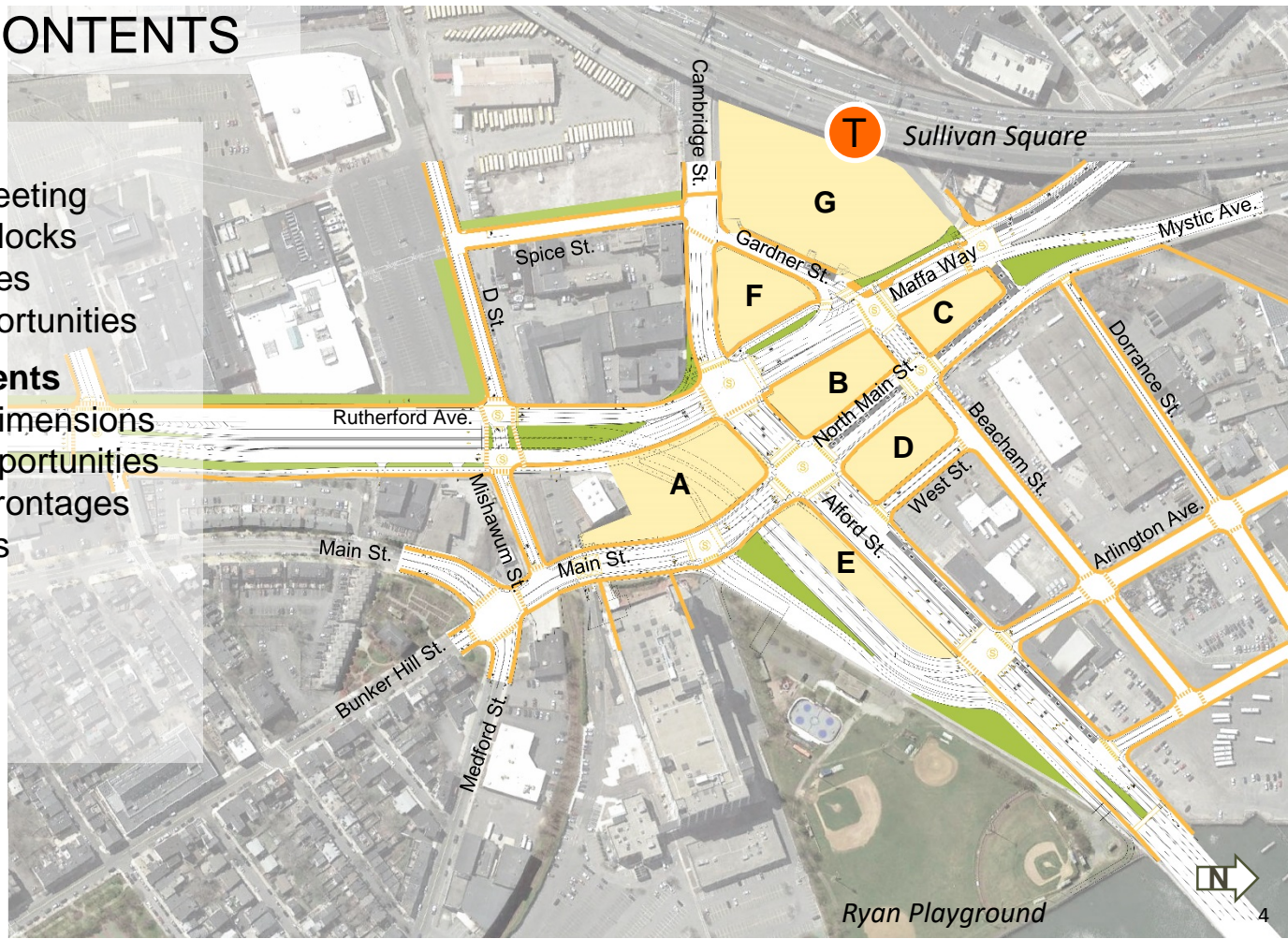
- Progress since last meeting
- Future development blocks
- Street tree opportunities
- On-street parking opportunities

## Blocks and Street Alignments

- Development parcel dimensions
- Civic space design opportunities
- Pedestrian activated frontages
- Sidewalk width studies
- Underground parking considerations
- Residential frontages

## Discussion Tables

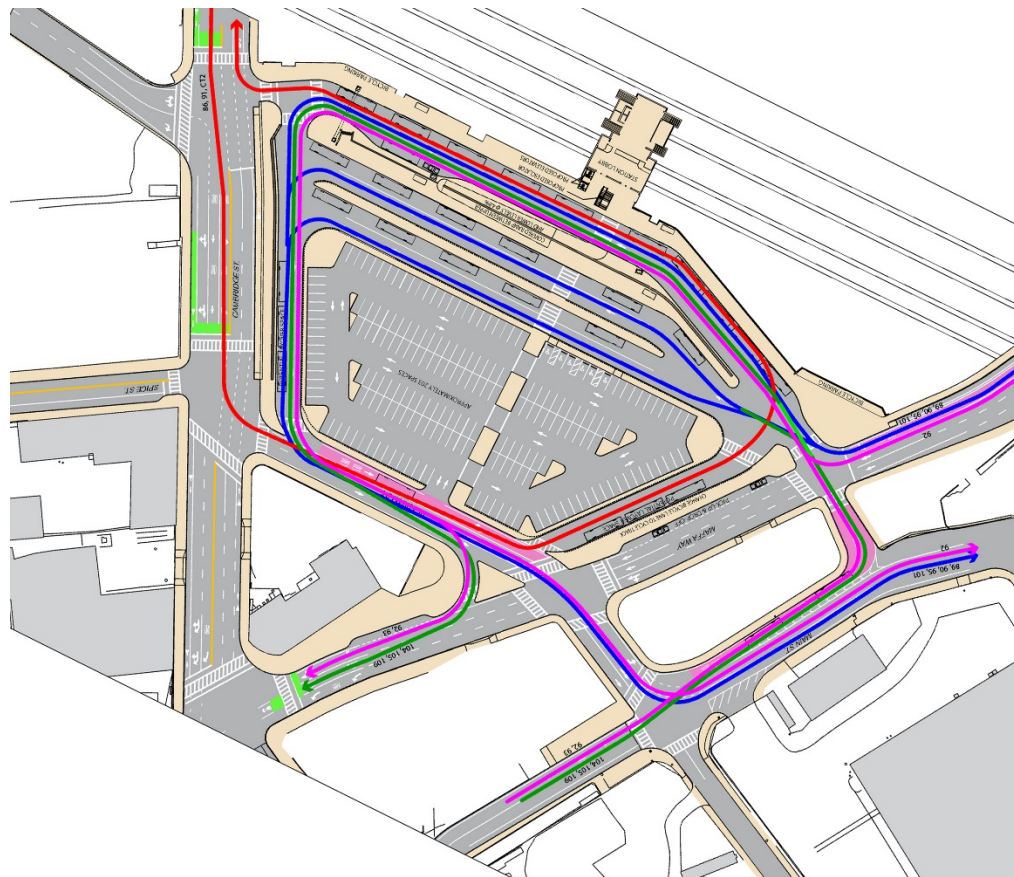
Note: We will not be addressing the linear park south of Sullivan Square, or resiliency, at this meeting






# CURRENT ROADWAY LAYOUT PROGRESS SINCE LAST MEETING

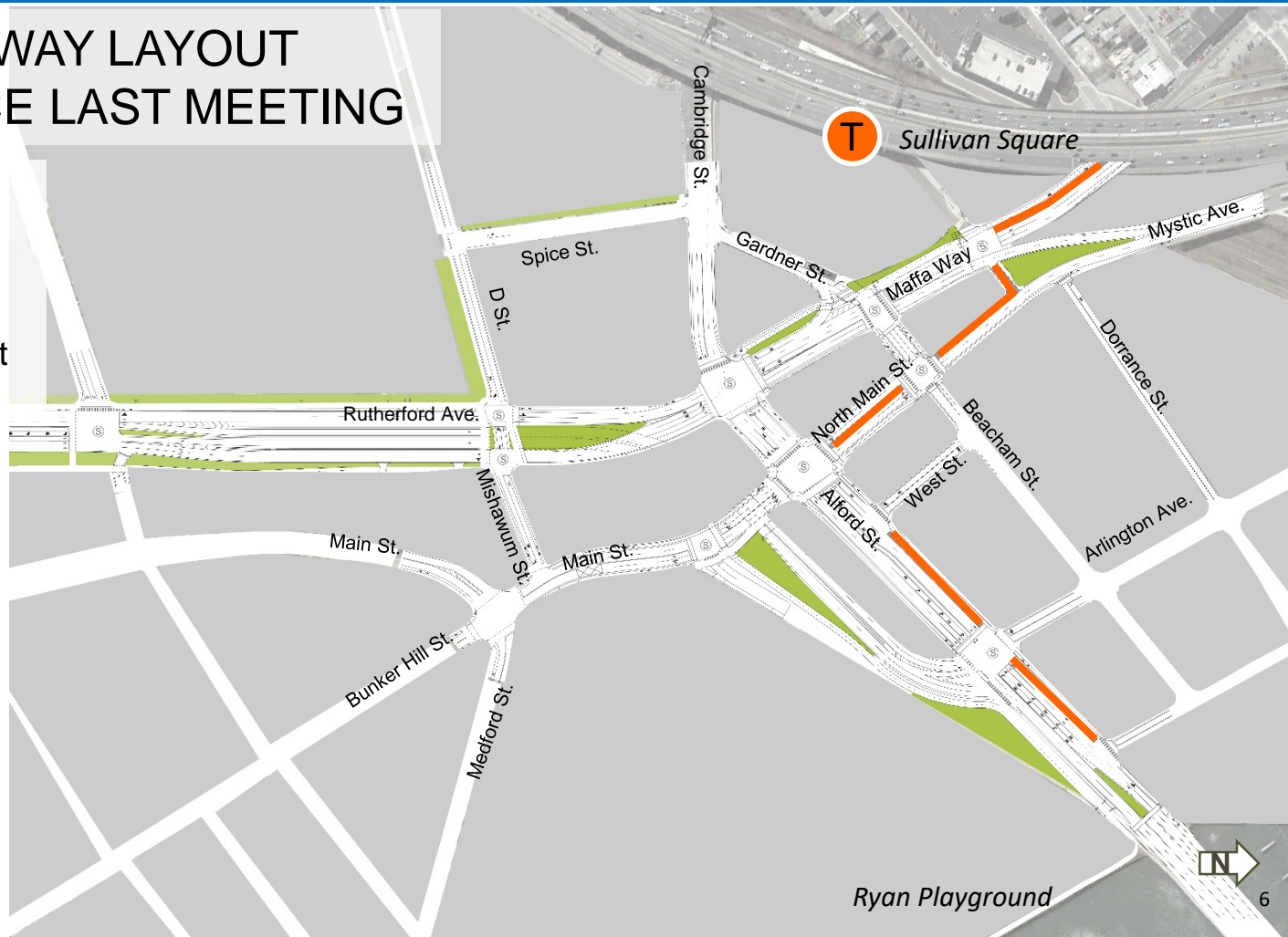
Designs have been advanced for the bus circulation at the Sullivan Square T Station, including the intersections and lanes that will accommodate bus movements.



# CURRENT ROADWAY LAYOUT PROGRESS SINCE LAST MEETING

The advanced design includes the allocation of some on-street lanes for buses approaching the station, to support efficient bus operations.



 Dedicated bus lanes to access Sullivan Station

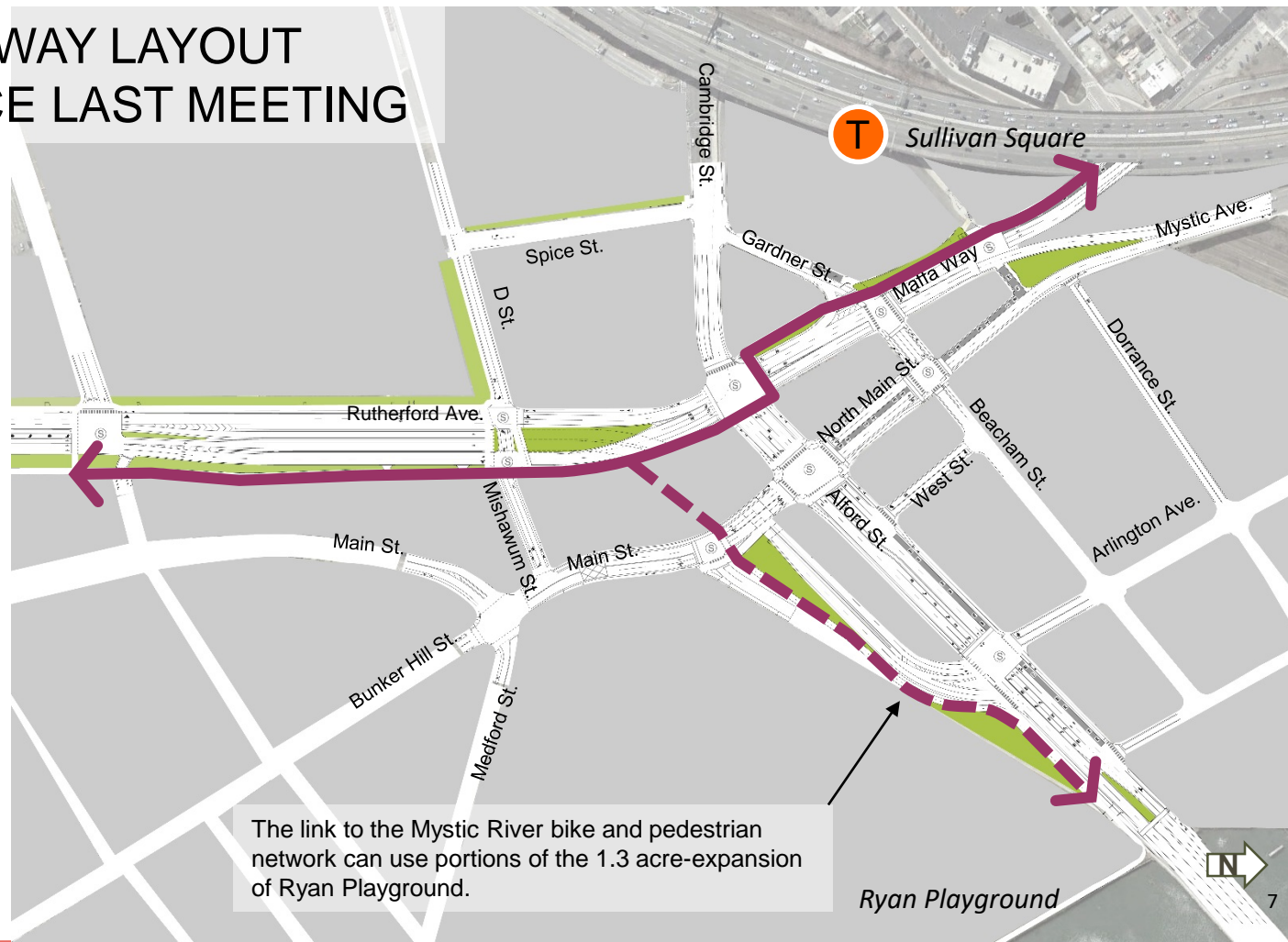




# CURRENT ROADWAY LAYOUT PROGRESS SINCE LAST MEETING

Designs include alignments for primary bicycle routes using dual or shared path segments.

-  Extended dual path/  
shared path connecting  
Rutherford, Maffa Way,  
and Broadway in  
Somerville
-  Extended dual path/  
shared path connection  
to Ryan Playground and  
the waterfront



The link to the Mystic River bike and pedestrian network can use portions of the 1.3 acre-expansion of Ryan Playground.

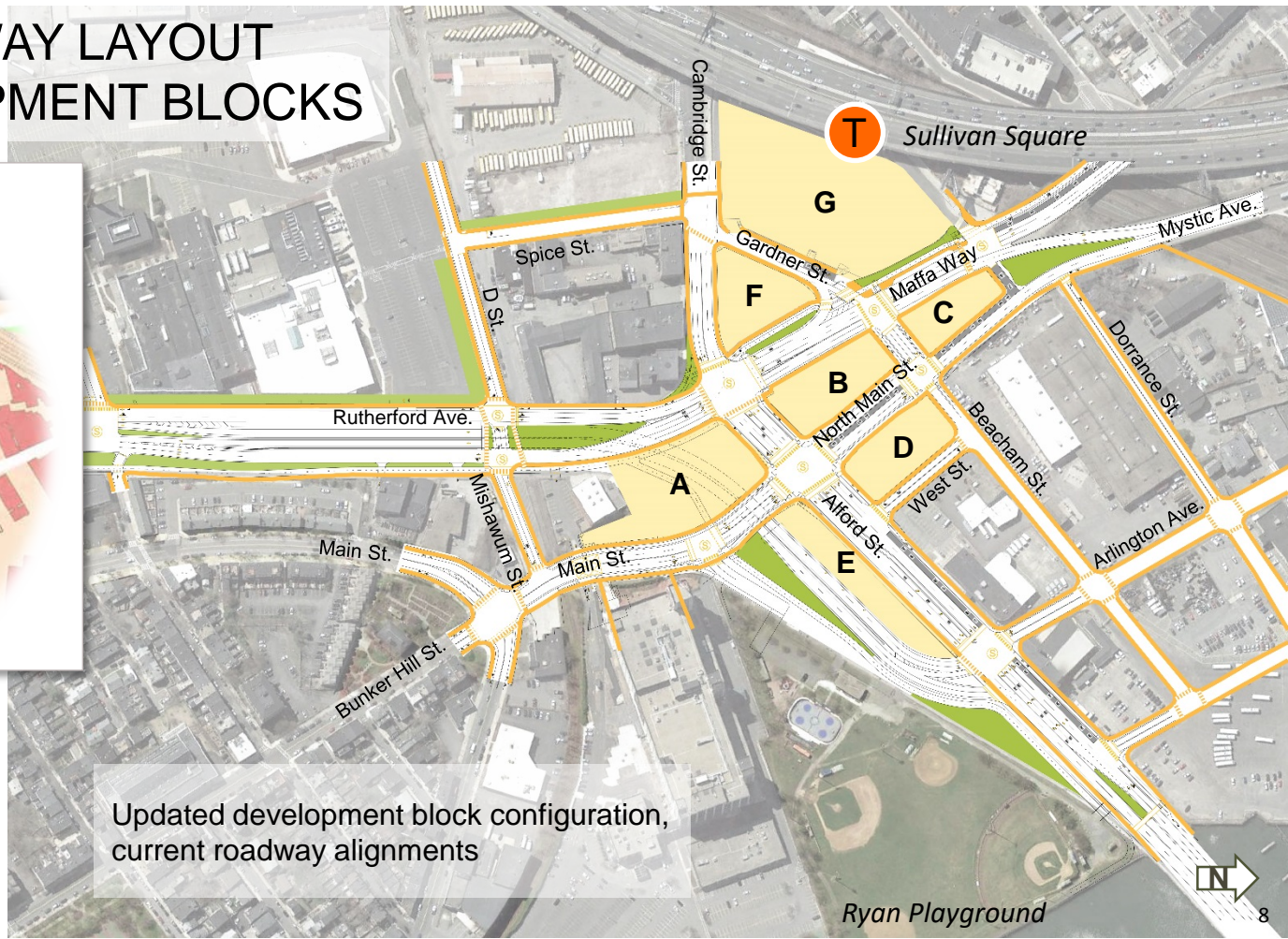
Ryan Playground



# CURRENT ROADWAY LAYOUT FUTURE DEVELOPMENT BLOCKS



Development block configuration from Disposition Study (2013)



Updated development block configuration, current roadway alignments

Ryan Playground



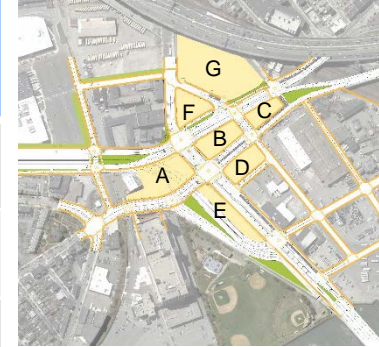
# CURRENT ROADWAY LAYOUT

## AVAILABLE AREA FOR DEVELOPMENT AND/OR OPEN SPACE



Development block configuration from Disposition Study (2013)

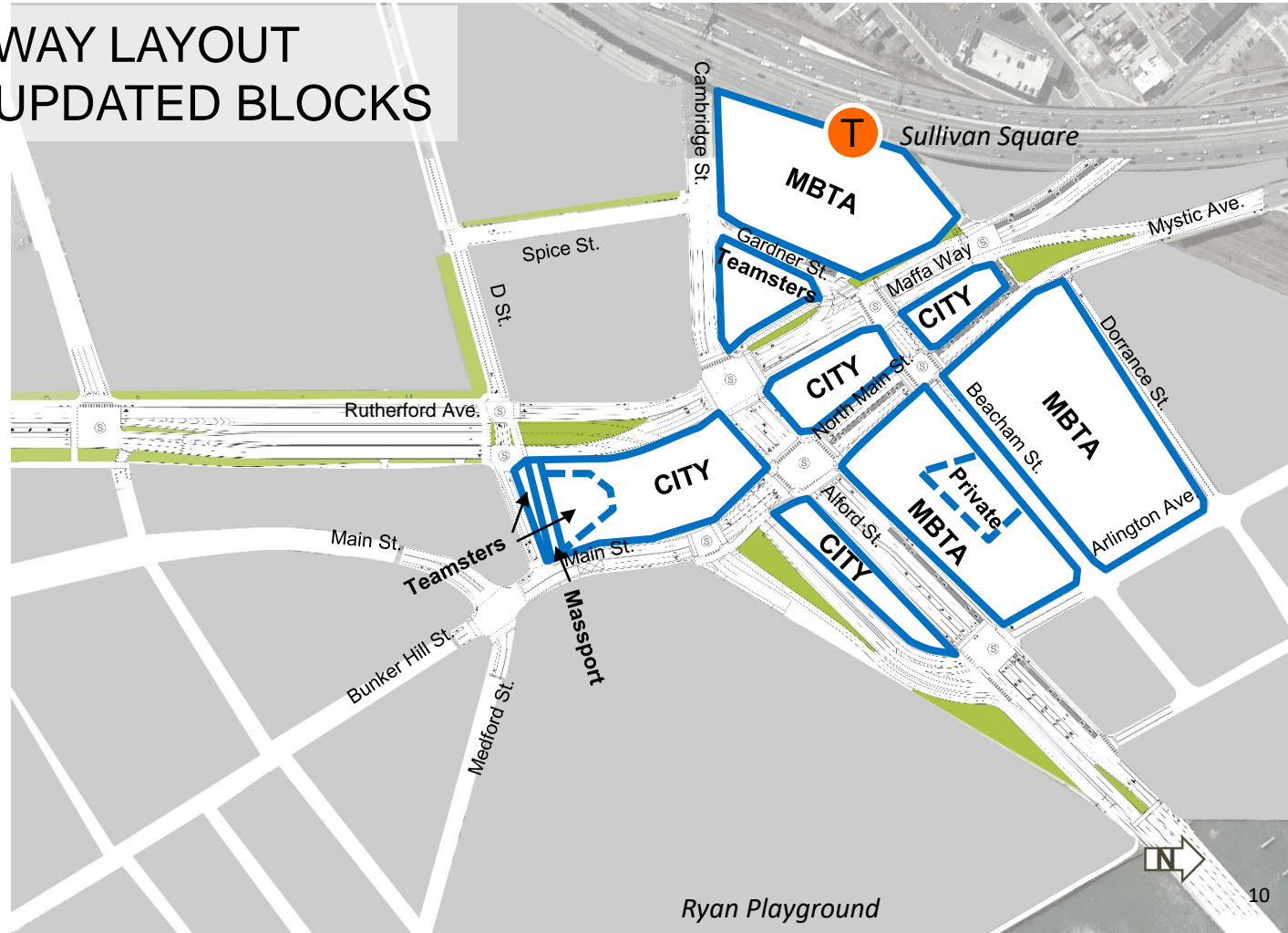
Block # (2013)	Block # (current)	Area (Acres) (2013)	Area (Acres) (current)
1	G	1.54	2.30
2	F	0.64	0.65
3	C	0.97	0.41
4	B	1.25	0.72
5	D	0.68	0.63
6	E	0.81	0.66
7	A	0.54	1.53
Total Area:		6.43	6.90



Updated development block configuration, current roadway alignments

# CURRENT ROADWAY LAYOUT OWNERSHIP OF UPDATED BLOCKS



Much of the area within the redefined blocks has public ownership.

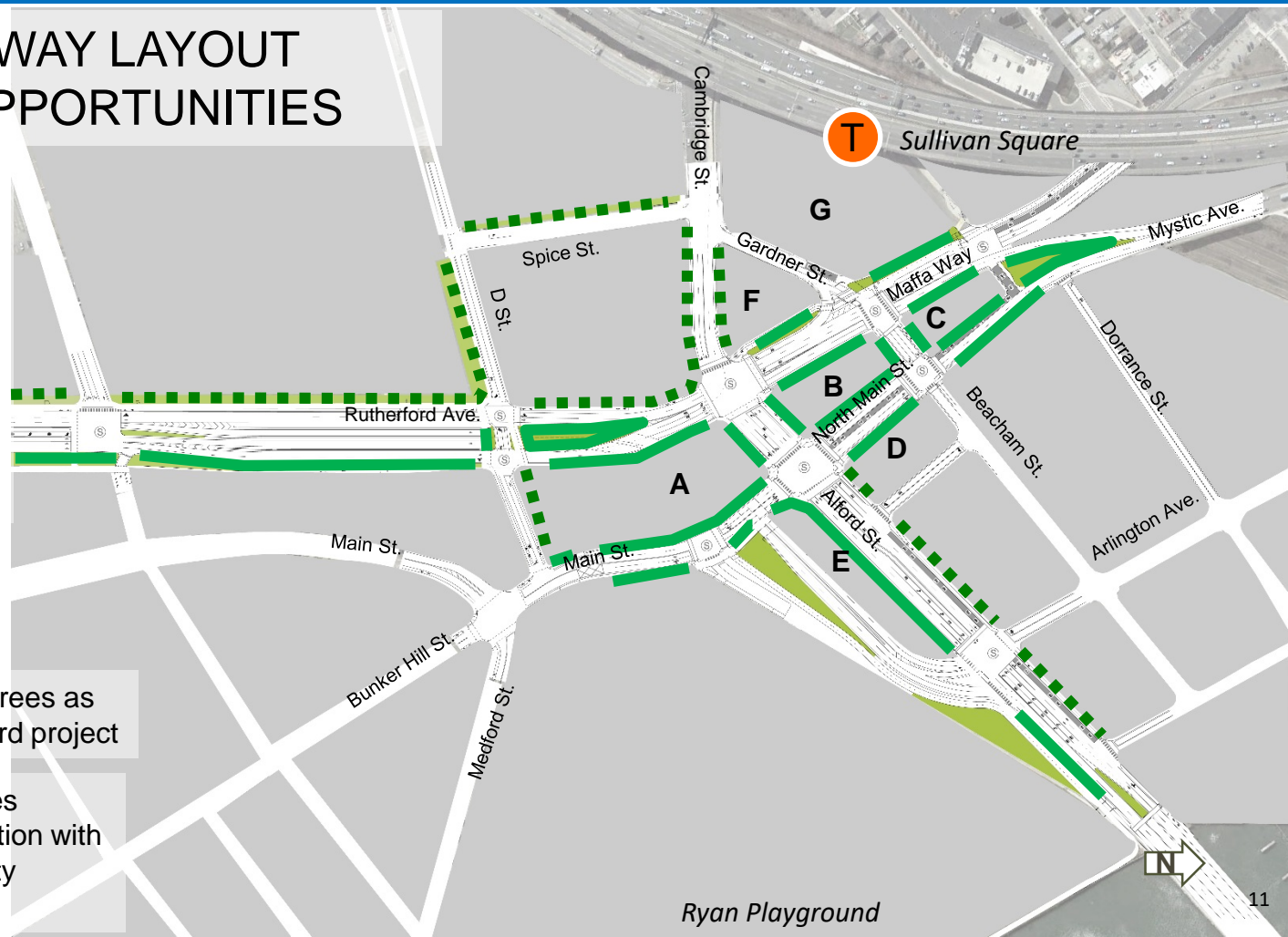




# CURRENT ROADWAY LAYOUT STREET TREE OPPORTUNITIES


The design has potential street tree locations where they would fit circulation patterns, the desired width of sidewalks, well-sized development blocks, and the overall urban design and landscape plan.

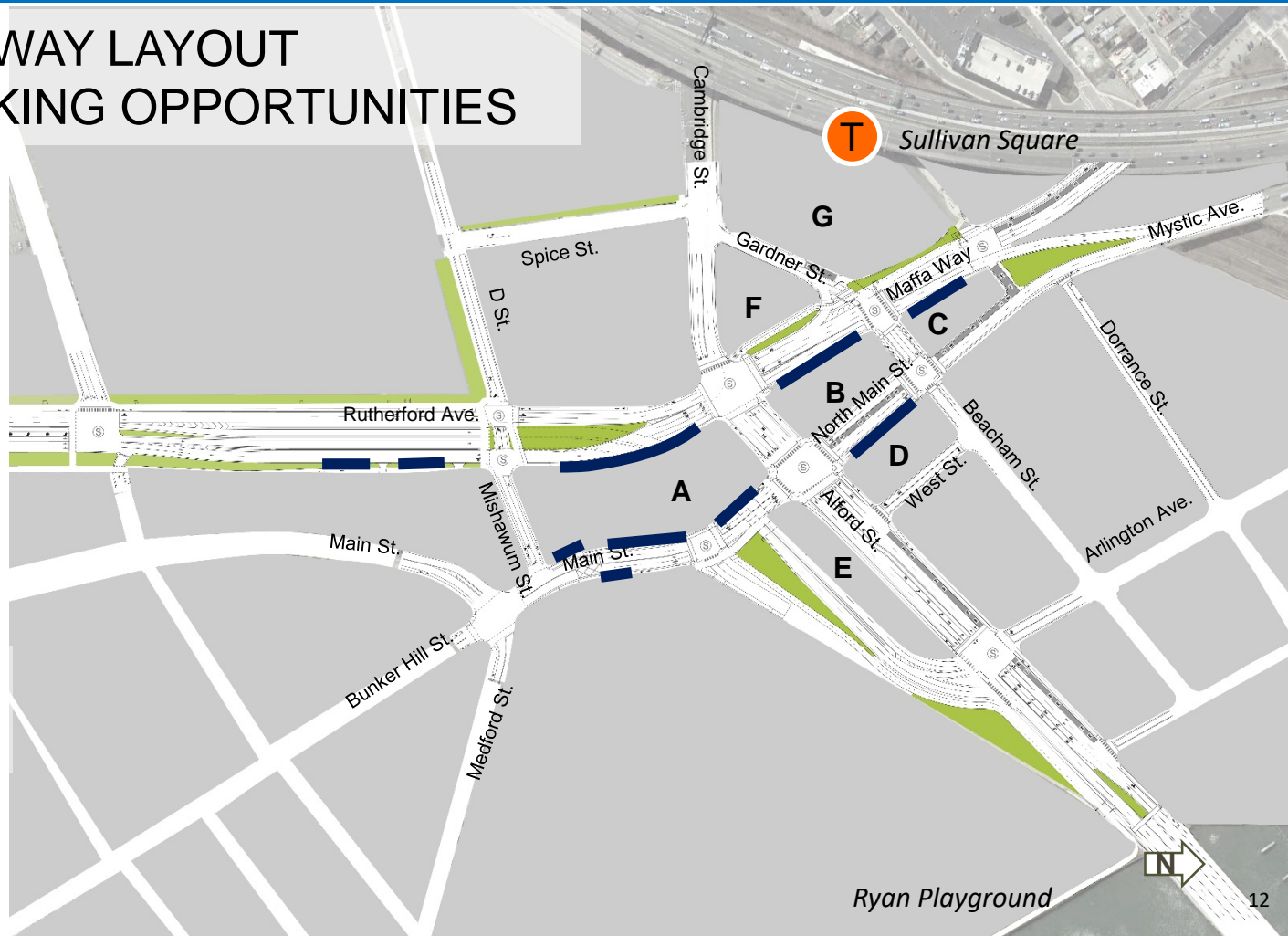
-  Potential for street trees as part of the Rutherford project
-  Potential street trees planted in coordination with developers/ property owners



# CURRENT ROADWAY LAYOUT ON-STREET PARKING OPPORTUNITIES

On-street parking could be provided where consistent with the circulation patterns. Parking may reduce the available width for sidewalks and/or desirable dimensions of development blocks in some areas.

 Possible on-street parking locations as part of the Rutherford Avenue Project or subsequent development projects





# BLOCKS AND STREET ALIGNMENTS DEVELOPMENT PARCEL DIMENSIONS

The dimensions of developable parcels is a key factor in determining potential uses and feasibility.



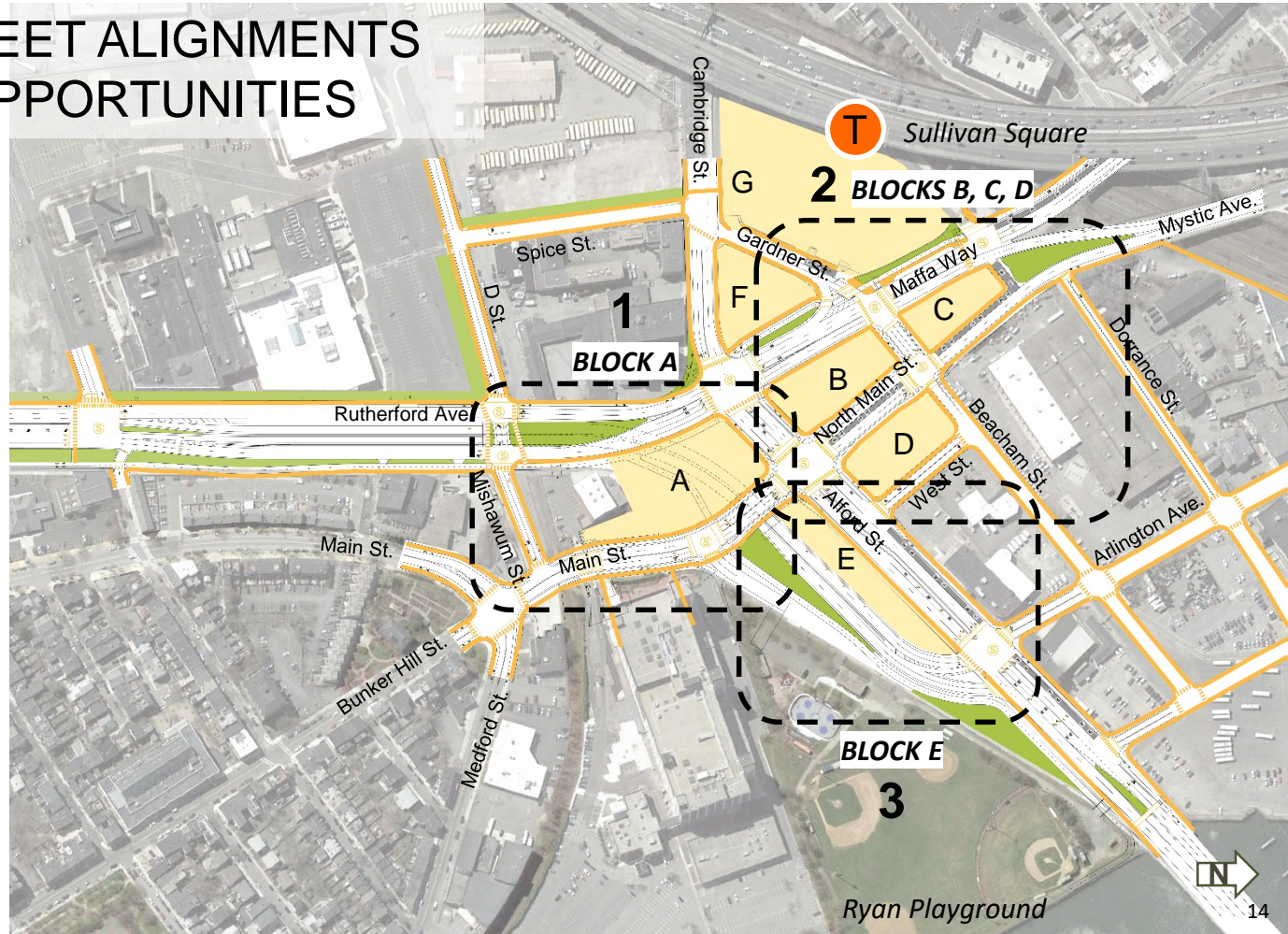
Note: All dimensions to inside of sidewalks, current layout



# BLOCKS AND STREET ALIGNMENTS

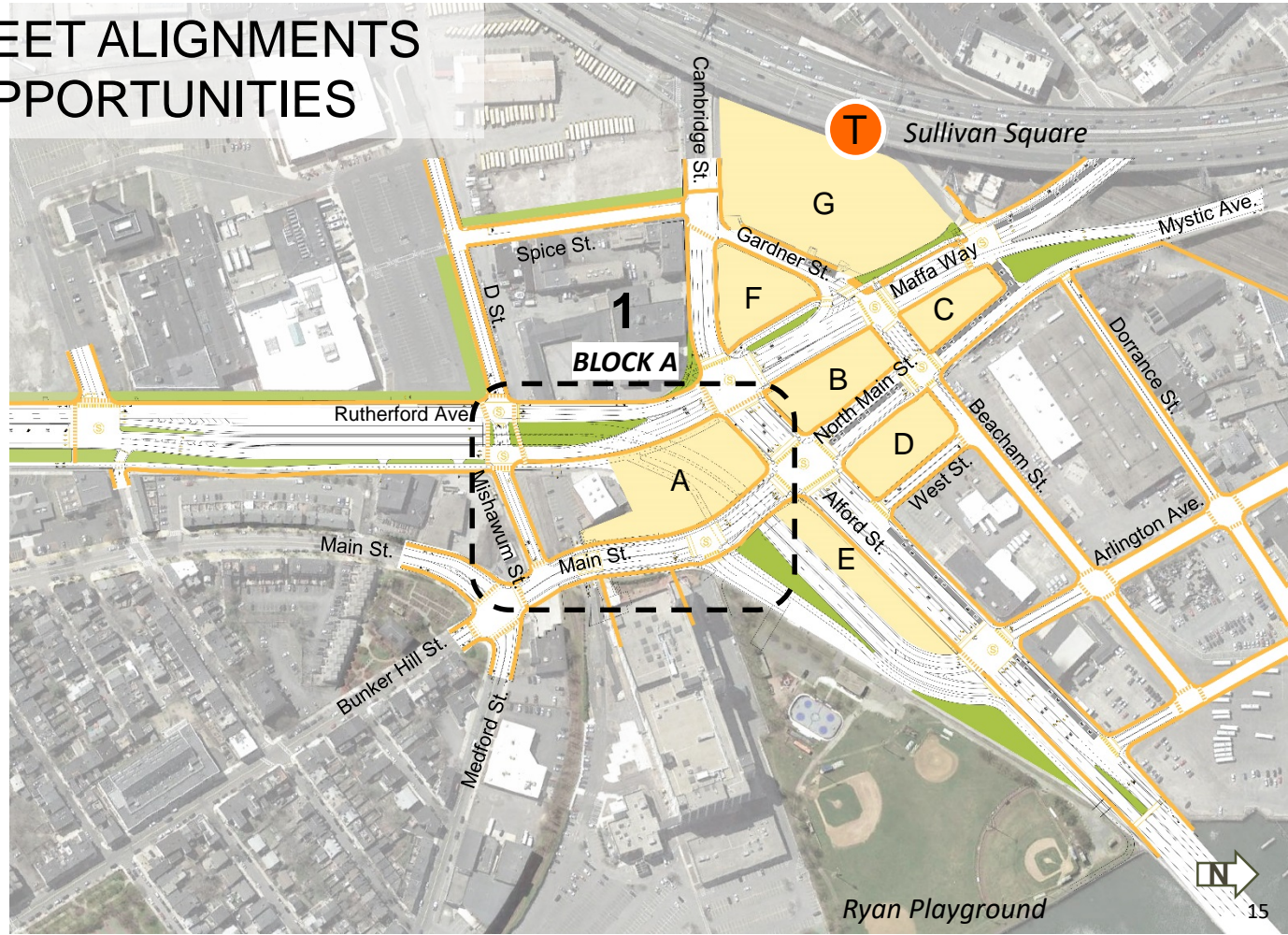
## URBAN DESIGN OPPORTUNITIES

This presentation focuses on three subareas of the Sullivan Square project.





# BLOCKS AND STREET ALIGNMENTS URBAN DESIGN OPPORTUNITIES






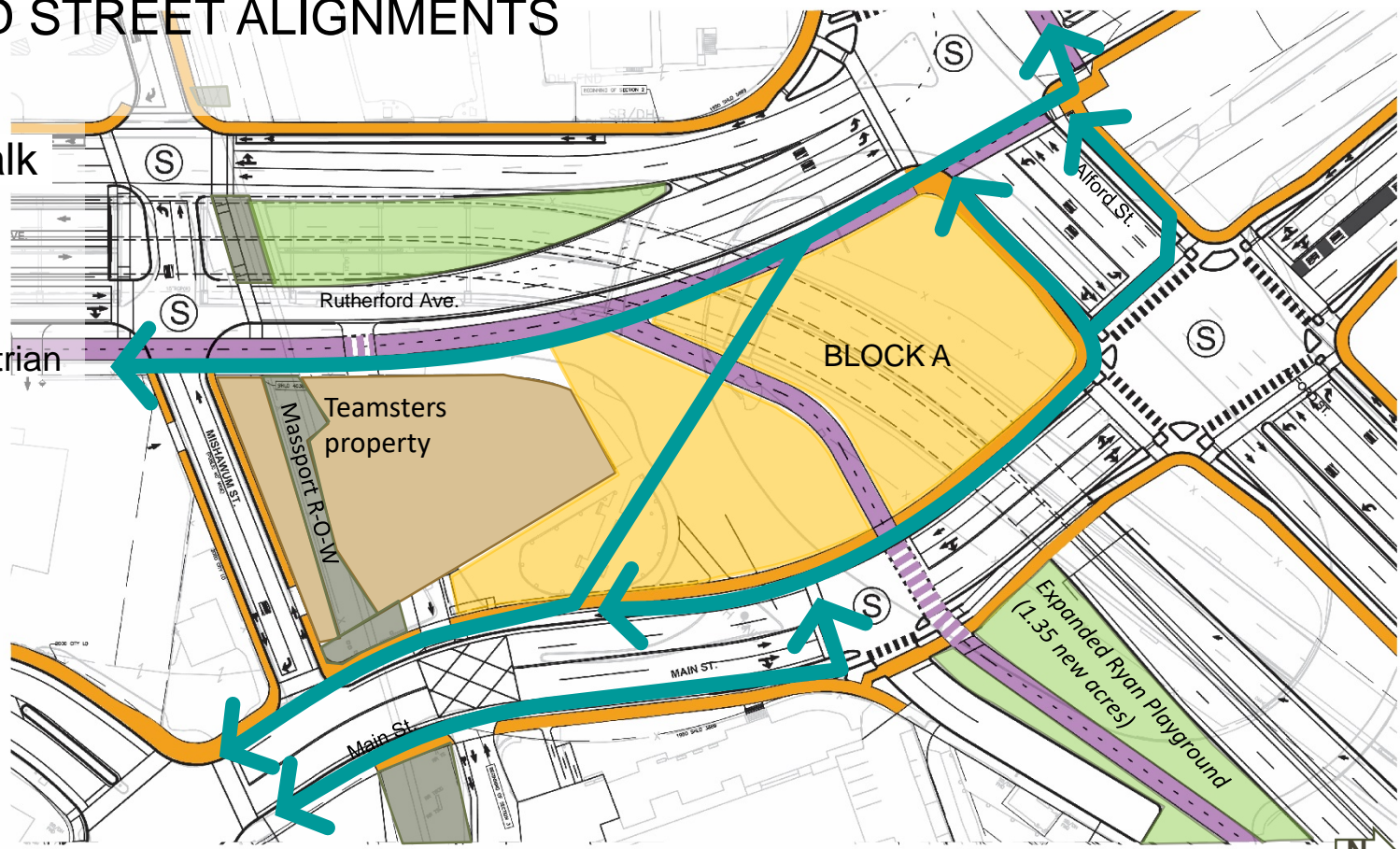


# BLOCKS AND STREET ALIGNMENTS

## BLOCK A

### Current Sidewalk Layout

-  Sidewalks
-  Primary Pedestrian Routes
-  Shared Paths

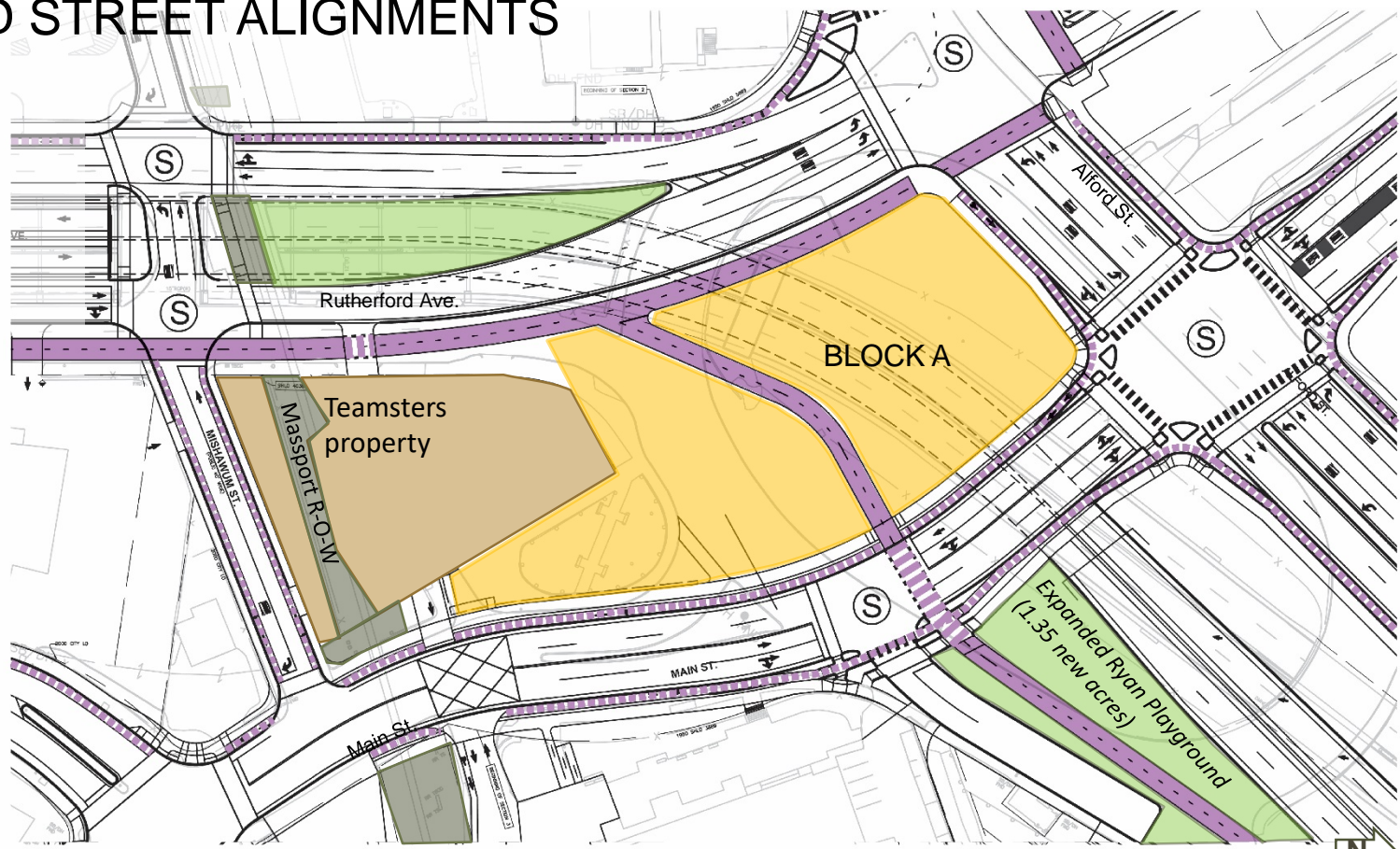


# BLOCKS AND STREET ALIGNMENTS

## BLOCK A

### Bicycle Layout

- Shared Paths
- Bike Lanes




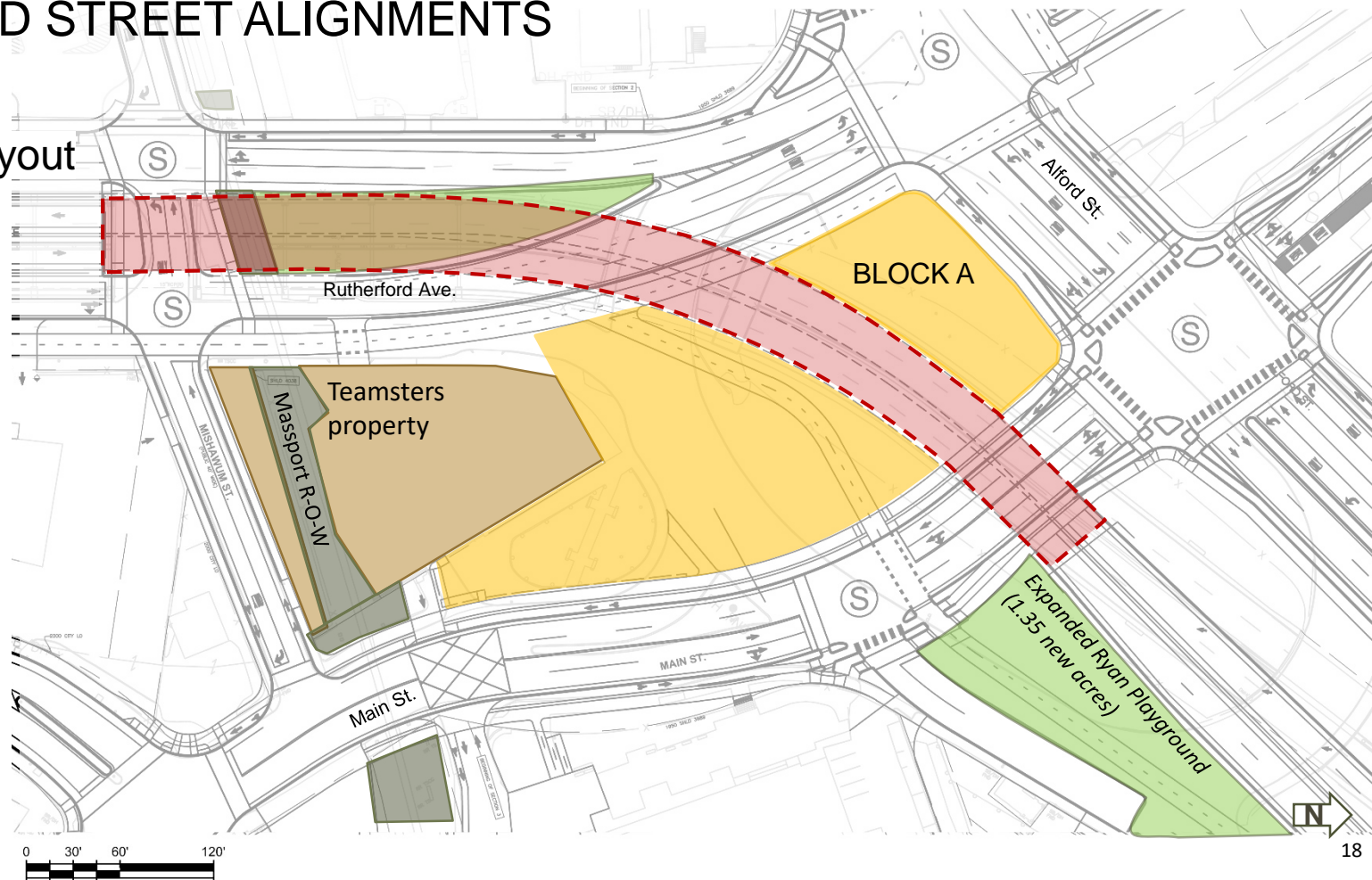


# BLOCKS AND STREET ALIGNMENTS

## BLOCK A

### Underpass Layout







 Underpass Location



# BLOCKS AND STREET ALIGNMENTS

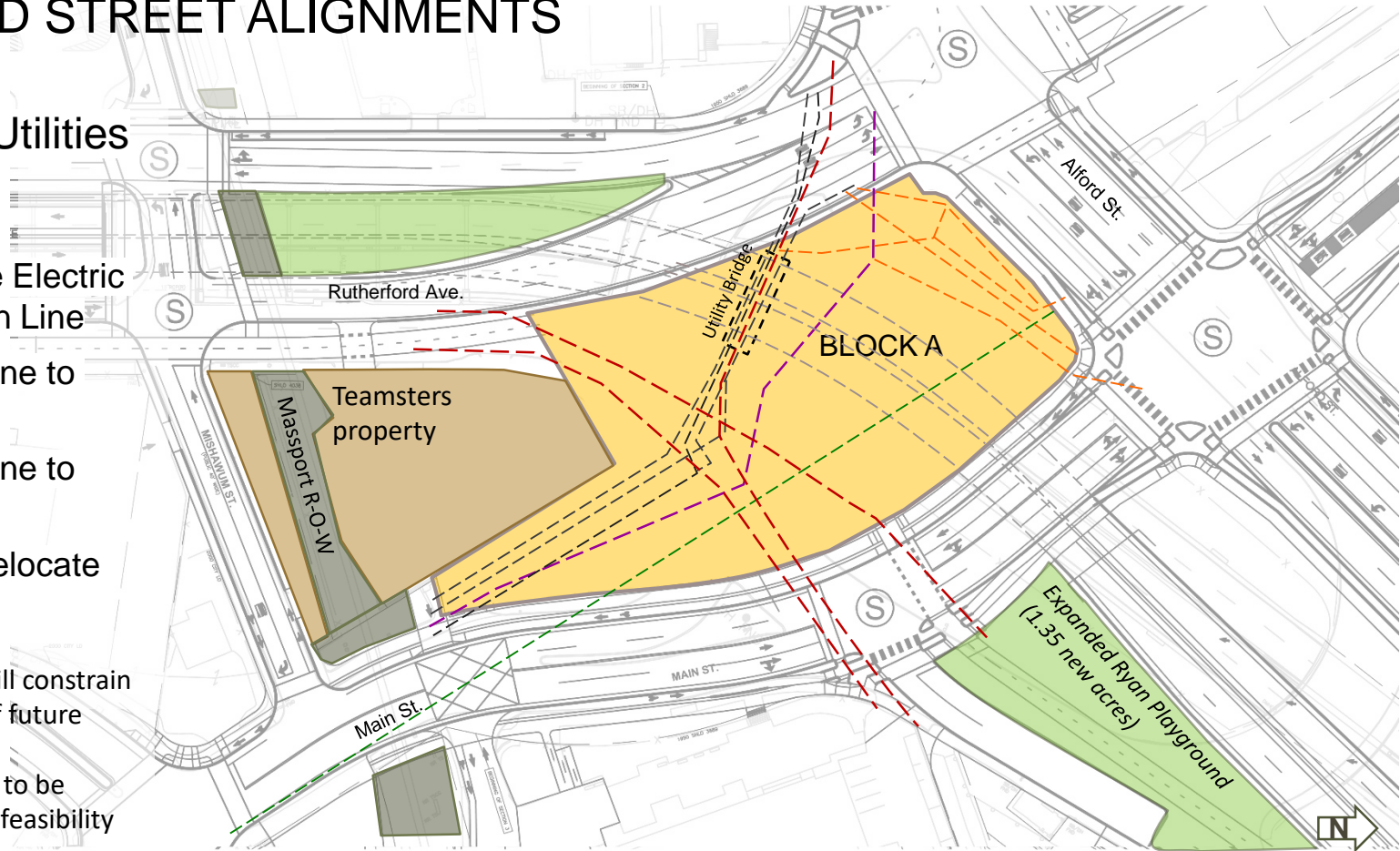
## BLOCK A

### Underground Utilities

-  Utility Bridge
-  High Voltage Electric Transmission Line
-  24" Sewer Line to Remain
-  15" Sewer Line to Abandon
-  Utilities to Relocate
-  Other

Underground utilities will constrain the potential location of future buildings.

Benefits and costs need to be evaluated to determine feasibility of utility relocation.

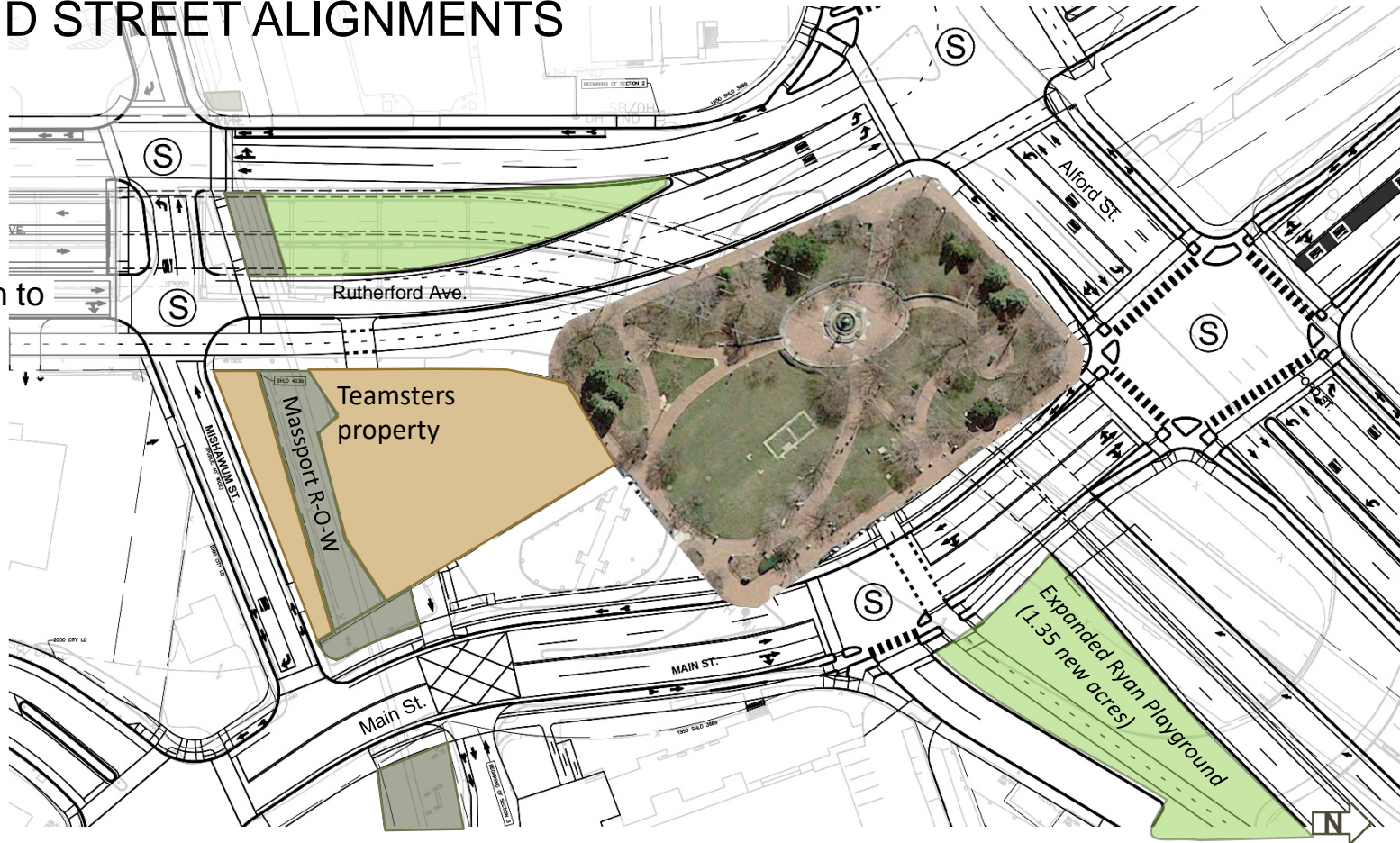


# BLOCKS AND STREET ALIGNMENTS

## BLOCK A

Urban Design Opportunities

Scale Comparison to City Square Park






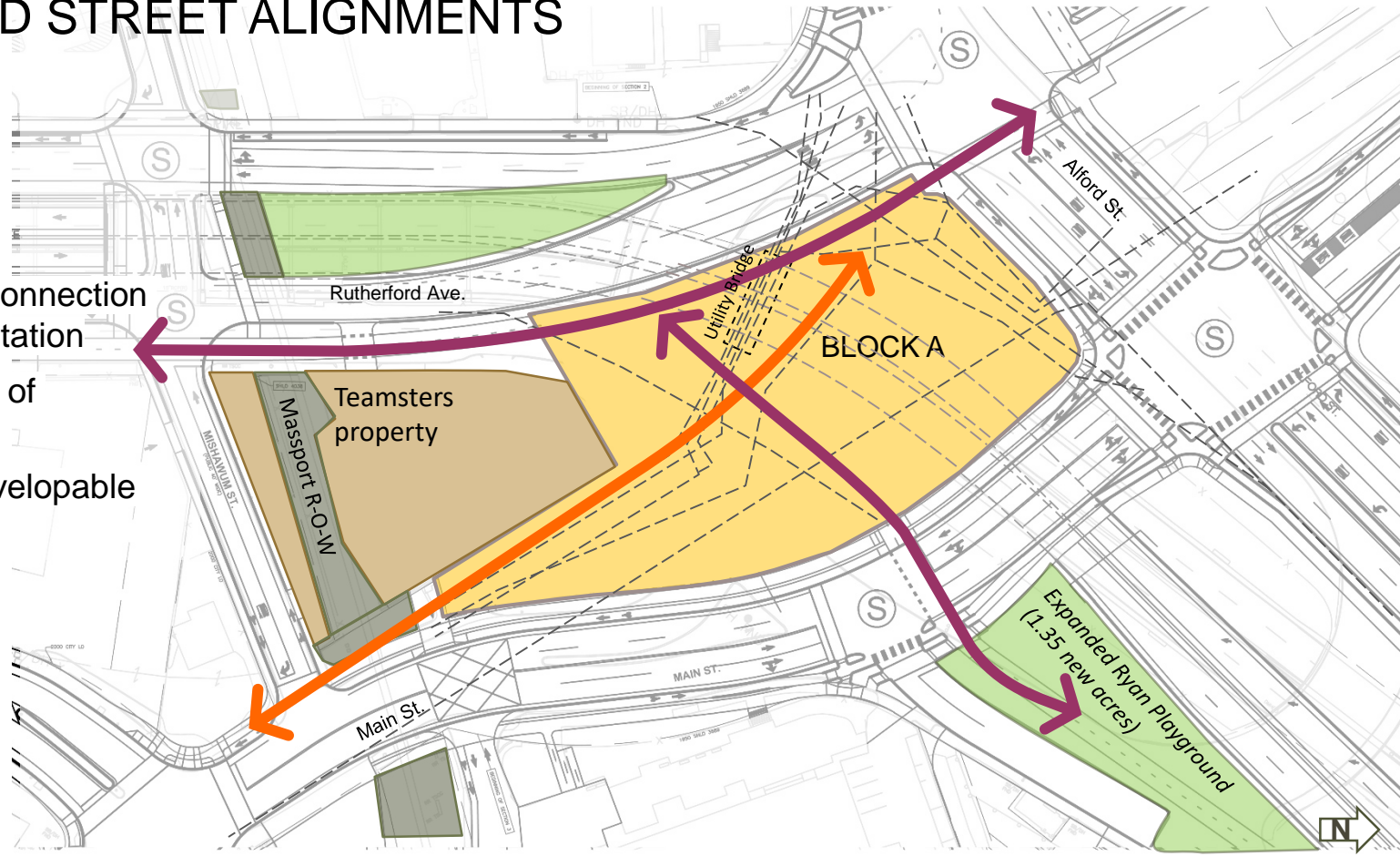


# BLOCKS AND STREET ALIGNMENTS

## BLOCK A

### Urban Design Opportunities

-  Pedestrian connection to Sullivan Station
-  Bicycle lines of connection
-  Potential developable area

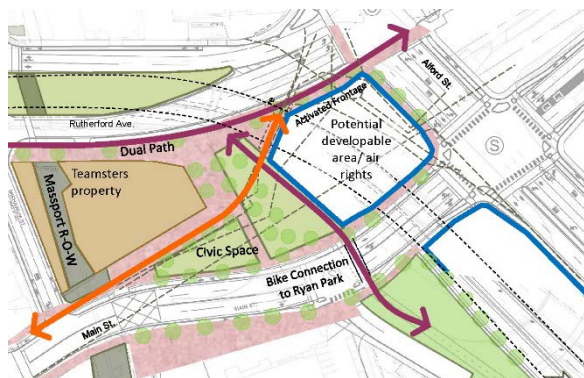


# BLOCKS AND STREET ALIGNMENTS

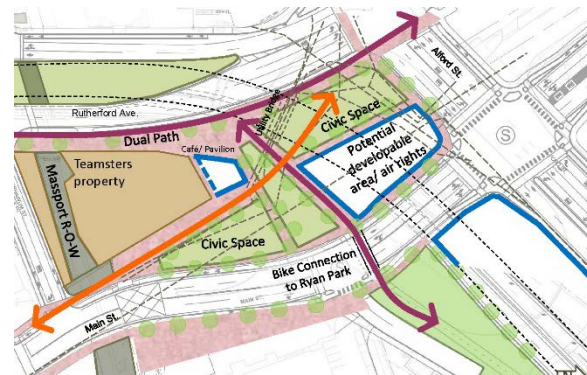
## BLOCK A

### Three Design Possibilities

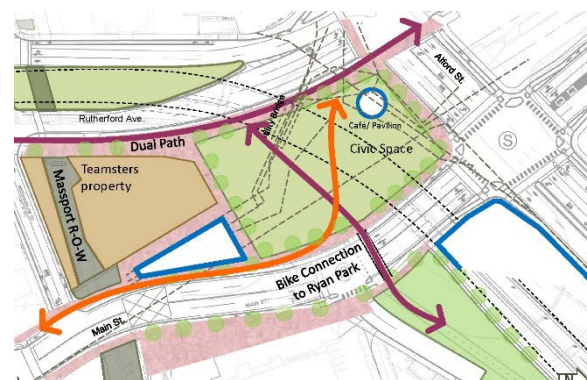
1



2



3



# BLOCKS AND STREET ALIGNMENTS

## BLOCK A

### Design Opportunities

### Possibility 1

Development potential is related to the feasibility of relocating some utilities



Pedestrian connection to Sullivan Station



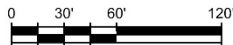
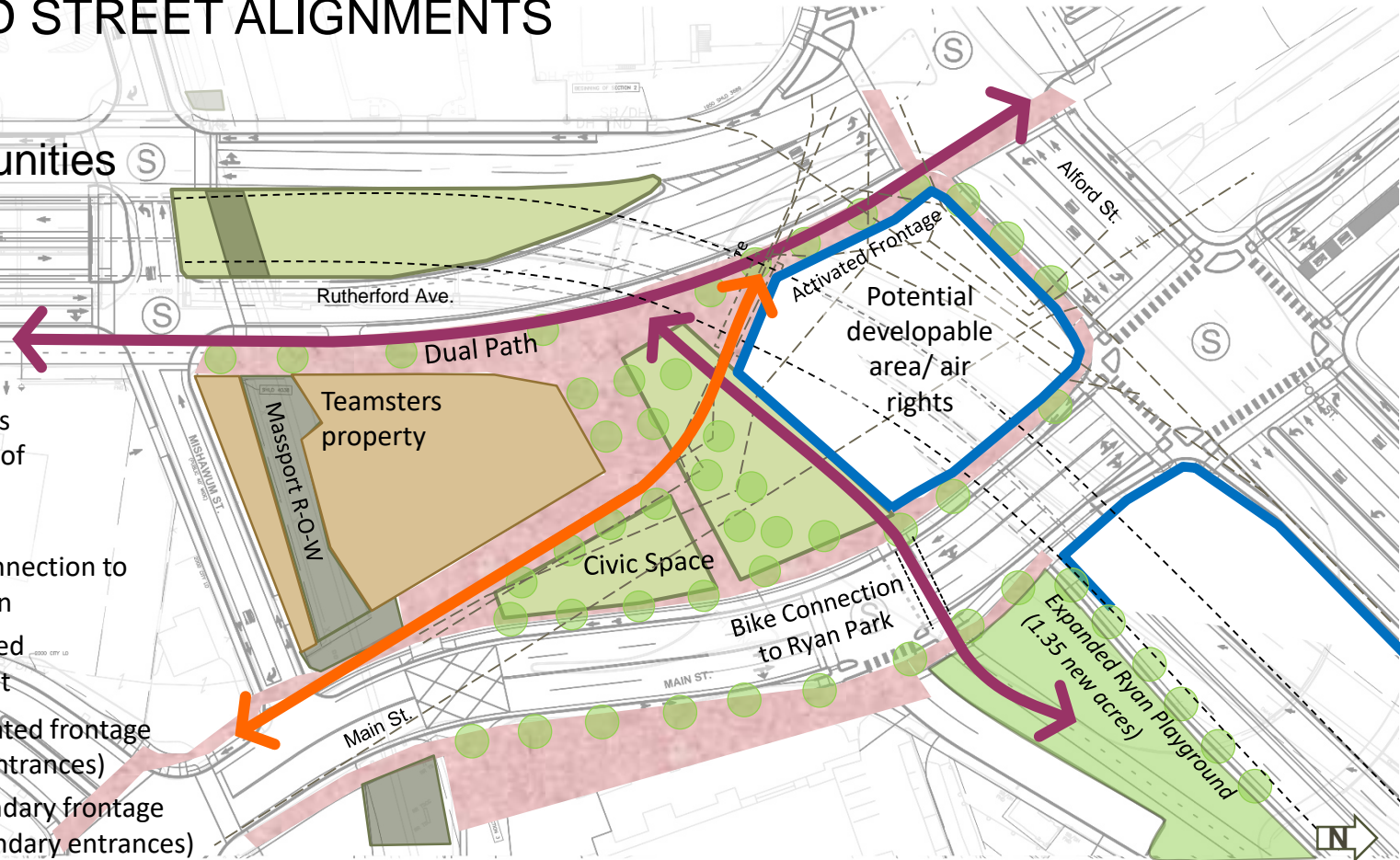
Potential shared path alignment



Potential activated frontage (shops, main entrances)



Probable secondary frontage (services, secondary entrances)





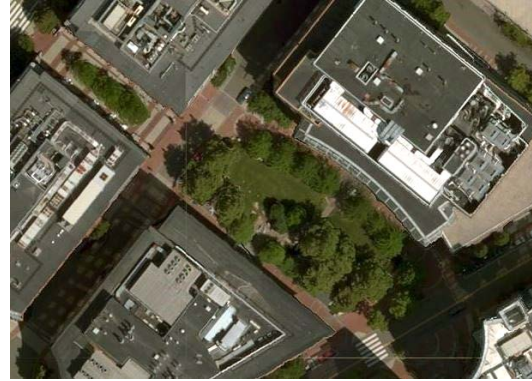
# BLOCKS AND STREET ALIGNMENTS

## EXAMPLES OF CIVIC SPACE

### Design Opportunities

#### Possibility 1:

Civic/ open space that connects as a passageway between buildings



University Park, Cambridge  
(Image Source: Google Maps)



University Park, Cambridge (Image Source: Google Street View)



Paul Revere Park, Boston (Image Source: Google Maps)

# BLOCKS AND STREET ALIGNMENTS

## BLOCK A

### Design Opportunities

### Possibility 2

Development potential is related to the feasibility of relocating some utilities



Pedestrian connection to Sullivan Station



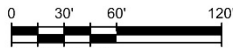
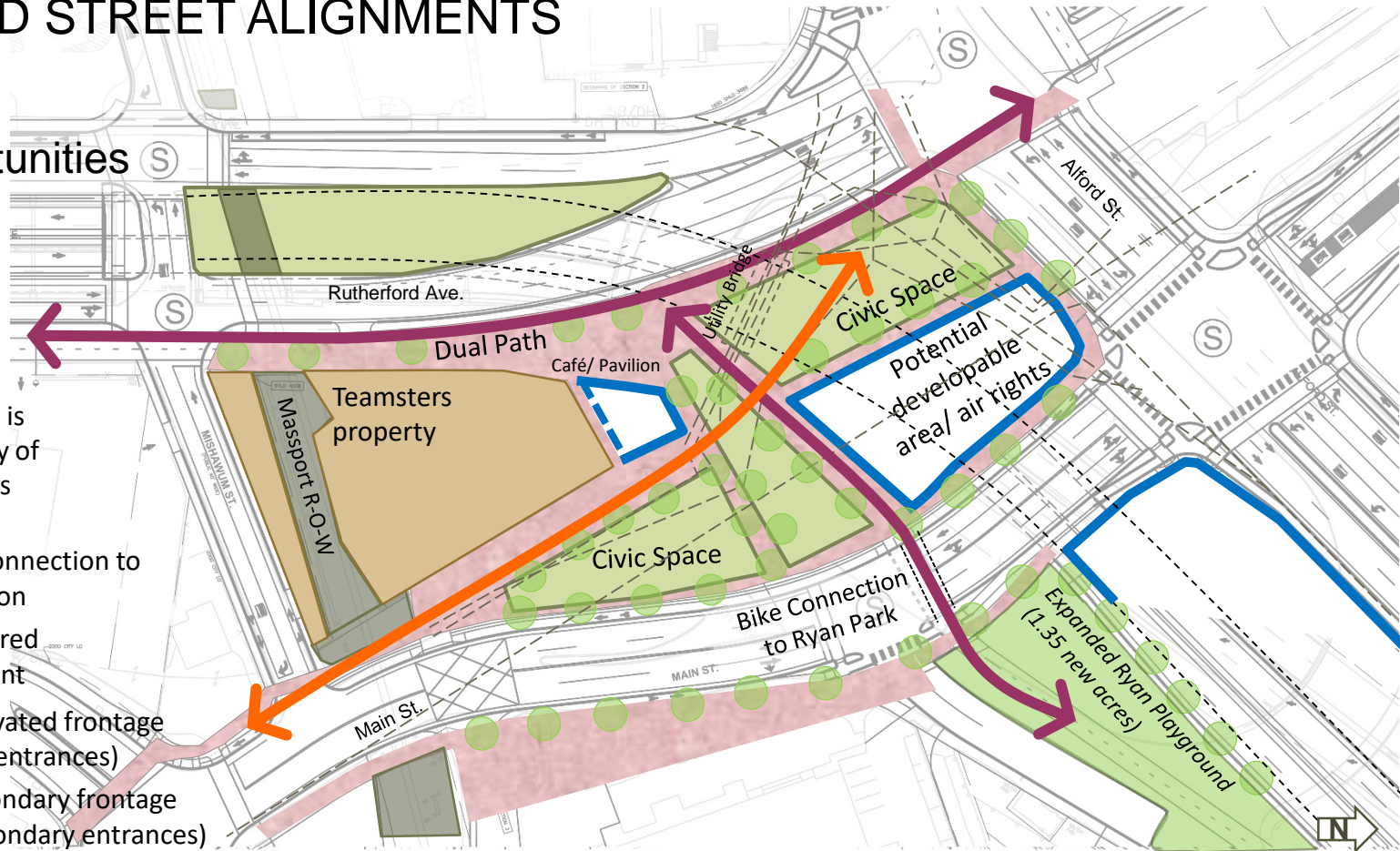
Potential shared path alignment



Potential activated frontage (shops, main entrances)



Probable secondary frontage (services, secondary entrances)





# BLOCKS AND STREET ALIGNMENTS EXAMPLES OF CIVIC SPACE

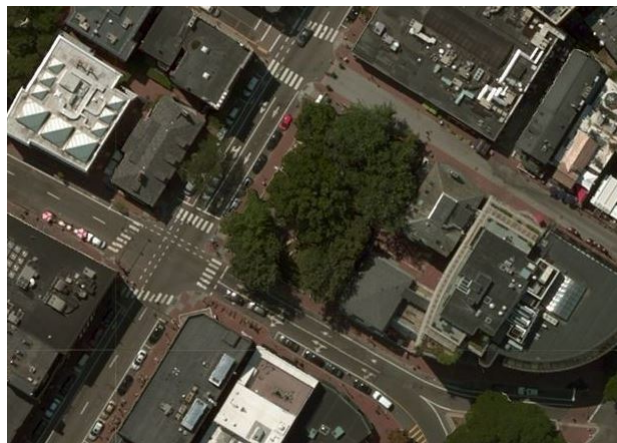
## Design Opportunities

### Possibility 2:

Civic/ open space that extends parallel to the street and has one or more buildings with direct frontage on it.



(Image Source: Google Street View)



Winthrop Square, Cambridge  
(Image Sources: Bing, Google Maps)



# BLOCKS AND STREET ALIGNMENTS

## BLOCK A

### Design Opportunities

### Possibility 3

Development potential is related to the feasibility of relocating some utilities



Pedestrian connection to Sullivan Station



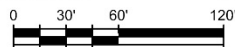
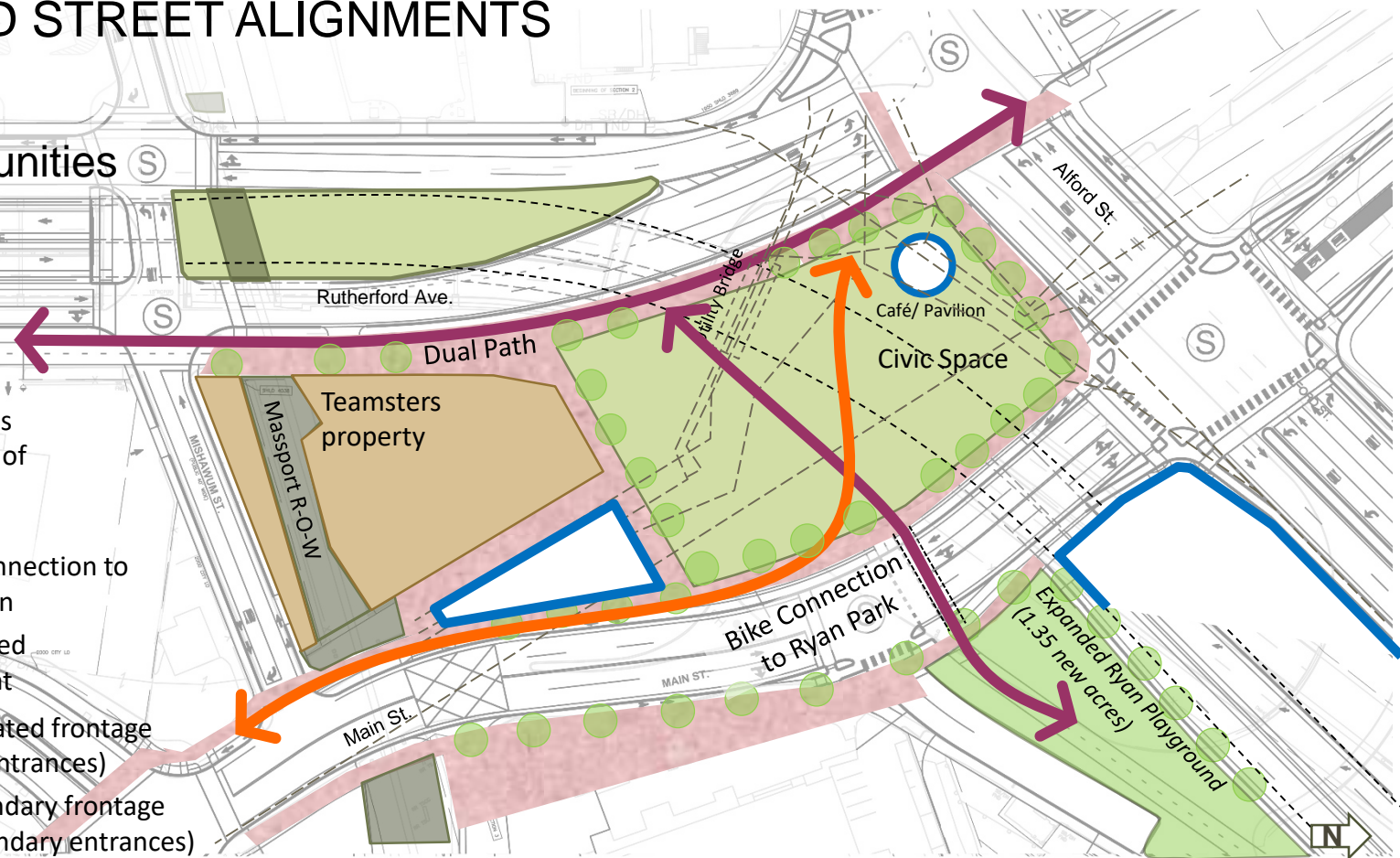
Potential shared path alignment



Potential activated frontage (shops, main entrances)



Probable secondary frontage (services, secondary entrances)





# BLOCKS AND STREET ALIGNMENTS

## EXAMPLES OF CIVIC SPACE

### Design Opportunities

#### Possibility 3:

Civic/ open space surrounded by streets,  
at least on three of its sides.



A Street Park at Richards Street, South Boston  
(Image Source: Google Earth)



City Square, Charlestown (Image Source: Google Earth)



# BLOCKS AND STREET ALIGNMENTS EXAMPLES OF CIVIC SPACE

Design Opportunities

Possibility 3:

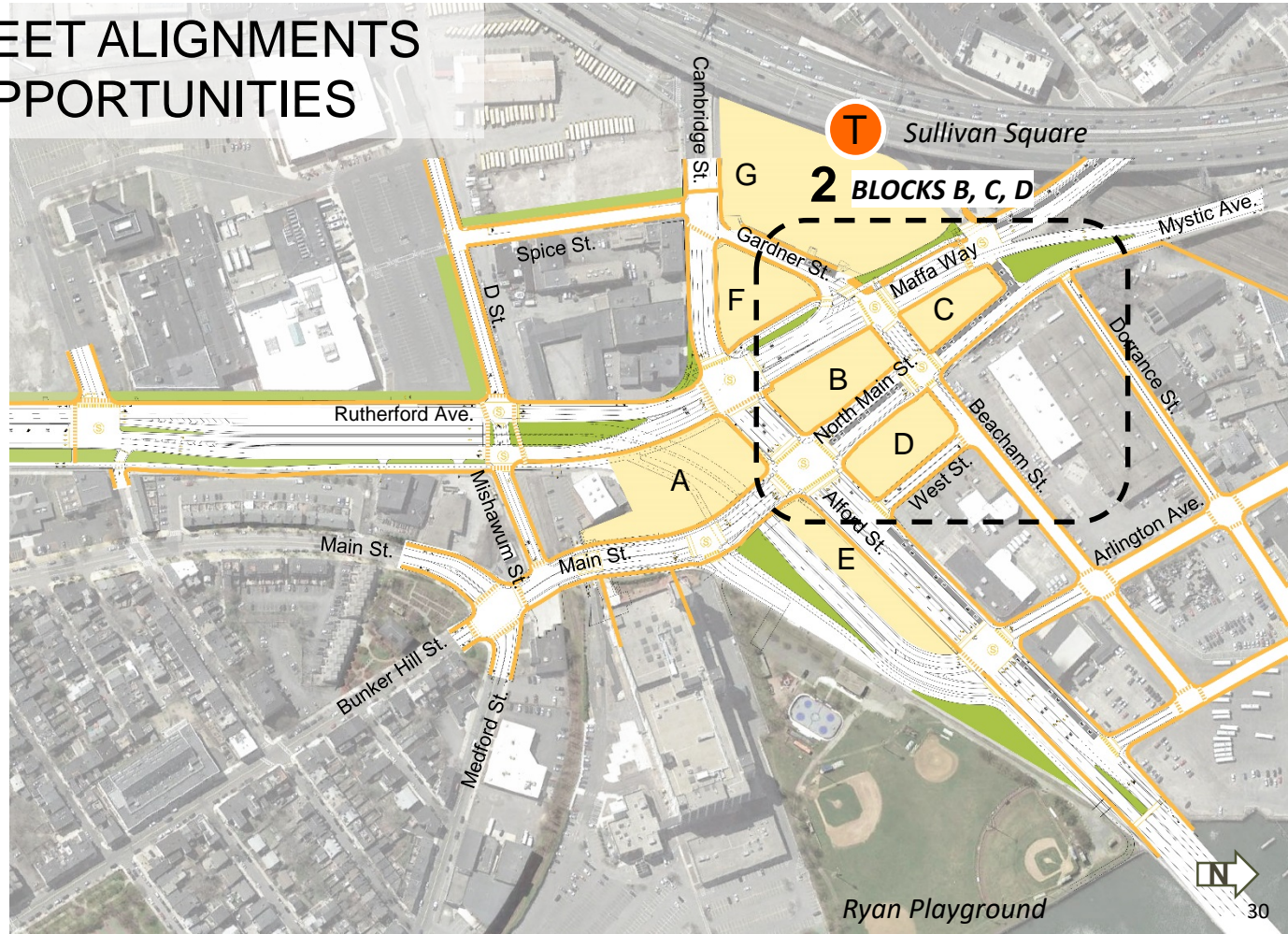
Café/ Pavilion



Café/ Pavilion at Post Office Square, Boston (Source: Google Images)






# BLOCKS AND STREET ALIGNMENTS URBAN DESIGN OPPORTUNITIES

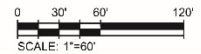
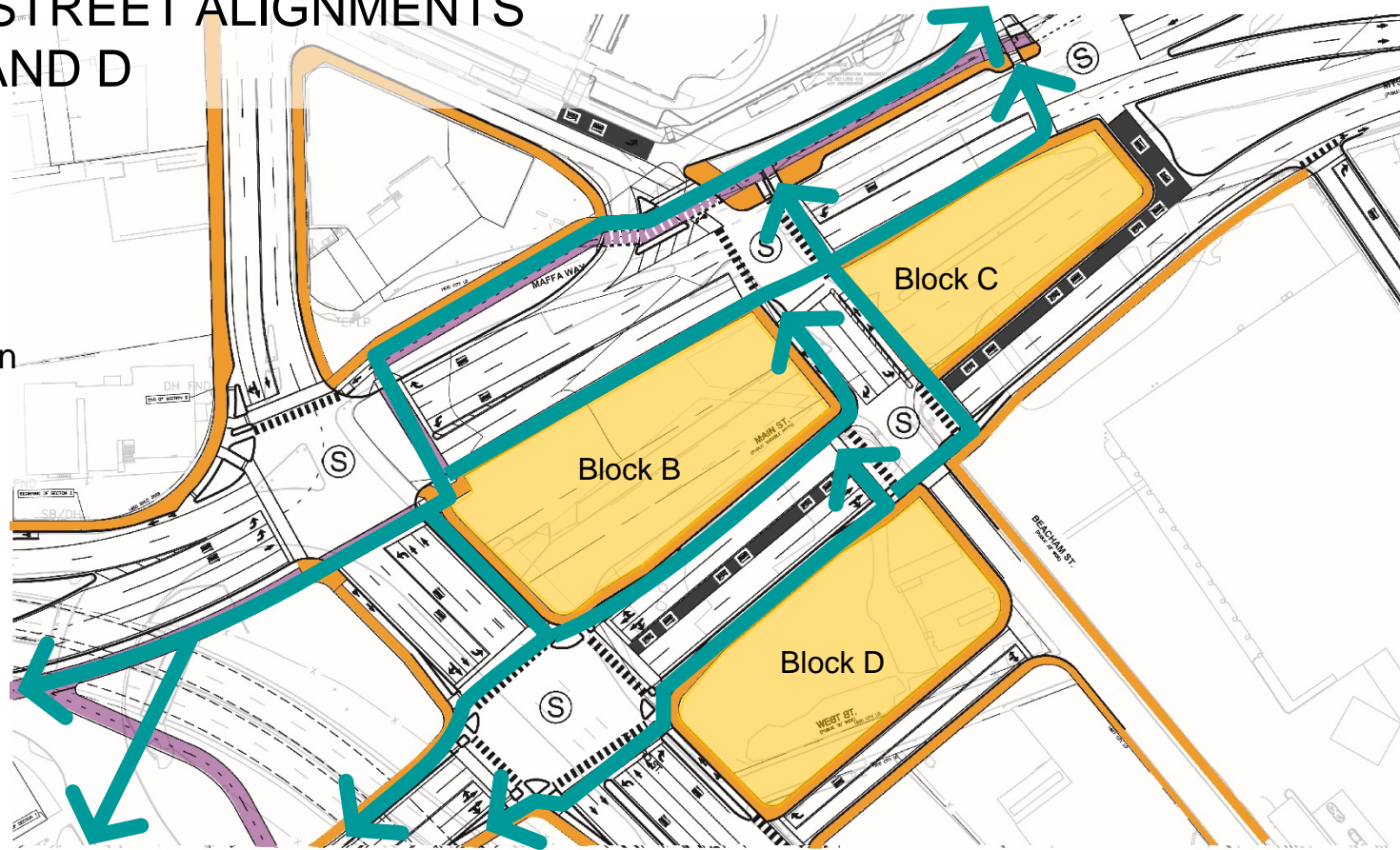


# BLOCKS AND STREET ALIGNMENTS

## BLOCKS B, C AND D

### Current Sidewalk Layout

-  Sidewalks
-  Primary Pedestrian Routes
-  Shared Paths





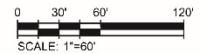
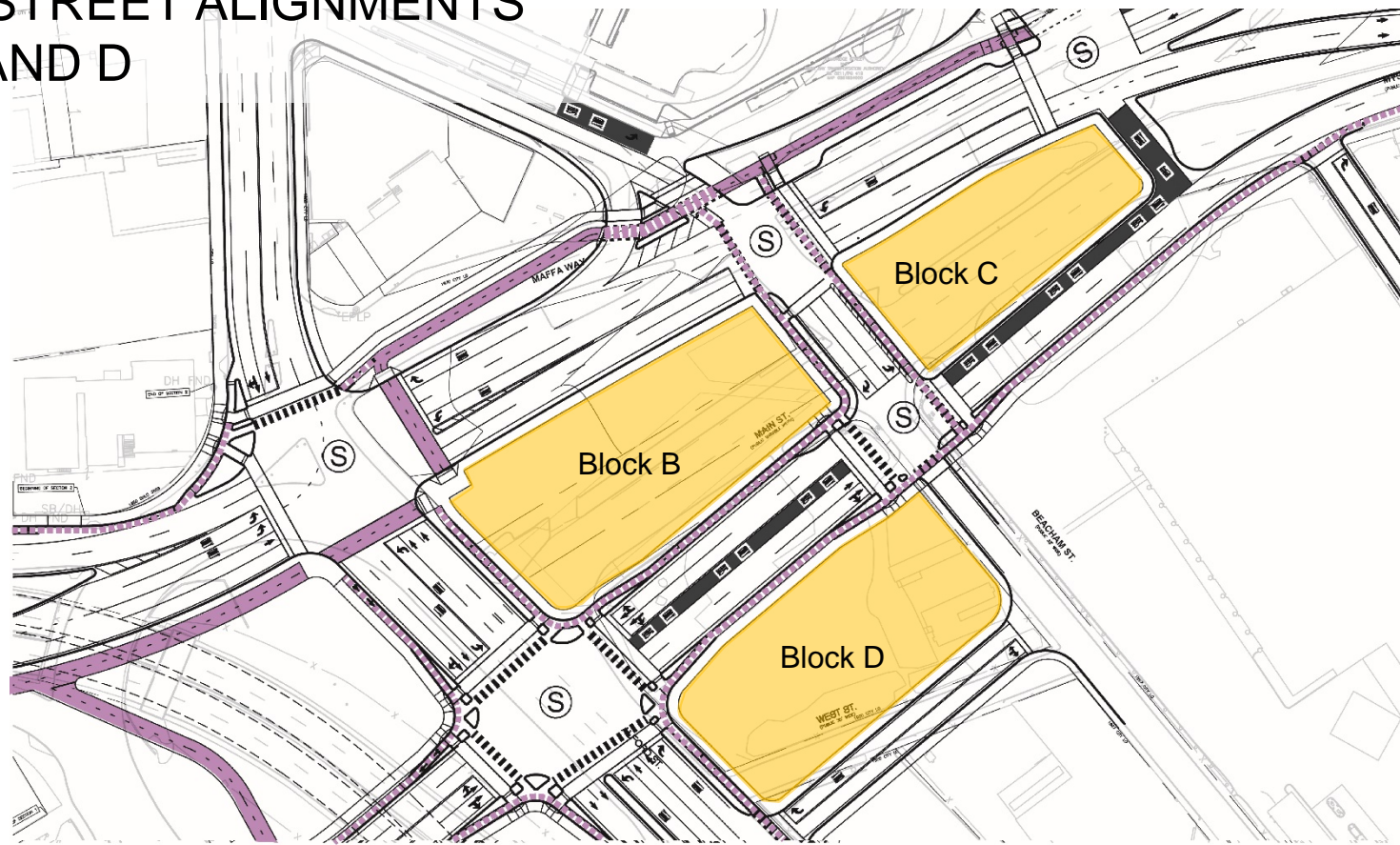


# BLOCKS AND STREET ALIGNMENTS

## BLOCKS B, C AND D

### Bicycle Layout

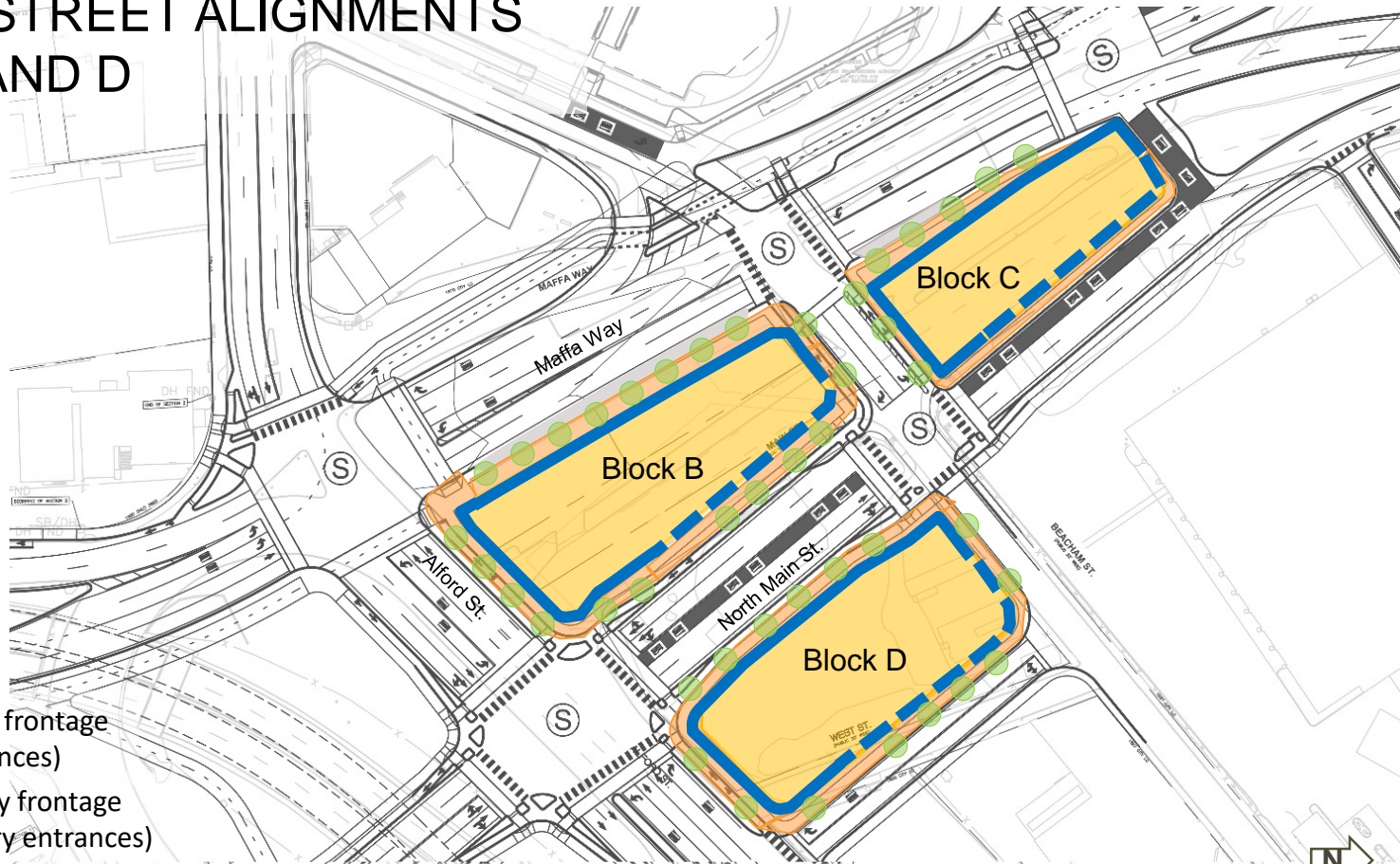
-  Shared Paths
-  Bike Lanes



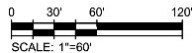
# BLOCKS AND STREET ALIGNMENTS

## BLOCKS B, C AND D

### Block Frontage Character



- Potential activated frontage (shops, main entrances)
- - - Probable secondary frontage (services, secondary entrances)



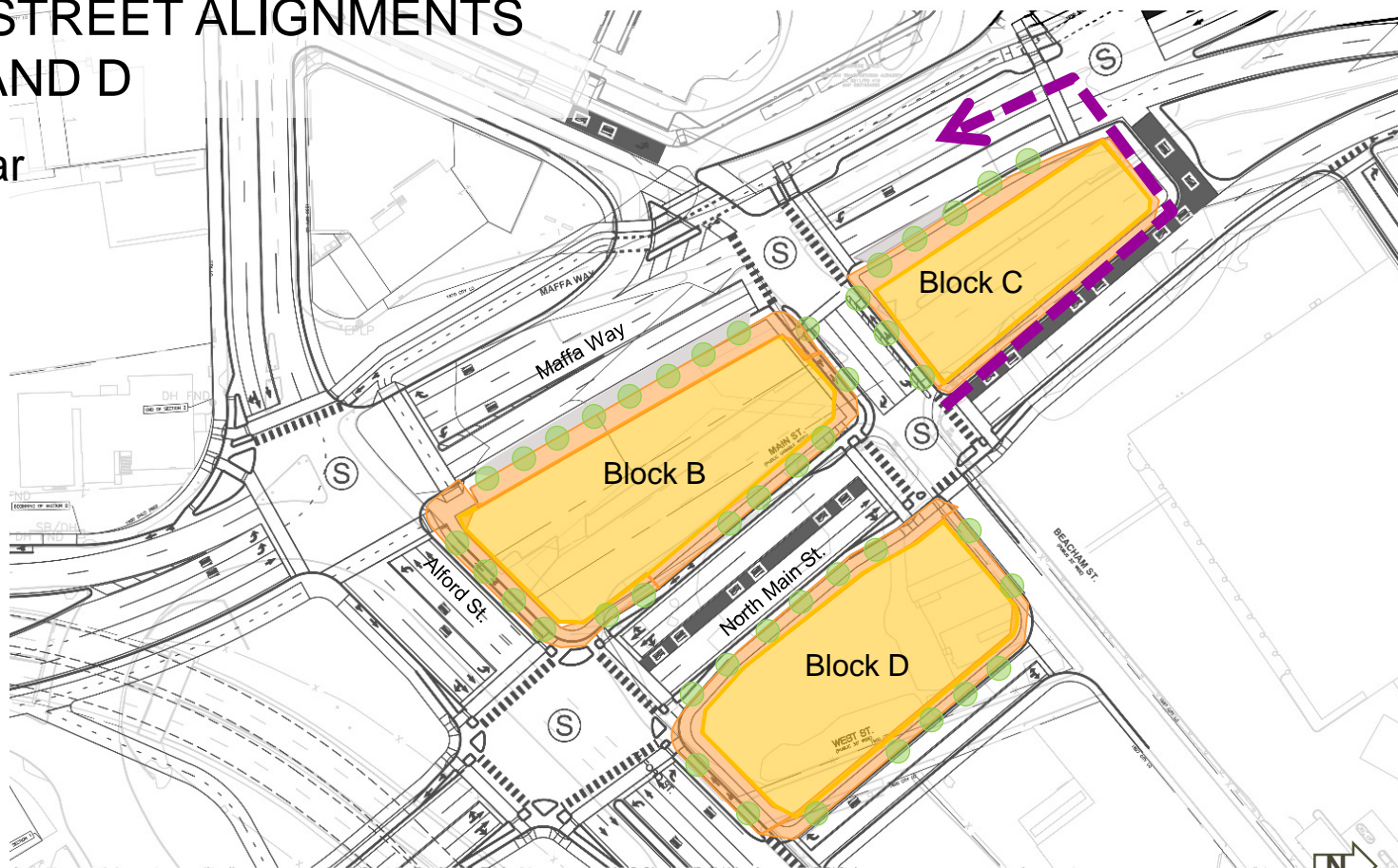



# BLOCKS AND STREET ALIGNMENTS

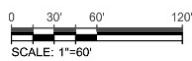
## BLOCKS B, C AND D

### Potential Vehicular Refinement

Opportunities to provide additional vehicular access for pick-up, drop-off and service entrances to Parcel C

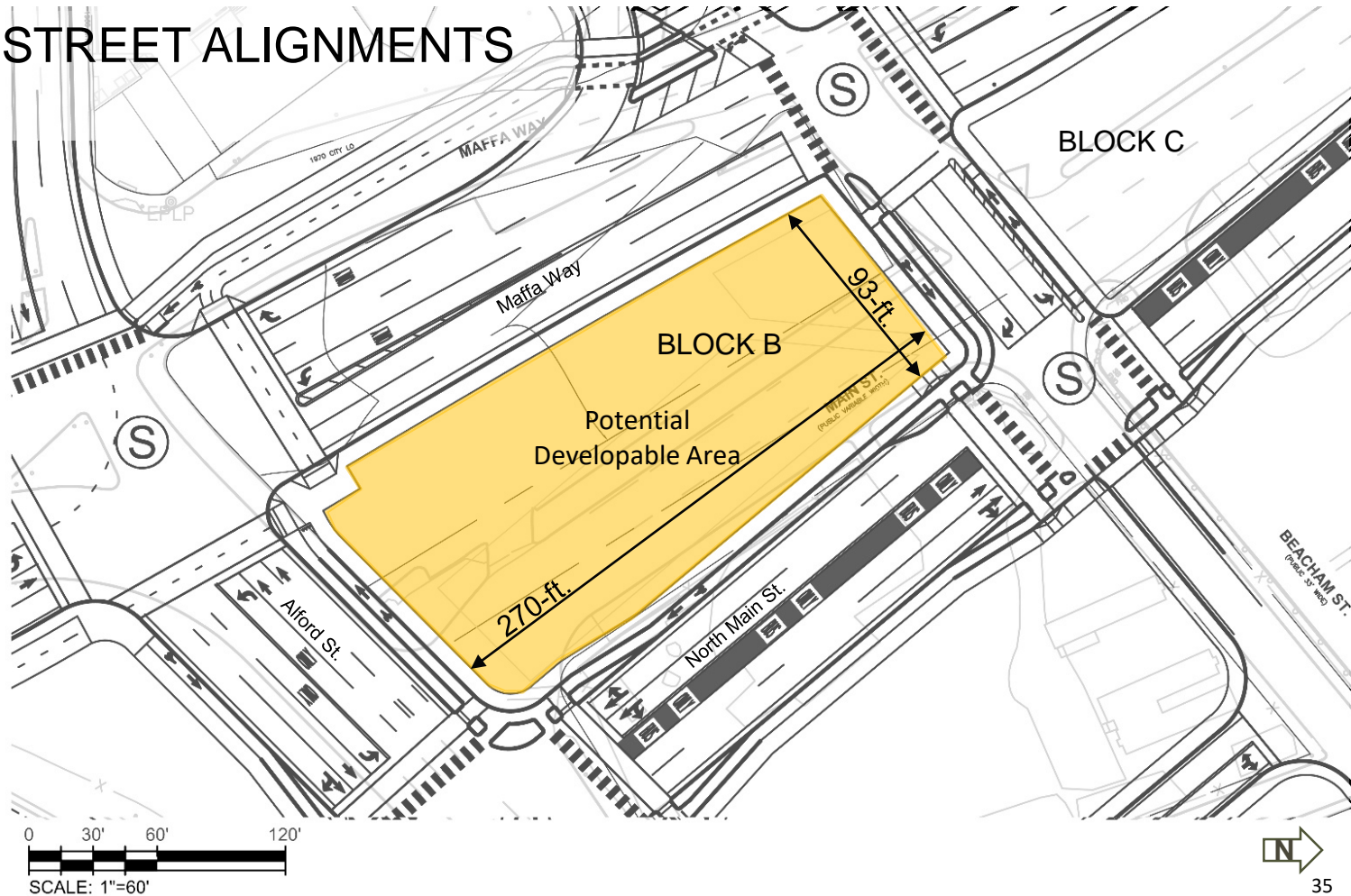


 Potential vehicular movements integrated with bus lane



# BLOCKS AND STREET ALIGNMENTS

## BLOCK B





# BLOCKS AND STREET ALIGNMENTS PEDESTRIAN ACTIVATED FRONTAGE

RUTHERFORD AVENUE 25% - URBAN DESIGN



Storefronts in Assembly Row (Somerville)



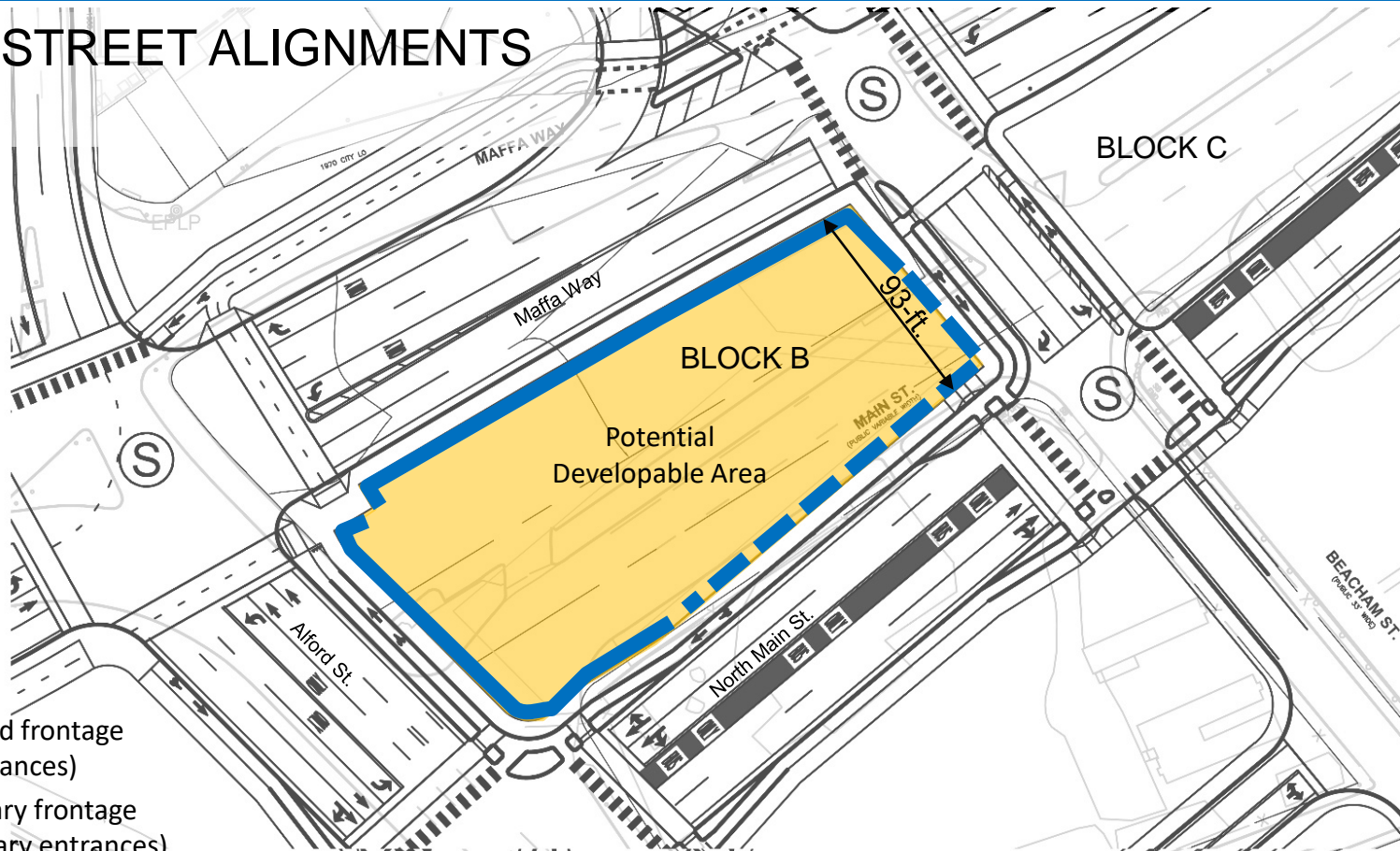
Café on Chelsea/North Washington Street (Image Source: Google Street View)





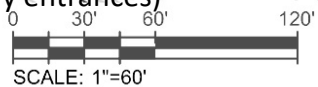
Café on Chelsea/North Washington Street (Image Source: Google Street View)

# BLOCKS AND STREET ALIGNMENTS

## BLOCK B



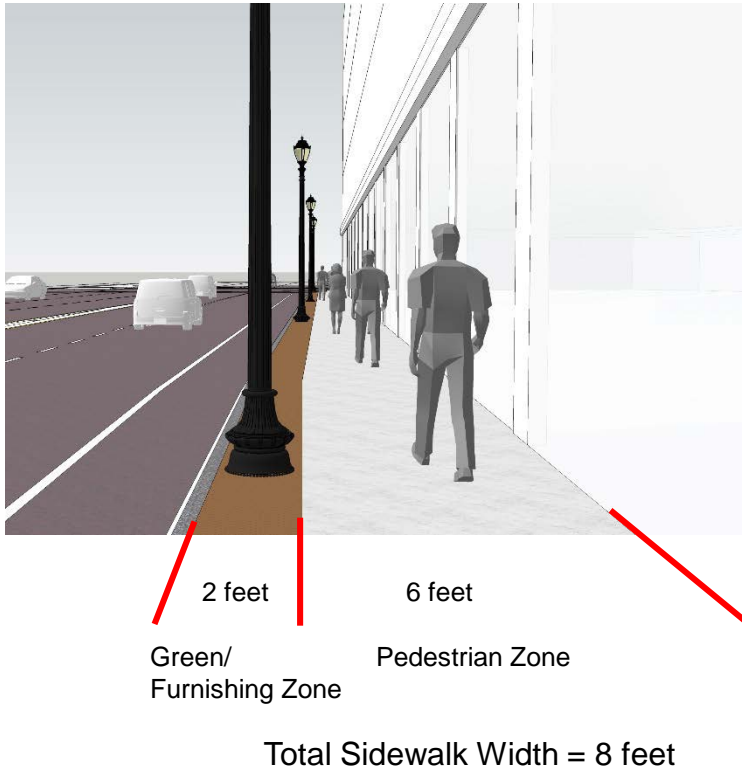
-  Potential activated frontage (shops, main entrances)
-  Probable secondary frontage (services, secondary entrances)





# SIDEWALK WIDTH STUDIES

Current design, typical sidewalk



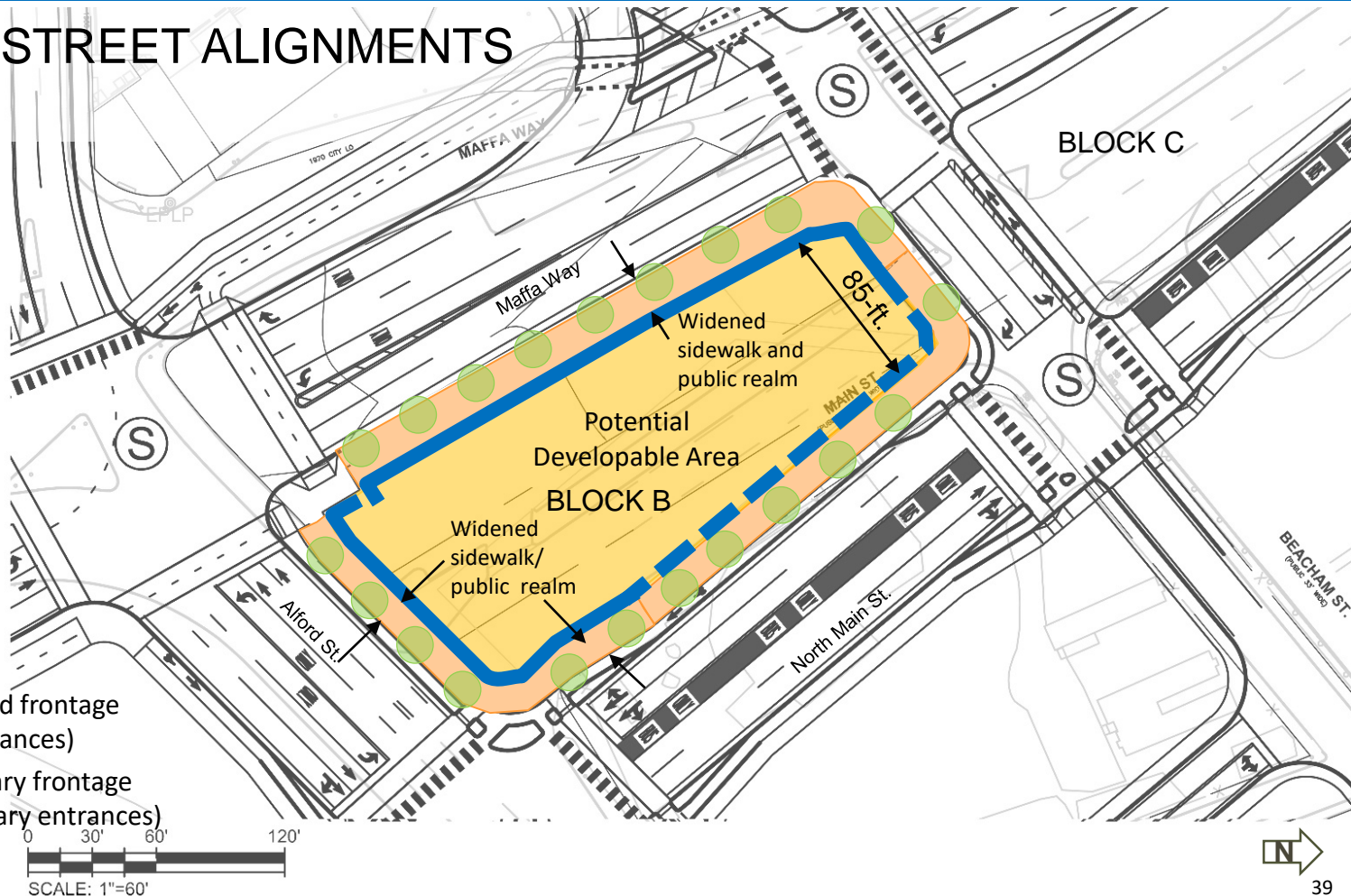
Recommended width, typical sidewalk



# BLOCKS AND STREET ALIGNMENTS

## BLOCK B

Development parcel becomes more narrow as the sidewalks and public realm are expanded.

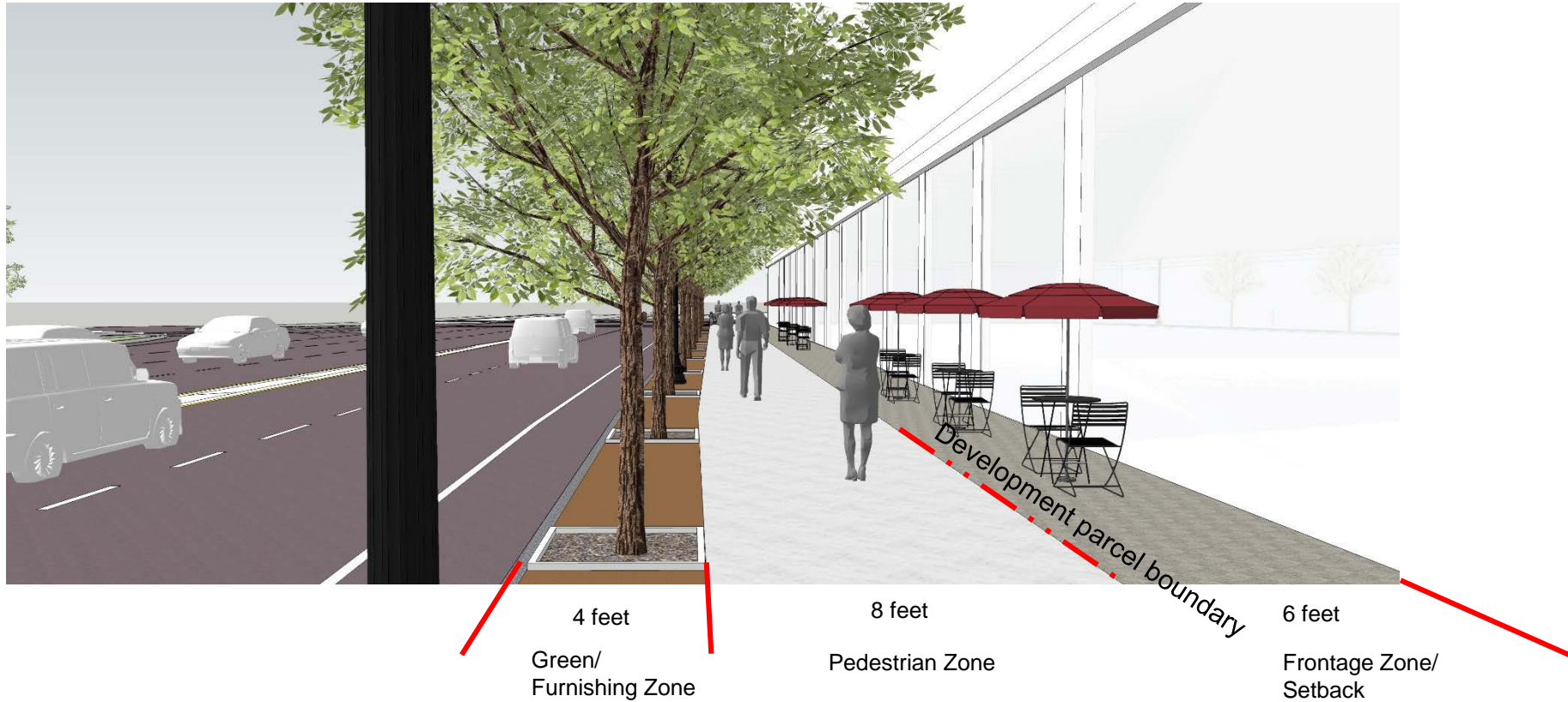


- Potential activated frontage (shops, main entrances)
- - - Probable secondary frontage (services, secondary entrances)



# SIDEWALK WIDTH STUDIES

## DESIRABLE WIDTH – SETBACK OPTION



Total Sidewalk Width = 12 feet, not including a frontage zone or setback for development

# SIDEWALK WIDTH STUDIES

## DESIRABLE WIDTH – SETBACK OPTION

Future development could provide ground level setbacks and frontage areas for pedestrians below projecting upper levels.

Upper level overhangs



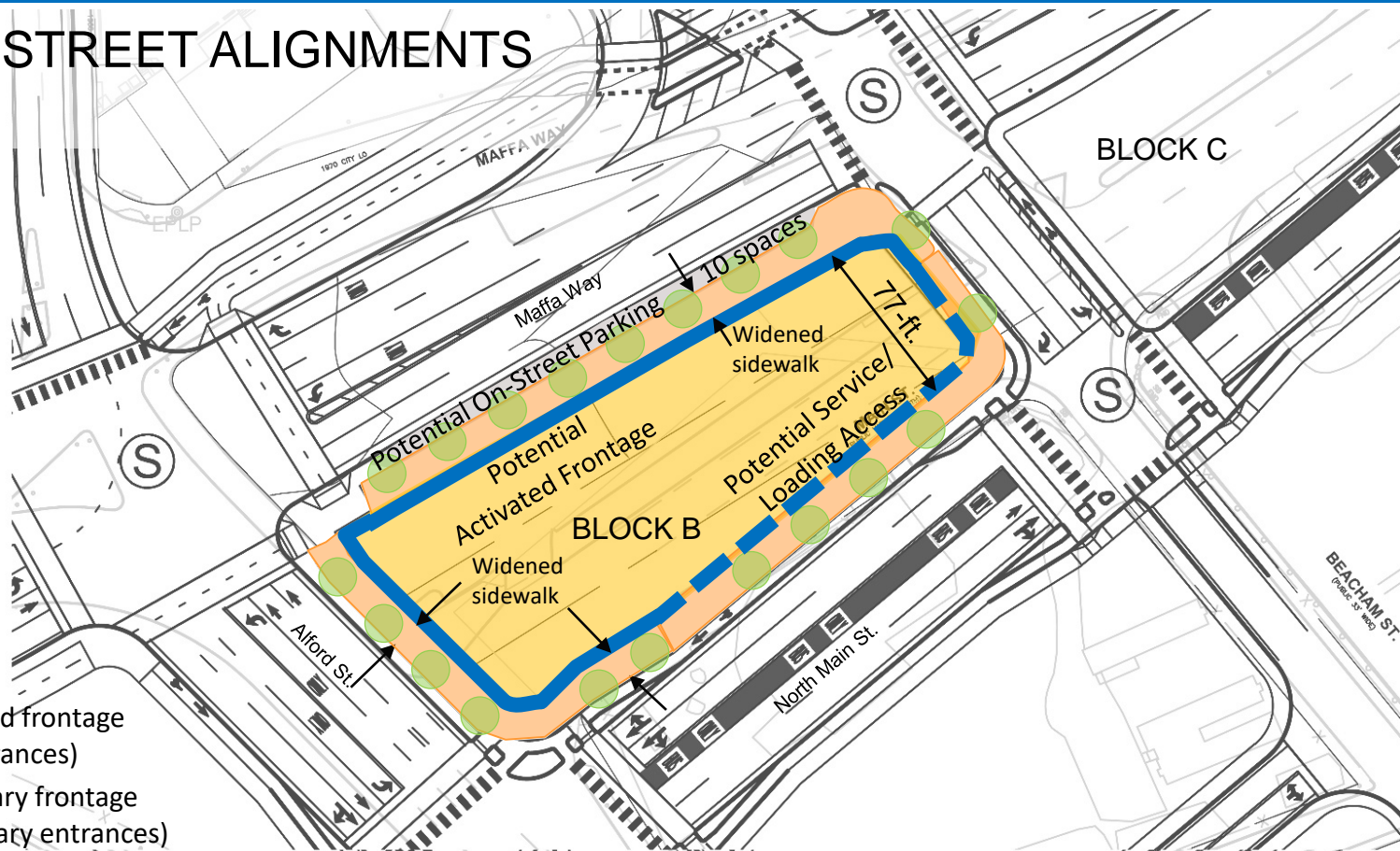


# BLOCKS AND STREET ALIGNMENTS

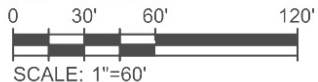
## BLOCK B

### On-street Parking Considerations

Development parcel becomes narrower if on-street parking is added.



- Potential activated frontage (shops, main entrances)
- - - Probable secondary frontage (services, secondary entrances)



# SIDEWALK WIDTH STUDIES

## DESIRABLE WIDTH WITH PARKING

RUTHERFORD AVENUE 25% - URBAN DESIGN



8 feet  
Parking

4 feet  
Green/  
Furnishing Zone

8 feet  
Pedestrian Zone

6 feet  
Frontage Zone/  
Setback

Total Parking + Sidewalk Width = 20 feet, not including a frontage zone or setback for development



# SIDEWALK WIDTH STUDIES - COMPARISON

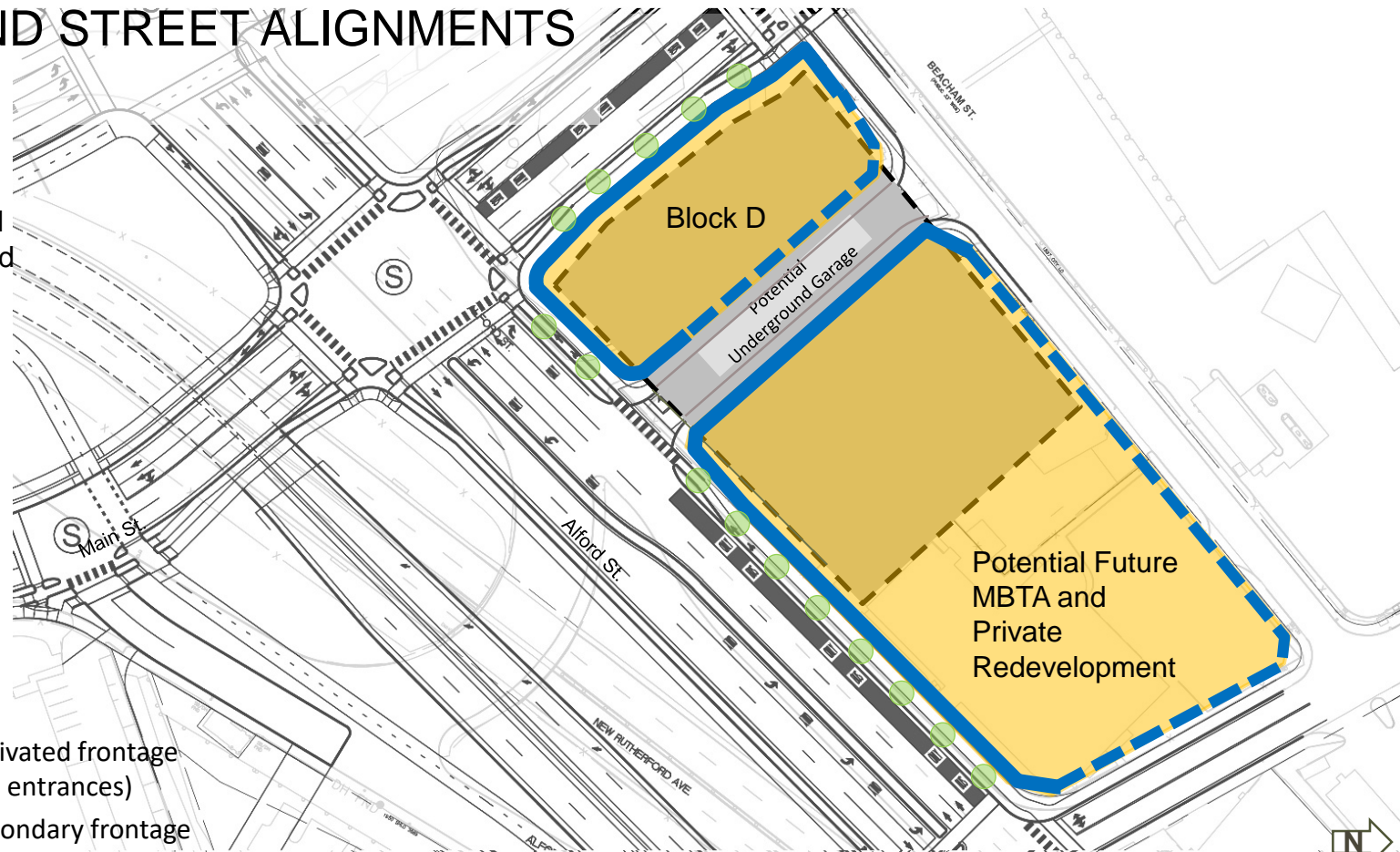
RUTHERFORD AVENUE 25% - URBAN DESIGN



# BLOCKS AND STREET ALIGNMENTS

## BLOCK D

Underground or structured parking could be coordinated and become a shared resource among multiple blocks and sites.



- Potential activated frontage (shops, main entrances)
- Probable secondary frontage (services, secondary entrances)





# BLOCKS AND STREET ALIGNMENTS URBAN DESIGN OPPORTUNITIES

RUTHERFORD AVENUE 25% - URBAN DESIGN

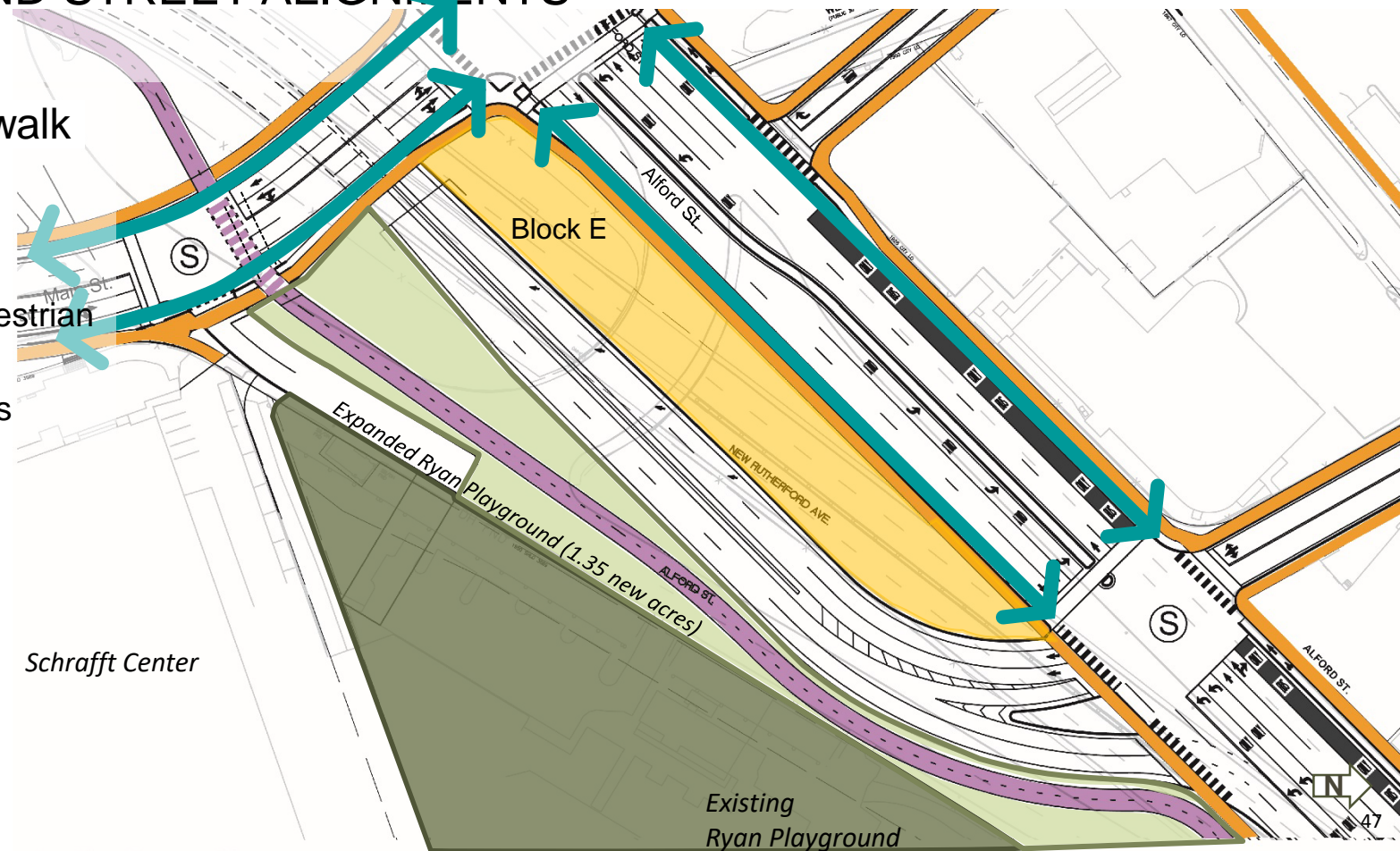


# BLOCKS AND STREET ALIGNMENTS

## BLOCK E

### Current Sidewalk Layout

-  Sidewalks
-  Primary Pedestrian Routes
-  Shared Paths



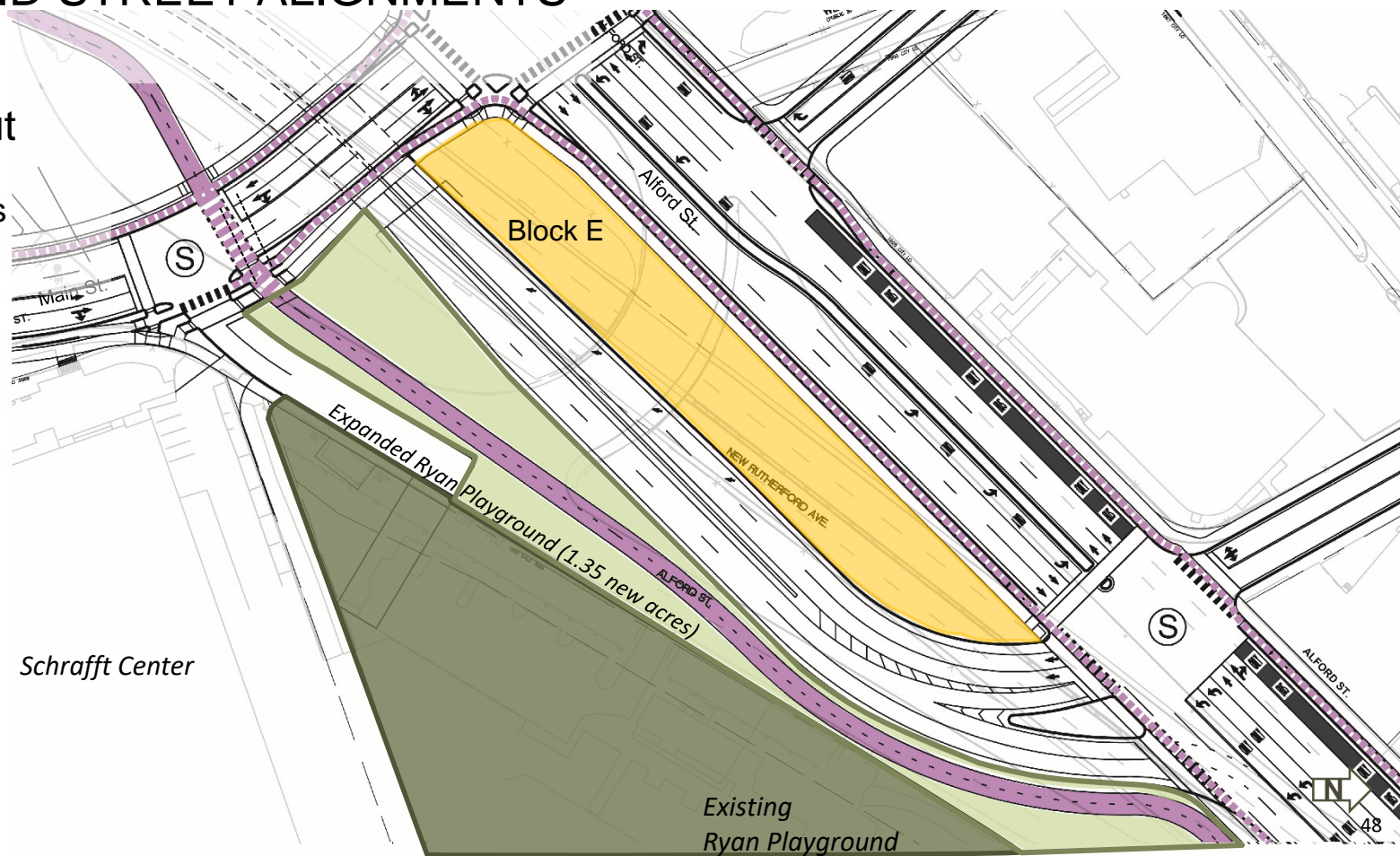


# BLOCKS AND STREET ALIGNMENTS

## BLOCK E

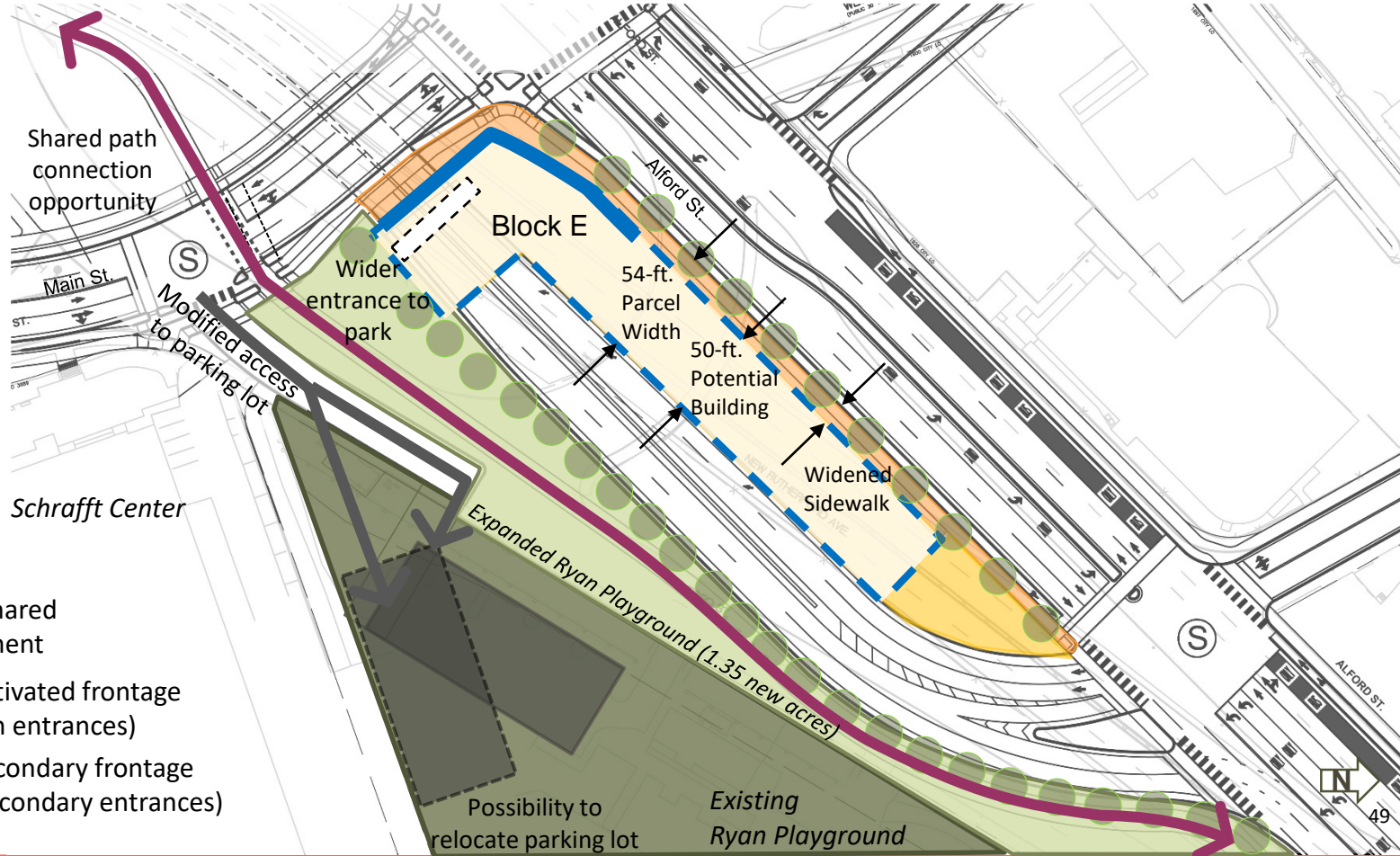
### Bicycle Layout




- Shared Paths
- Bike Lanes



# BLOCKS AND STREET ALIGNMENTS

## BLOCK E

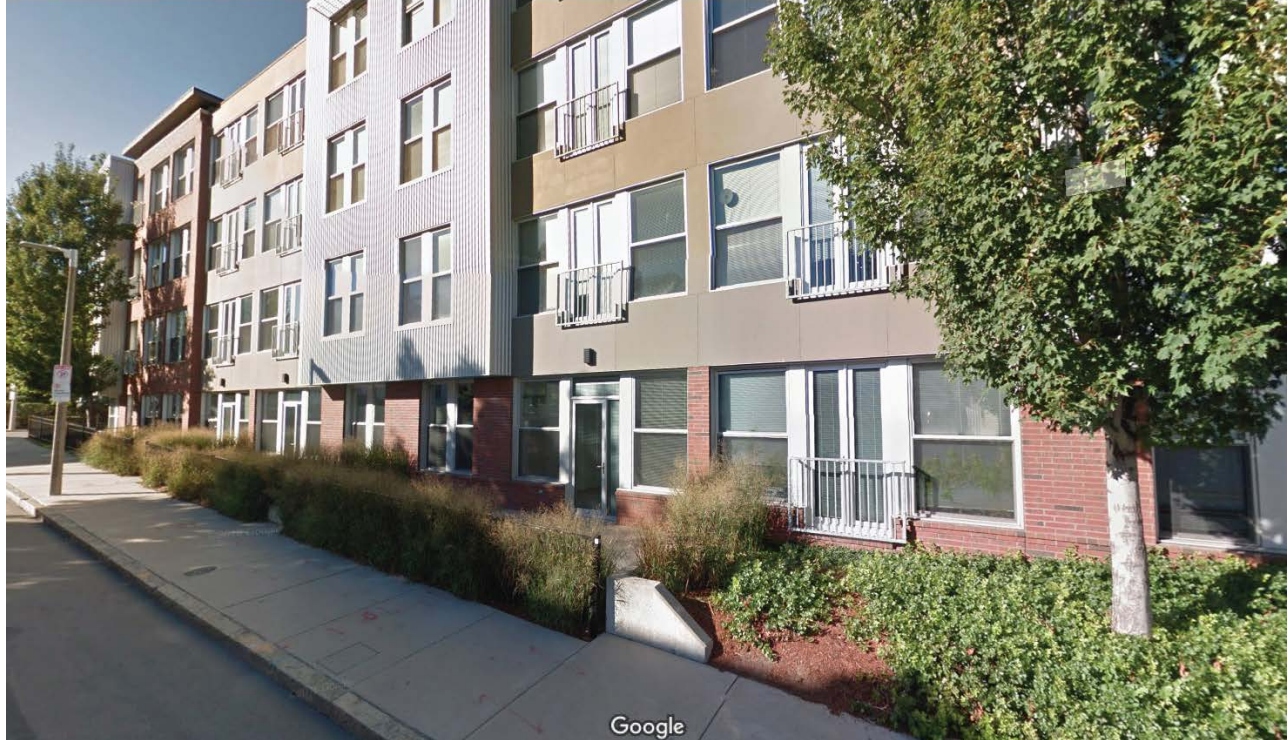


-  Potential shared path alignment
-  Potential activated frontage (shops, main entrances)
-  Probable secondary frontage (services, secondary entrances)



# BLOCKS AND STREET ALIGNMENTS RESIDENTIAL FRONTAGE

Example of  
residential frontage:  
Mezzo Design Lofts  
55 Perkins St.  
Charlestown



(Image Source: Google Street View)

# NEXT STEPS

## **Definition of Streetscape Design Elements**

- Dual Path/ Shared Path
- Bike Lane Design
- Sidewalk Treatment
- Civic/ Open Space

## **Future Workshops**

- Streetscape
- Linear Park
- Pedestrian/ Bicycle Network





# URBAN DESIGN OPPORTUNITIES

We would like to get your input





# RUTHERFORD AVE/ SULLIVAN SQUARE DESIGN PROJECT

## PUBLIC MEETING

January 24, 2018