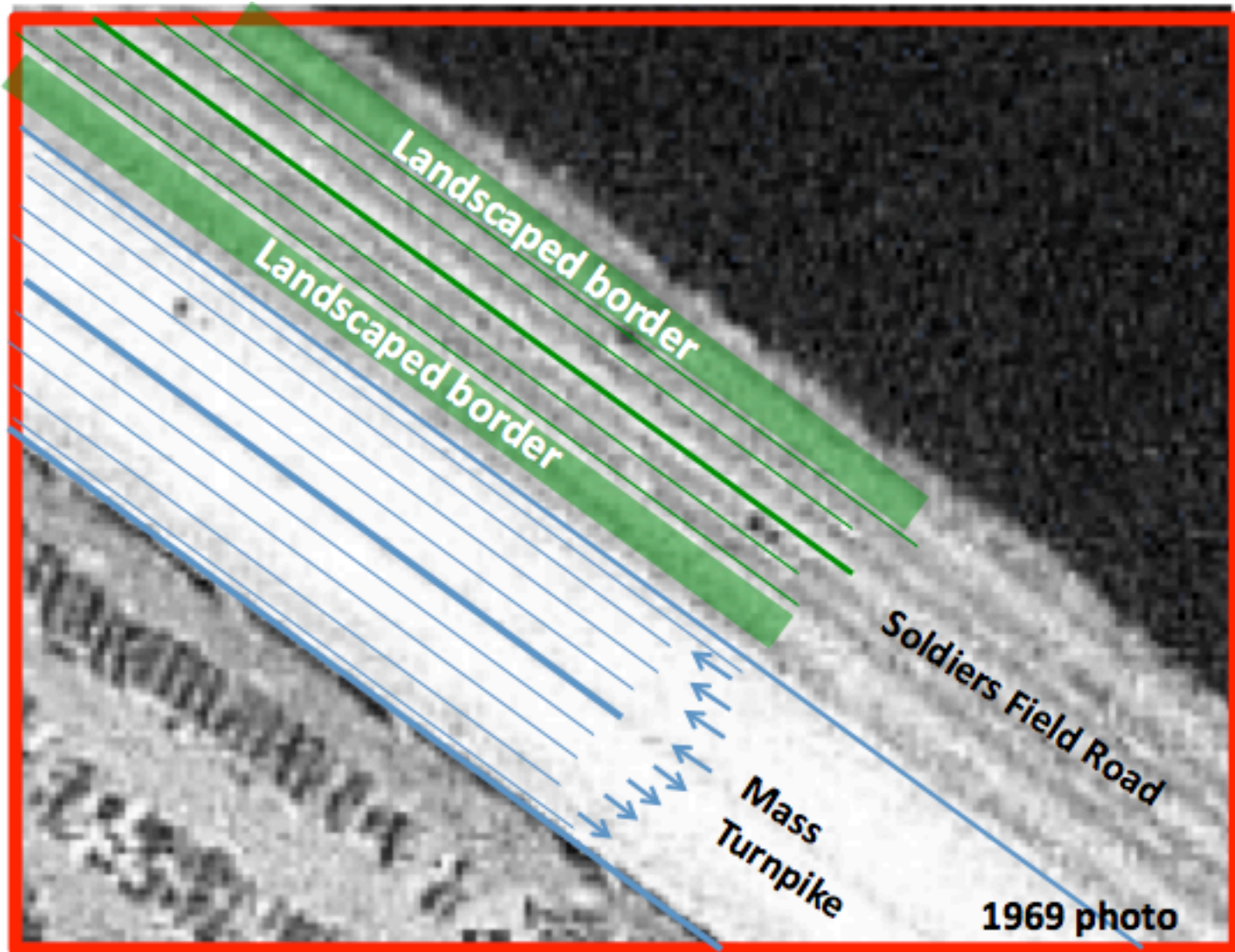


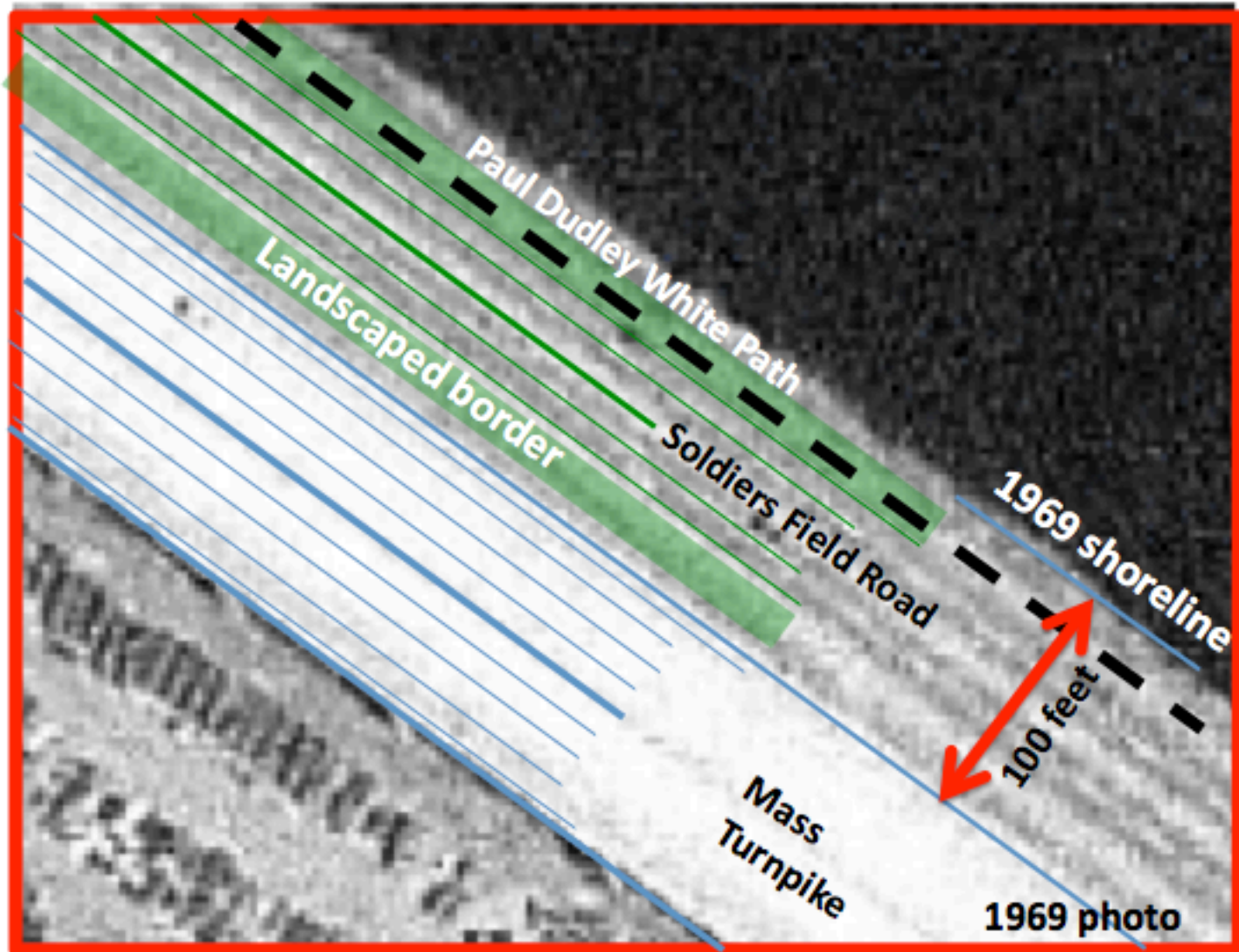
The Allston I-90 Throat & History



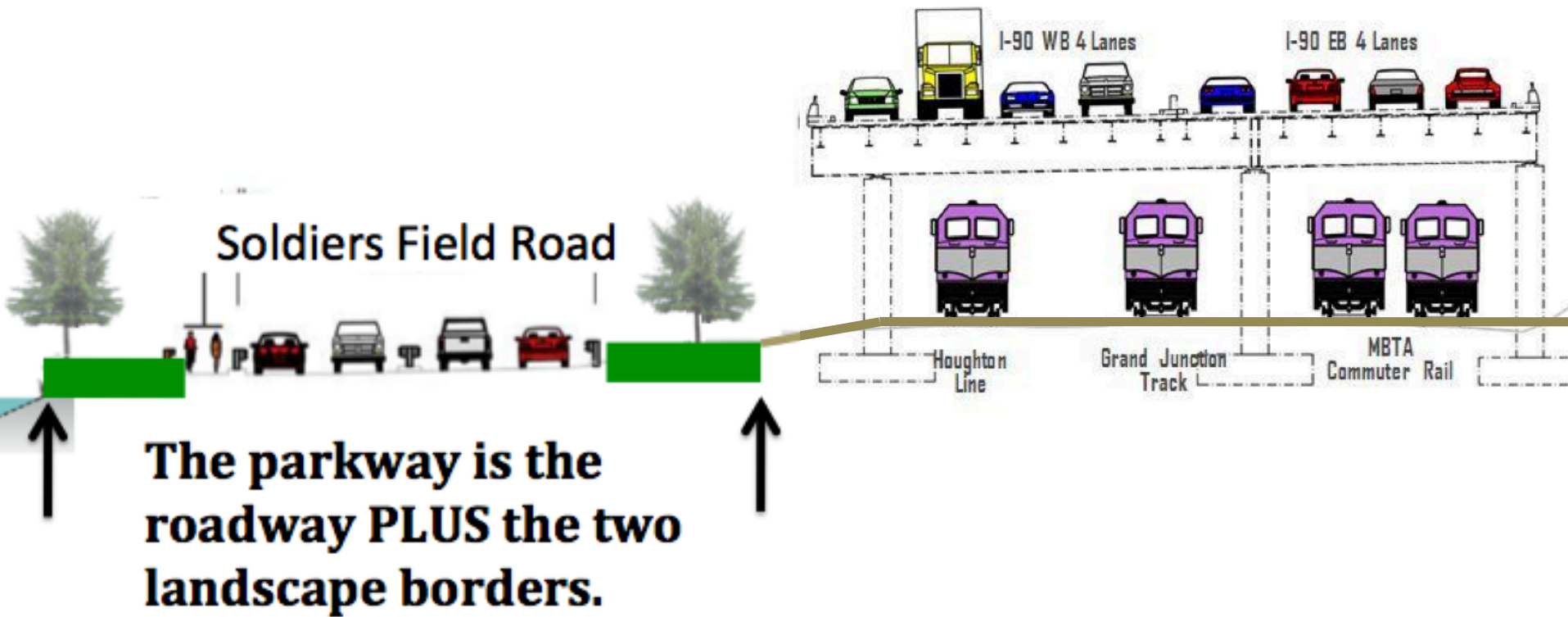
1969 - Soldiers Field Road has become a parkway in the Throat with landscaped borders on both sides of roadway.



1973 - The Paul Dudley White Path has been added in the riverside landscape area.



1969 – Soldiers Field Road as a parkway.



1978 – The Charles River Basin and parkways (including Soldiers Field Road) were placed on the National Register of Historic Places.

The National Register of Historic Places (NRHP) is the United States government's official list of districts, sites, buildings, structures, and objects deemed worthy of preservation for their historical significance.

**Charles River Basin Historic
District**



December 22, 1978

**Both banks of the Charles River from
Eliot Bridge to Charles River Dam
and all parkways including SFR.**

2018 - Landscaped borders are intact, but the riverside area has been reduced by erosion of river bank.



2018 - The parkway is still in place, with landscape borders on both sides of the road.



2018 – All DEIR highway options take the landscape buffer between roadways, without mitigation for the loss.

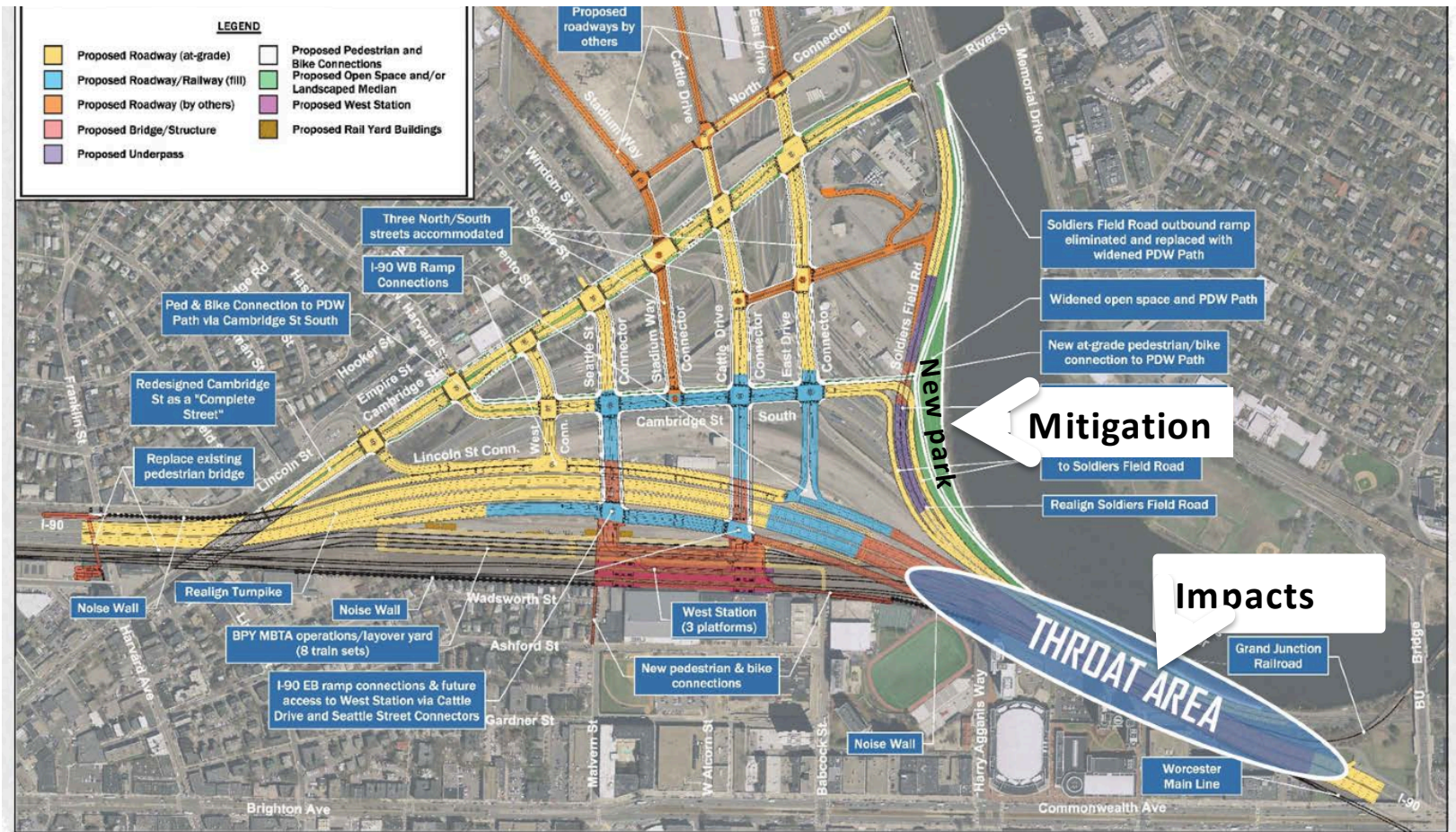


2018 – Although the landscape area along the river in the Throat is a steep, crumbling, and eroding bank, it was not recommended for restoration in the DEIR.

(except for brush and tree removal shown in DEIR renderings).

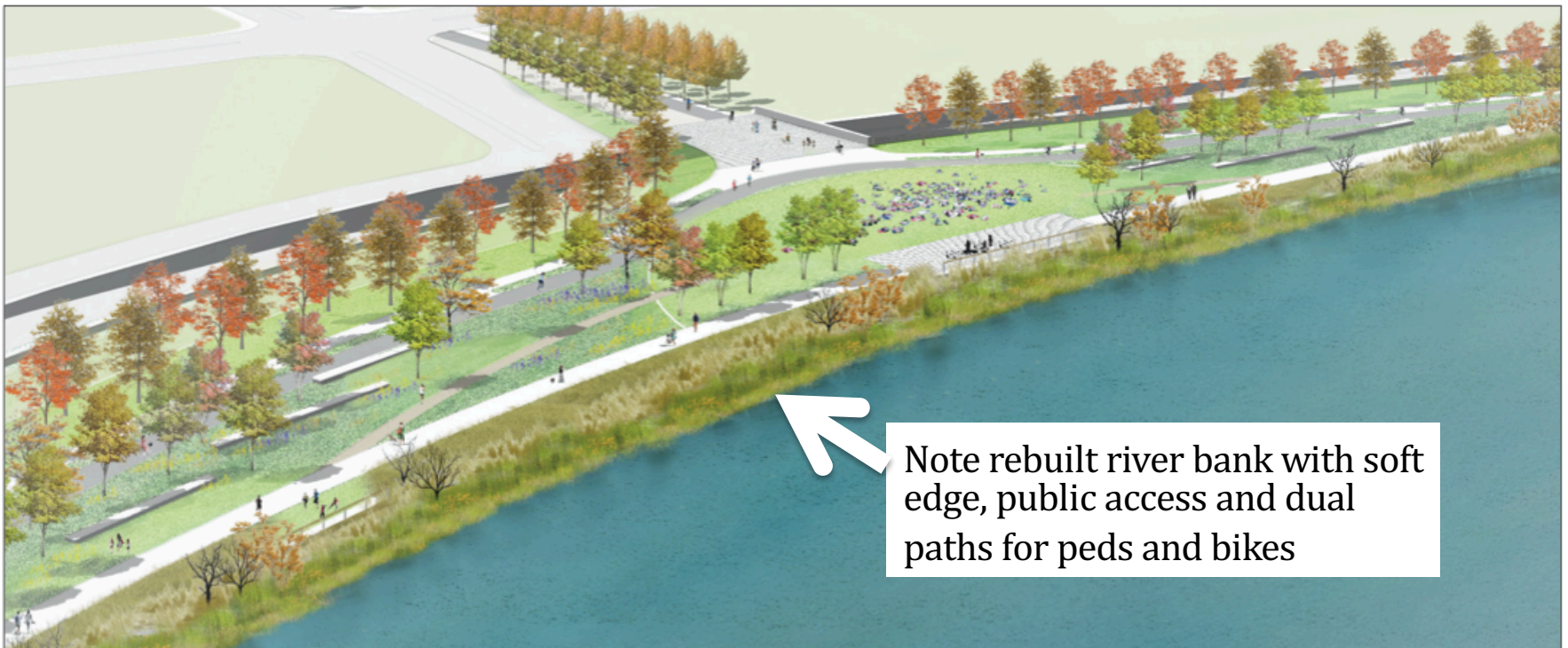


2018 – DEIR mitigation for impacts of taking parkway land is planned 1000 feet upriver in an expanded riverside park, instead of mitigating impacts in the Throat.



Mitigation Issue #1:

MassDOT has developed a mitigation plan for highway impacts to the Charles River Historic District- but only in the expanded park 1000' away from the Throat.



Note rebuilt river bank with soft edge, public access and dual paths for peds and bikes

Mitigation issue #2:

Mitigation for impacts to Historic Register property cannot be located distant from the site of the impacts:

- **A parkway – a landscaped roadway within a park – the relationship between the roadway and the landscaping are integral to the character of the property.**
- **A linear Historic Register property cannot be segmented, dividing the roadway from the landscaping.**
- **A riverfront parkway must be continuous with no physical break in the landscape.**
- **Landscaping is a mandatory element of a parkway.**

SOURCE: Discussions with FHWA 4F office in Washington, DC.

Mitigation issue #3:

MassDOT should follow MEPA certificate guidance to mitigate the degraded environment of the Throat portion of the Charles River Basin Historic District:

- **“...add evaluation of alternatives to ...minimize impacts on the Historic District;”**
- **“The FEIR should provide an alternative that ...restores the riverbank and improves bicycle and pedestrian access along the Charles River;”**
- **“The preferred plan should include a restoration plan implemented with reconstruction of the PDW and SFR.”**
- **“...improve the PDW in the vicinity of the GJR and BU Bridges and by providing pedestrian and bicycle links across SFR;”**
- **“...characterize ... parkland buffers between PDW and SFR and the banks of the Charles based on updated project designs.”**

SOURCE: The MEPA scope for the I-90 Interchange FEIR

Mitigation issue #4:

MassDOT should follow MEPA certificate guidance to replace the Little Grand Junction RR Bridge over SFR:

- **“...improve the PDW in the vicinity of the GJR and BU Bridges and by providing pedestrian and bicycle links across SFR;”**
- **“facilitate regional transportation improvements, such as the GJR connection.”**
- **“The reconstruction of the GJR bridge will realign SFR south of its current location, create additional parkland and straighten the PDW.”**
- **“According to DCR, the GJR Bridge does not appear to be a contributing structure to the historic district.”**
- **Most important, a realigned GJR Bridge allows a straightened PDW and removes the need for the boardwalk underpass beneath the BU Bridge.**

SOURCE: The MEPA scope for the I-90 Interchange FEIR

Recommendations from Task Force members:

- **The riverbank in the whole project, including the Throat, must be studied for restoration options.**
- **The river's edge is crumbling and eroded. Reconstruction of the edge to stabilize it will create a more beautiful and useable riverbank.**
- **A plan for the river's edge will greatly enhance each of the highway options.**
- **Land taken from the parkway could be recreated along the river's edge to mitigate the loss.**
- **Walking, running and biking should be safely and graciously provided in the Charles River Reservation.**

