Restoring Unity to Amherst Alley
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A Shared Street
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MIT Amherst Alley Beautification Project
Plan and Elevation, Scheme 1

1:200

[Diagram of a plan and elevation of a building complex with annotations and measurements]
Renovation Methodology:

Our flexible methodology outlines a thoughtful vocabulary of design solutions bringing unity, beauty, and functionality to the site. The existing system of exclusive, partitioned spaces is abandoned in favor of a more efficient, integrated scheme that enhances the experience of all those who utilize Amherst Alley.

- driveways integrated into landscape with “living streets” system
- enhanced buffers between road and sidewalk
- open spaces added or enhanced for ATO and TDC
- open and extended courtyard for KS
- entrance to Burton Connor emphasized by wooden wall
- landscape enhanced through use of integrated turf and pavers
- three more temporary parking spaces
- move 5 trees, plant 5 trees

active landscaping

- each house has a distinctive area for grill and RUSH events; these areas are connected through integrated brick&grass paving and the use of long, wide, concrete benches

ownership

- clear ownership pattern with common areas which formally and legally belong to MIT (and therefore have more grass area)
garbage disposal

trash carts are placed under roofs that also protect bikes and define entries

vehicle parking

3 additional temporary parking spaces

bicycle storage

bikes are stored under covered hanging and standing bike racks. Paving suits the approaching paths.
utility analysis

elevation change is within curb height to avoid conflicts with utility lines

distinctive entrances

entrance to BC made clear through directional paving and placement of wooden wall similar to one recently built on opposite side of the entrance.

shadow analysis

introducing a northern-most common area in the scheme allows more sunlight to enjoy during outdoor house events, lengthening the functional day of the space.
Durable Paving Typologies

Vehicular Traffic
Steam Pipe
Heavey Pedestrian Traffic
Light Pedestrian Traffic
Gathering/Cookout
Mobius Bench by Gabriel Circa and Bill McKenna
existing
proposed