### 2. Development Concept Narrative

#### 2a. Proposed Development Overview

An overview of the Proposed Development concept, including details on the proposed housing units, affordability levels, and accessibility are included below:

- i. The Proposed Development includes 84 total housing units with a mix of one-bedroom, one-bedroom den, and two-bedroom units.
- ii. The Proposed Development includes 44 housing units designated as market rate, accounting for 52% of total units. 40 housing units will be targeted to households with varying levels of income that meet and exceed the City of Boston's IDP are designated as affordable, accounting for 48% of total units. The proposed number of affordable housing units is over the 40% minimum requirement of the Mayor's Office of Housing (MOH) Development and Underwriting Policies. Within the affordable unit count, 21 housing units are designated as 80% of Boston AMI, accounting for 25% of total units, which meets the Minimum Threshold Criteria of the RFP, and 19 housing units are designated as 100% of Boston AMI, accounting for 23% of total units. The delineation between market rate and affordable housing unit locations is shown in Section 3 on the Floor Plans.
- iii. The Proposed Development includes 9 accessible housing units for people with mobility impairments, which will be designed to meet Massachusetts Architectural Access Board (MAAB) 521 CMR 9.4 Group 2 Dwelling Units and Universal Design standards. The Developer will explore ways to incorporate features of Group 2 Dwelling Units into all units. The inclusion of 9 accessible housing units, which make up 10.7% of all proposed units, will meet MOH minimum accessibility requirements. The Proposed Development also includes 2 accessible housing units for people with hearing or visual impairments, which will make up 2.4% of all proposed units, meeting MAAB 521 CMR 9.7 Sleeping Accommodations for Persons who are Deaf or Hard of Hearing and MOH minimum accessibility requirements.
- iv. The Proposed Development includes forty-three (43) one-bedroom units with an average floor area of 643 square feet, ten (10) one-bedroom plus den units with an average floor area of 789 square feet, twenty-six (26) two-bedroom units with an average floor area of 932 square feet, and five (5) one-bedroom Artist Live/Work units with an average floor area of 758 square feet. The breakdown of units by number of bedrooms and floor area size is shown in Appendix H.

### 2b. Physical Plan and Architectural Character of the Proposed Development

The Proposed Development concept fits in with the neighborhood and the goals of Harvard Enterprise Research Campus (ERC) Framework. The Proposed Development will transform an acre of previously developed land containing surface parking and a vacant, one-story, industrial building, into a new, residential building that will provide new affordable and market-rate homeownership opportunities to the area to help address the housing supply shortage facing the City of Boston.

The Proposed Development site is envisioned as both a transition and a gateway between the smaller, densely populated, and matured, Lower Allston residential neighborhood and the transformational development of the Harvard campus in Allston. The centerpiece of the Proposed Development hinges on the Greenway linking Mellone Park behind BPL Branch in Allston all the way to the Charles River Greenway. While the north site of the Proposed Development site fronts the edge of the new Greenway and the recently completed Harvard Science and Engineering Complex (SEC), the southern boundary abuts directly to the residential buildings along Seattle, Hopedale and Windom Streets. As such, a goal of the Proposed Development is to mitigate the transition between the smaller scale of the 3-story residential house to the larger institutional buildings.

With the Proposed Development site at the start of the new Greenway and both Windom and Seattle Street terminating adjacent in the future, a possibility emerges the Proposed Development can serve as a gateway to the Greenway and the larger communities beyond: Western Avenue, Harvard SEC, Barry's Corner, the future A.R.T, the Art Lab, the Innovation Lab, and the Harvard Enterprise Research Campus (ERC). As a handful of the first group of buildings to be realized under this new neighborhood framework plan are proposed, this Proposed Development can help shape the urban fabric for the rest of the neighborhood.

On another level, building materials can be an interesting opportunity to explore the relationship between the mostly granular scale of wood and vinyl siding of the residential neighborhood and the larger scale of fiber cement panels, stone, masonry, and metal panels used at the nearby Harvard buildings. The Proposed Development juxtaposes materials that blend with the dense, smaller surrounding buildings while addressing the larger open expanse of the new Greenway.

The Proposed Development consists of a five-story building containing approximately 87,100 square feet of Gross Floor Area, including approximately 59,800 square feet of residential use (84 units), approximately 5,000 square feet of accessory residential amenity use on the ground floor in addition to 5 Artist Live/Work units, 81 parking spaces, as well as open space for building residences and landscaping. Lot coverage of the Proposed Development is 48%.

Floors two through five of the Proposed Development include an additional 79 dwelling units and a common roof deck for residents on the 5<sup>th</sup> floor that provides view of the future Greenway. Sound attenuation between the neighboring residential properties is enhanced, minimizing sound and noise transmission, by locating the common roof deck as far from the neighbors as possible, fronting the Greenway. The larger roof area on the 5<sup>th</sup> floor lends itself well to accommodating a green roof or other similar amenity to activate an area that is normally reserved for rooftop equipment.

A further discussion of the physical plan and architectural character of the Proposed Development and the various programmatic and physical elements of the development, including building scale and height are included below:

i. Vehicular circulation has been designed such that vehicular traffic will utilize the southern half of the Proposed Development by entering the site via Seattle Street and circulate counterclockwise under the podium to reach tandem parking spaces or proceed straight through the site to exit via Windom Street. Existing curb cuts will be utilized to the extent possible. Vehicular site circulation will connect to the existing streets, Seattle, and Windom, and has been designed to account for Seattle Street being an existing dead-end street and that Windom Street will become a future dead-end street.

Ride-share, moving, delivery, mail, trash, and public safety vehicles will also enter the site via Seattle Street and exit via Windom Street. A designated area for ride-share pick-up/drop-off, moving, and deliveries has been provided adjacent to the Seattle Street site entrance. Trash removal will circulate counterclockwise under the podium to access the trash room. None of these back of house features have been located along the property line between 65 Seattle Street and the Greenway.

Bicycle traffic will enter the site via Seattle Street and utilize the enclosed Bicycle Storage Room located near the main entrance of the building, providing covered, secured, and accessible bike storage and a bike repair station for 85 bicycles. Access to the Bicycle Storage Room will also be provided through the back entrance to the lobby. Bicycle rings near the building's main entrance, and located directly outside of the Bicycle Storage Room, will provide parking spaces for an additional 18 bicycles. A total of 103 bicycle parking spaces have been provided. The site has been designed to connect to the existing and proposed bicycle network to encourage alternative methods of transportation for residents as shown in Appendix I.

As Seattle Street is dead ended, provisions are made to enable a fire truck to turn around and exit the site after an emergency call. The Proposed Development site access is configured to enable fire truck positioning and hose lengths to meet requirements of the Fire Department.

- ii. The Proposed Development will accommodate 81 vehicular parking spaces, with 41 podium spaces and 40 surface spaces. 4 parking spaces will be designated as handicap accessible per Massachusetts requirements, 1 of which will be van handicap accessible. The site layout will accommodate the parking needs of the proposed development, eliminating concerns about any potential street parking. The site layout, including parking layout and counts is shown in Section 3 on the Site Plan and Ground Floor Plan. The visibility of parking will be minimized from public streets by a green screen and landscaping trees and will not be visible from the Greenway.
- iii. Walkways connecting to the Proposed Development will be located on Seattle and Windom Streets. The Proposed Development has been designed assuming the existing sidewalk system on Seattle and Windom Streets will be extended to connect to the future Greenway to maintain pedestrian access from the neighborhood to the planned features such as a shared-use path, play spaces with prescriptive elements, and shaded areas for passive recreation as shown in Appendix I. A preliminary layout showing the connection between the existing and proposed sidewalk system is shown in Section 3 on the Site Plan and Landscape Plan.
- iv. The building's height and massing are in line with the surrounding development. The Proposed Development will be 58 feet tall and the fifth-floor steps back along the Greenway to minimize shadow impacts on the Greenway to the extent possible. The building also steps down to four stories on the fifth floor near the existing three-story residences to provide a larger visible buffer between the structures.

The building's materials are consistent with the concept of transition as envisioned for the site. That is, navigating from a larger urban scale at the Greenway and the Harvard SEC to the more granular, textured materials better aligned with characteristics of a residential development.

Exterior materials and details are used to transition from residential surroundings to a mixed and institutional context as shown in Section 3 on the Site Context plan. Fiber cement panels are used along Seattle and Windom Street to respond to the more granular residential "fabric" of the neighborhood, while metal panels are used facing the Greenway, opposite the Harvard Science and Engineering Complex (SEC).

The Greenway façade is primarily a single-color material with regularly spaced windows. The top floor is set back, with darker colors used to minimize building mass while creating a layered building form. Changing from metal panels at the building corners intuitively informs the main building entry. While there are few houses with brick in this neighborhood, the first floor of the building is thought of conceptually as masonry to both create uniformity and to bring down the building scale to engage pedestrians at the street level. A rusticated treatment at the first floor also protects the building base against maintenance vehicles and snowplowing contact against the wall. No blank façades have been proposed in the design.

v. The Proposed Development will include accessible entrances providing access to ground floor units and residential amenity areas, and units on floors two through five will be accessible by elevators. Accessible trash and recycling rooms will be located on each floor, and an accessible common roof deck will be provided on the fifth floor.

The Proposed Development team will ensure the accessibility of housing units and common areas comply with state and federal requirements, including MOH Design Standards, Universal Design standards, Massachusetts Architectural Access Board (MAAB) 521 CMR 9.4 Group 2 Dwelling Units,

and the Americans with Disabilities Act by completing an Accessibility Checklist during building design and permitting.

vi. The Proposed Development is located to respect the existing access easement. The relationship to the Greenway is to establish a spatially defining edge. To avoid a clash of "two landscapes," the Proposed Development intends to connect to the Greenway by a path extending along the side of the building. In this way, the Greenway is considered a major façade and front of the building although the main entrance is located on Seattle Street.

The ground floor of the Proposed Development contains common and amenity areas for the building's residents including a fitness room, community room, office work area, mail and package rooms, and a bicycle storage room. A design feature to engage the community is achieved through activating both corners of the building facing the Greenway. By placing the more communal spaces, including lobby entrance with adjacent community room, and Community Arts Room, these public facing corners, articulated with transparent storefront glazing and differentiated materials will attract public interest and curiosity.

Artist Live/Work units are located at grade along the Greenway, to provide both an active edge while encouraging engagement with the public. Large windows and openings are used at the Live/Work units to provide plenty of natural light to the lofts and a visual connection between the artist activities and passersby. The Artist Live/Work units will also be provided with private outdoor patio space for the public creation and display of artwork.

A Community Arts Room, serving as an artist gallery that will open to the Greenway, is located on the ground floor at the east end of the building facing the Greenway, with the intent of having an entire public corner with exhibits that will activate the public's interaction with the building, just as the main entrance and associated common spaces activate the west corner of the building along the Greenway.

The inclusion of the Artist Live/Work units and associated Community Arts Room will provide a valuable public amenity for the neighborhood and will enhance the effectiveness of the proposed development at 92 Seattle Street, which includes new institutional program space for use by Harvard programs, including the athletics department and studio and office space for the Department of Art, Film, and Visual Studies. Additionally, the new home for the American Repertory Theatre (A.R.T) will be located at 175 North Harvard Street. Both projects (92 Seattle Street and the A.R.T.) will be within walking distance of the Proposed development and are shown on Appendix I.

#### 2c. Climate Change, Resiliency and Sustainability

The Proposed Development addresses climate change and the City of Boston's Zero Emissions Building (ZEB) Requirements. A description of environmental sustainability and climate change mitigation features, as well as the development team's relevant experience, of the building design and operating systems are included below:

i. The Developer is dedicated to constructing a sustainable project and plans to design the building and site with not only the environment in mind, but also occupant comfort, health, and well-being. While the primary objective of the Proposed Development is to remain in a price range that makes it affordable, the Developer is committed to minimizing the environmental "footprint" of the Proposed Development. To that end, the Developer plans to engage an architect, sustainability consultant, and mechanical, electrical, and plumbing engineers to explore all possible systems and technologies to determine where it will be possible to employ cutting-edge, cost-effective technologies that will reduce the Proposed Development's impact on the environment, as shown in Appendix J. The Proposed Development will be held to Boston's Zero Emissions Building (ZEB) Requirements, which limits building CO2 production to 1800kWh per person annually, based on an occupancy of 2 occupants per bedroom.

The Developer proposes to eliminate the use of fossil fuels and significantly minimize the associated greenhouse gas emissions through the following strategies, which are consistent with Passive House design to significantly reduce heating and cooling loads, total carbon emissions, and provide a greater level of resiliency for the building:

- The Proposed Development will include an all-electric design, meeting ZEB requirements, as no fossil fuels will be used.
- The Proposed Development's design will use very low energy compared to baseline code by providing continuous insulation, a high-performance air barrier and high-performance windows and doors a at the building's envelope. Exterior cladding and attachments at the exterior wall will be of thermal-bridge free construction.
- On-site photovoltaic solar panels are planned to be installed on the building's roof, providing the development with on-site renewable energy generation to further reduce energy consumption, offsetting common area loads, and will meet ZEB requirements. The size of the system will be based on available rooftop space as well as the availability of grants and renewable funding.
- The building's design will incorporate high-efficiency electric air source heat pumps for in-unit heating and cooling, and electric air source heat pump (ASHP) hot water heaters.
- Dwelling units will be designed with ERVs, allowing for continuous ventilation.
- Low flow plumbing fixtures will be provided in all units and common areas.
- Energy Star appliances including refrigerators, dishwashers, and clothes washers will be provided in all units and common areas.
- The Proposed Development will reduce the heat island effect by planting new street trees and using non-reflective building materials.
- The Proposed Development will generate solid waste typical of other residential uses. The Proposed Development will include facilities for collecting non-recyclable and recyclable waste. Non-recyclable waste and compacted material will be removed by a waste hauler contracted by the Developer. The Proposed Development will not generate hazardous waste, except for "household hazardous waste" typical of residential use, such as cleaning fluids and paint.
- As the Proposed Development is greater than 50,000 square feet, a Transportation Access Plan Agreement (TAPA) will be required, which triggers compliance with the City of Boston's Electric Vehicle (EV) policy. The Proposed Development will comply with the City of Boston's Electric Vehicle (EV) policy by providing 25% of total parking spaces with EV chargers and the balance of parking spaces will be designated EV-ready, with sufficient infrastructure and capacity available to accommodate 100% of total parking spaces in the future with EV chargers.
- The Developer is committed to implementing a robust Traffic Demand Management (TDM) program to minimize automobile usage and project related traffic impacts including: designating a member of the building staff to serve as transportation coordinator to oversee transportation issues, including parking, service, loading, and deliveries; providing orientation packets to new residents containing information on

available transportation, including transit routes and schedules, nearby vehicle sharing and bicycle sharing locations, and walking opportunities; and providing on-site covered and secured bicycle storage and public outdoor bicycle spaces. Additional TDM features will be explored with Howard Stein Hudson during the design phase of the Proposed Development.

- The Proposed Development team will also consider climate change conditions into the design, including higher maximum and mean temperatures, more frequent and longer extreme heat events, more frequent and longer droughts, more severe freezing rain and heavy rainfall events, and increased wind gusts.
- ii. The Proposed Development team has relevant sustainable experience including:
  - BH+A has been involved with sustainable design for the last 25 years and has been successful leading integrated project teams. One of the region's first geothermal heating and cooling systems was designed by a BH+A led team for the historic Longfellow Estate in Cambridge, where the below-grade heat sink eliminated the need for unsightly on-site equipment. Other noteworthy projects include the second United States certified LEED Platinum athletic facility, which included a pool, a notoriously high energy user. Within the last seven years, major affordable housing modernization projects with the Cambridge Housing Authority, including the Daniel F. Burns and Frank Manning Apartment Modernization projects, have included air source VRF heat pumps, Combined Heat and Power generation (Cogeneration), PV cells, and Solar domestic hot water.

BH+A's projects commonly utilize the following sustainable building features: all-electric design, on-site photovoltaic solar panels, high-efficiency electric air source heat pumps, electric air source heat pump hot water waters, ERVs, low flow plumbing fixtures, Energy Star appliances, non-reflective building materials, EV Charging Stations, and triple-glazed windows.

Dakota Partners' commitment to sustainable design, operations and construction is everpresent and non-negotiable. From our founding, we have always stressed environmental responsibility, energy efficiency, and sustainability. In recent years, we have dedicated ourselves to delivering projects that meet the rigid Passive House standards, which is why a major national magazine called us the most active Passive House affordable housing developer in the nation.

Passive House design is a growing factor in sustainability, energy efficiency and resiliency in multifamily residential development. Since 2016, Dakota has designed and built most of our properties to Passive House standards, which are a set of energy-efficient building principles that incorporate super insulation, airtight building envelopes and energy recovery ventilators.

- iii. As required under Article 37 of the Boston Zoning Code, projects that are subject to Article 80B, Large Project Review (over 50,000 square feet in area), shall be Leadership in Energy and Environmental Design (LEED) certifiable. The Proposed Development will meet certifiable minimum standards of at least Silver, but the team anticipates a certifiable level of Gold will be feasible. The Developer intends to incorporate state-of-the-art sustainable features into the building and site design. Specific features that will meet LEED requirements are included below:
  - The Proposed Development will have an integrated project team including architecture, mechanical engineering, civil engineering, landscape architecture, and a green building consultant.

- The Proposed Development will be considered a previously development infill site.
- The Proposed Development will provide for a high-density site of 84 dwelling units per buildable acre of land.
- The Proposed Development's main entrance will be located within a <sup>1</sup>/<sub>2</sub>-mile walking distance from many community resources with diverse uses.
- The Proposed Development is located near a transit line, including a bus stop within a <sup>1</sup>/<sub>2</sub>mile walking distance from the Project site.
- The contractor will be required to follow the City of Boston's Environmental Department Guidelines for Construction and submit and implement an appropriate SWPPP/Erosion and Sedimentation Control (ESC) Plan for construction activities related to the construction of the project. The ESC plan will conform to the erosion and sedimentation requirements of the applicable NPDES regulations and specific municipal requirements for the City of Boston and will address management and containment of dust and particulate matter generated by on-site demolition and construction activities.
- No invasive species will be incorporated into landscape design.
- The Proposed Development will prioritize light-colored, high-albedo materials and vegetation covered hardscapes to reduce the heat island effect.
- The Proposed Development site will be designed to manage stormwater runoff to meet Boston Water and Sewer Commission requirements, including managing peak rates for 2-, 10-, and 100-year storm events.
- Low flow plumbing fixtures will be provided for lavatory faucets, showerheads, and toilets in dwelling units as well as common spaces.
- The Proposed Development will exceed ASHARE 90.1-2010 baseline design and will meet the ENERGY STAR Qualified Multifamily High Rise Buildings Testing and Verification Protocols.
- All wood in the building be will nontropical, reused or reclaimed, or certified by the Forest Stewardship Council (FSC) or USGBC-approved equivalent.
- The Proposed Development will utilize the ENERGY STAR Water Management Builder Checklist as part of a larger water quality management program focused on durability and risk management.
- The Proposed Development will include ERVs in units to continuously exhaust bathrooms and kitchens.
- Smoking will be prohibited inside the building including units and common areas, as well as around the building.
- Each residential unit will have sealed penetrations through walls, ceilings, and floors and vertical chases adjacent to units. All doors in the residential units leading to common hallways, exterior doors, and operable windows will include weather-stripping.
- The Proposed Development will be designed to meet compliance with Environmental Protection Agency (EPA) Energy Star Residential requirements.
- iv. 2021 IECC with MA Specialized Stretch Code Amendments requires all new multifamily develops in Boston to be Passive House for projects permitted after January 1, 2024. The proposed development

will be designed to meet Passive House pre-certification requirements as well as post-certification requirements, including a design charette to encourage sustainable building design and practices. MassSave incentives will be pursued in association with Passive House certification, including milestones for design charette, unit completion, and unit occupancy. Building commissioning will also be required under the new energy code. The Developer is committed to meeting these requirements.

#### 2d. Construction Staging and Mitigation

The Proposed Development will address Harvard's construction mitigation plan and comply with approved contractor parking and contractor traffic requirements published by the University's construction mitigation consultant, CSL, including planning, communications and problem solving, monitoring, reporting, and enforcement.

The Developer will produce a Construction Management Plan (CMP) for review and approval by the Boston Transportation Department. The CMP will detail the schedule, staging, parking, delivery, and other associated impacts of the construction of the Proposed Development. Most construction activities will be accommodated within the Proposed Development site boundaries. Details of the overall construction schedule, working hours, number of construction workers, worker transportation and parking, number of construction vehicles, and routes will be detailed in the CMP to be filed in accordance with the City's transportation maintenance plan requirements.

To minimize transportation impacts during the construction period, the following measures have been considered: limiting construction work parking on-stie; encouragement of worker carpooling; consideration of a subsidy for MBTA passes for full-time employees; and providing secure spaces on-site for workers' supplies and tools so they do not have to be brought to the project site each day.

The proximity of city streets and abutting commercial and residential properties to the Proposed Development site will require careful scheduling of material removal and delivery. The CMP will define truck routes which will help in minimizing the impact of trucks on local streets. Prior to and during construction, the Proposed Development team will coordinate with the City and Proposed Development site neighbors to ensure the successful construction of the Proposed Development.

Construction methodologies that ensure public safety and protect nearby businesses and residences will be employed. Techniques such as barricades, walkways, painted lines, and signage will be used as necessary. Construction management and scheduling including plans for construction worker commuting and parking, routing plans and scheduling for trucking and deliveries, protection of existing utilities, maintenance of fire access, and control of noise and dust will minimize impacts on the surrounding environment. Throughout construction, a secure perimeter for the Project site will be maintained to protect the public from construction activities.

Short-term air quality impacts from fugitive dust may be expected during demolition, excavation, and the early phases of construction. Interventions, including mechanical street sweeping, wetting portions of the Project site during periods of high wind, and careful removal of debris by covered trucks will be employed to control fugitive dust during demolition, excavation, and construction.

The construction contract will provide for a number of strictly enforced measures used by contractors to reduce potential emissions and minimize impacts, including: using wetting agents on areas of exposed soil on a scheduled basis; using covered trucks; minimizing spoils on the construction site; monitoring of actual construction practices to ensure that unnecessary transfers and mechanical disturbances of loose materials are minimized; minimizing storage of debris on the site; and periodic street and sidewalk cleaning with water to minimize dust accumulations.



#### ZONING TABLE PER ARTICLE 51, TABLE I

Allston Brighton Neighborhood District Harvard University Institutional Subdistrict

#### REQUIRED

PROVIDED

48%

Max FAR Max Building Height	2.0 55' (>100' from resi) 45' (50'-100' from resi)	2.0 58' 47'
Min Lot Size	none	43,560 sf
Min Lot Width	none	NA
Min Lot Frontage	none	NA
Min Front Yard	20'	±2' to 11'
Min Side Yard	none	NA
Min Rear Yard	none	NA

Building Lot Coverage

#### PARKING COUNT

Standard	8.5'x20'	61
Tandem	8.5'x18'	16
Accessible	8.5'x20'	4 (1 Van)
Total		81 spaces

\* Parking spaces will be assigned
 \*\* 21 spaces equiped with EV charging stations
 \*\*\* 0.96 parking spaces/unit

Subject to Large Project Review Sec 51-49 Off Street Parking and Loading Requirements

opedale Street









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## **BUILDING UNIT COUNT AND AREA**

5 uni	ts 11,0	00 GSF
20 uni	ts 19,0	00 GSF
-4 22 uni	ts 20,8	00 GSF
15 uni	<u>ts 15,5</u>	00 GSF
84 uni	ts 87,1	00 GSF
	5 uni 20 uni -4 22 uni <u>15 uni</u> 84 uni	5 units 11,0 20 units 19,0 -4 22 units 20,8 15 units 15,5 84 units 87,1

## **PARKING COUNT**

Standard	8.5'x20'	61
Tandem	8.5'x18'	16
Accessible	8.5'x20'	4 (1 Van)
Total		81 spaces

\* Parking spaces will be assigned

\*\* 21 spaces equiped with EV charging stations

\*\*\* 0.96 parking spaces/unit





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1 BR	11
1 BR DEN	3
2 BR	6
TOTAL 2ND FLOOR: 20	





### **65-79 Seattle Street, Boston (Allston), MA** Third Floor Plan

 Dakota Partners

 Bargmann Hendrie + Archetype
 9 Channel Center Street Boston, MA 02210
 10/27/23

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## **UNITS TYPICAL FLOOR 3-4**

Name Count

1 BR	12
1 BR DEN	3
2 BR	7
TOTAL TYP. FLOOR: 22	





Dakota Partners Bargmann Hendrie + Archetype 9 Channel Center Street Boston, MA 02210 10/27/23 M:\M\_Proposals\2023 Proposals\Housing\65 Seattle Street Allston - Harvard\Plans

Fourth Floor Plan

## **UNITS TYPICAL FLOOR 3-4**

Name Count

1 BR	12
1 BR DEN	3
2 BR	7
TOTAL TYP. FLOOR: 22	





Fifth Floor Plan Dakota Partners

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## **UNITS 5TH FLOOR**

Name

Count

1 BR	8
1 BR DEN	1
2 BR	6

TOTAL 5TH FLOOR: 15





## 65-79 Seattle Street, Boston (Allston), MA

 Roof Plan

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V.2.1



65-79 Seattle Street, Boston (Allston), MA Building Section Dakota Partners Bargmann Hendrie + Archetype 9 Channel Center Street Boston, MA 02210 10/27/23 M:\M\_Proposals\2023 Proposals\Housing\65 Seattle Street Allston - Harvard\Plans



**GREENWAY ELEVATION** 



VERTICAL CORRUGATED METAL TERRACOTTA COLOR

HIGH PERFORMANCE WINDOWS

MASONRY BASE DARK GREY



FIBER CEMENT PANEL MEDIUM GREY

WOOD SLATS DECORATIVE SCREEN

PAINTED METAL ENCLOSURE COLUMN

MASONRY BASE DARK GREY



## 65-79 Seattle Street, Boston (Allston), MA **Building Elevations** Dakota Partners

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# NORTHEAST ELEVATION

DARK GREY

FIBER CEMENT PANEL LIGHT GREY

VERTICAL CORRUGATED METAL



WOOD SLATS \_\_\_\_\_ DECORATIVE SCREEN

FIBER CEMENT PANEL MEDIUM GREY

VERTICAL CORRUGATED METAL TERRACOTTA COLOR



VERTICAL CORRUGATED METAL DARK GREY

FIBER CEMENT PANEL LIGHT GREY

HIGH PERFORMANCE WINDOWS





- PROFILE METAL PANEL MEDIUM GREY
- VERTICAL CORRUGATED METAL TERRACOTTA COLOR
- HIGH PERFORMANCE WINDOWS
- FIBER CEMENT PANELS LIGHT GREY MEDLEY
- HIGH PERFORMANCE STOREFRONT

MASONRY BASE DARK GREY







TYPICAL 2BR UNIT (for affordable and market rate units)



SEATTLE STREET VIEW OF SITE AND HARVARD UNIVERSITY SEC



SEATTLE STREET VIEW TO RESIDENTIAL NEIGHBORHOOD





SINGLE FAMILY HOUSE NEXT TO STANHOPE GARAGE



STANHOPE GARAGE ON 76 SEATTLE



SEC MATERIAL AND COLOR PALETTE

65-79 Seattle Street, Boston (Allston), MA Site Context Dakota Partners Bargmann Hendrie + Archetype 9 Channel Center Street Boston, MA 02210 10/27/23 M:\M\_Proposals\2023 Proposals\Housing\65 Seattle Street Allston - Harvard\Plans



HARVARD UNIVERSITY SCIENCE AND ENGINEERING COMPLEX ON SCIENCE DRIVE

WINDOM STREET VIEW OF SITE AND HARVARD UNIVERSITY SEC



HARVARD UNIVERSITY BUILDING ON 84 SEATTLE



ABUTTING 3-DECKER ON SEATTLE STREET



65-79 Seattle Street, Boston (Allston), MA View from Greenway West Dakota Partners Bargmann Hendrie + Archetype 9 Channel Center Street Boston, MA 02210 10/27/23 M:\M\_Proposals\2023 Proposals\Housing\65 Seattle Street Allston - Harvard\Plans



65-79 Seattle Street, Boston (Allston), MA View from Greenway East Dakota Partners Bargmann Hendrie + Archetype 9 Channel Center Street Boston, MA 02210 10/27/23 M:\M\_Proposals\2023 Proposals\Housing\65 Seattle Street Allston - Harvard\Plans



65-79 Seattle Street, Boston (Allston), MA View from Windom Street Dakota Partners Bargmann Hendrie + Archetype 9 Channel Center Street Boston, MA 02210 10/27/23 M:\M\_Proposals\2023 Proposals\Housing\65 Seattle Street Allston - Harvard\Plans



65-79 Seattle Street, Boston (Allston), MA View from Seattle Street Dakota Partners Bargmann Hendrie + Archetype 9 Channel Center Street Boston, MA 02210 10/27/23 M:\M\_Proposals\2023 Proposals\Housing\65 Seattle Street Allston - Harvard\Plans