

44 NORTH BEACON STREET

ALLSTON, MA



44 North Beacon Street

26 April 2018



**Boston Real Estate
Collaborative, LLC**

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SITE MAP

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Since last IAG meeting....

- Public meeting on March 29 – heard feedback from neighbors, abutters and IAG.
- Conversations with direct abutters at 533 Cambridge and 14-16 Gordon to hear concerns and issues.
- Public comments received through BPDA.
- Meetings with BPDA representatives to review public and BPDA concerns and issues.
- Comments received from IAG members raising concerns and issues and suggesting revisions.
- Development team design reviews and studies to respond to comments from abutters, public, IAG and BPDA.

Key issues raised by public, IAG and BPDA:

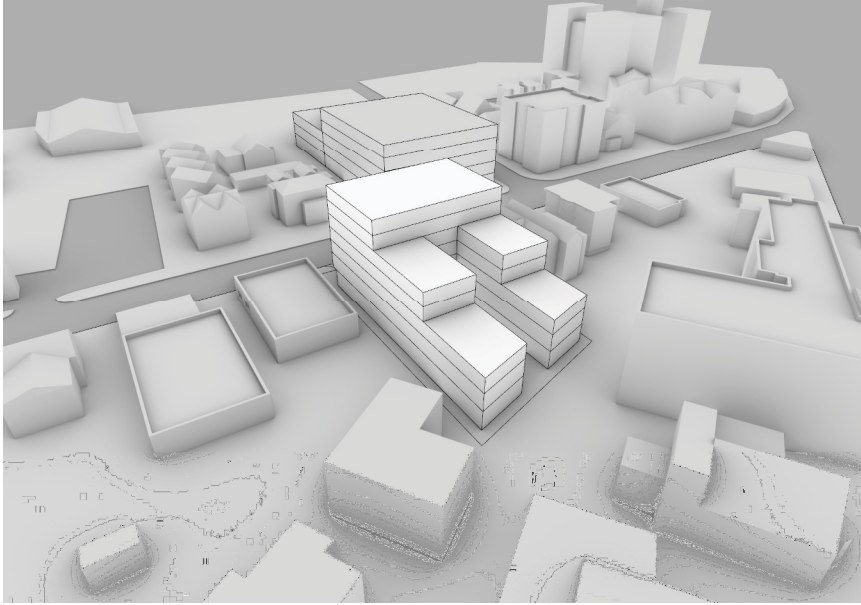
- Massing/height concerns, 14-16 Gordon and 533 Cambridge.
- Need for adequate loading/unloading, pick-up/drop-off zone and trash management plan.
- Improved pedestrian experience in front of 44 North Beacon.
- Concerns raised around parking and keeping resident cars off streets.
- Requests to join A-B TMA and provide other transit subsidies/benefits to residents to incentivize non-vehicular travel.
- Desire for more home-ownership and increased owner-occupancy percentages.
- Desire for increased level of affordability.
- Suggestions for community benefits.
- Concerns around design for façade of building.

The process is working...informing the project...making it better.

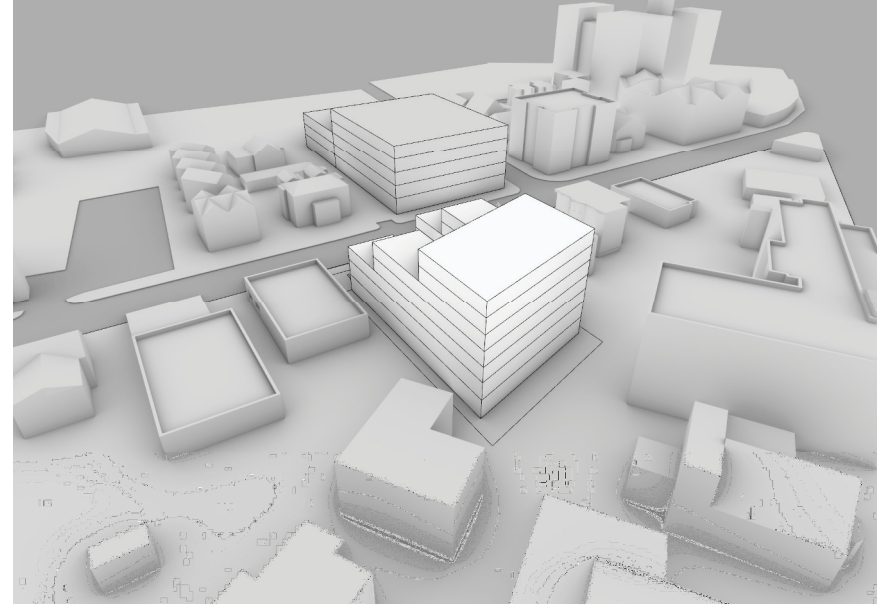
Approach to addressing concerns and issues:

- Studied various massing and site plans with concerns in mind, evaluated impacts on abutters and conducted project feasibility studies.
 - Original scheme.
 - Proposed – flipped massing– many benefits, focus of this mtg.
 - Other schemes – studied 2 others – 5-story traditional, 5-story T layout – both fail the cost-benefit/feasibility studies.
- Reviewed existing conditions and area context on and around site.
- Worked with BTB and project consultants to evaluate options for increased parking, loading/unloading, sidewalk improvements
- Focus right now is on scale, massing and program - leave detailing and exterior design for after we know the massing/program.

New Proposed Scheme – Flipped Massing. Building rotates 180°.



Proposed Scheme – view of rear and side yard.



Original massing – view of rear and side yard.

Highlights of this scheme:

1. Addresses most concerns and issues raised.
2. Maintains quality of spaces/units, separation b/w condo and rental.
3. Project remains feasible/buildable.
4. Delivers community benefits and public realm improvements.

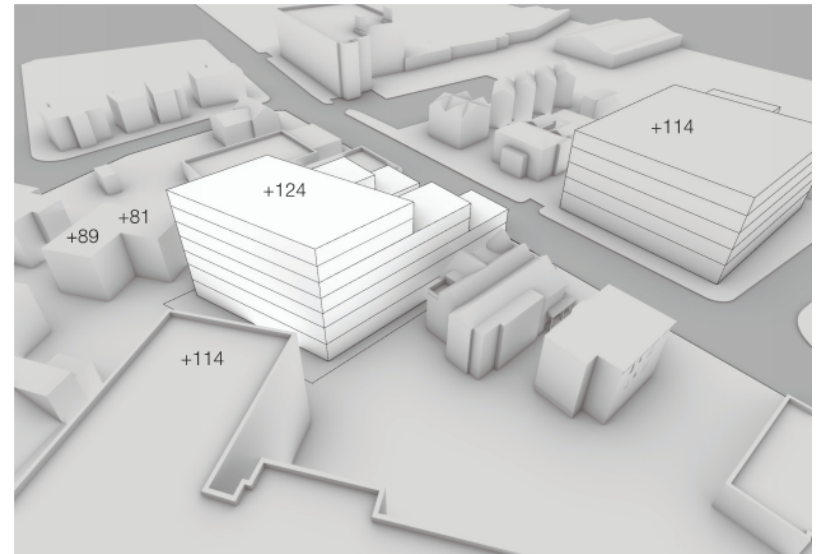
Proposed Scheme – Flipped Massing. Building rotates 180°.

Proposed building's relative height and massing improves for 533 Cambridge and 14-16 Gordon unoccupied carriage house.

- 533 Cambridge would sit 30' taller than nearest portion of 44 N. Beacon.
- 14-16 Gordon shed 3' taller at highest point, 5' shorter at lowest point.
- Revised massing orients open space and central courtyard towards rear.
- Orientation of 533 Cambridge massing important – see context photos.



Proposed Scheme – Flipped massing.



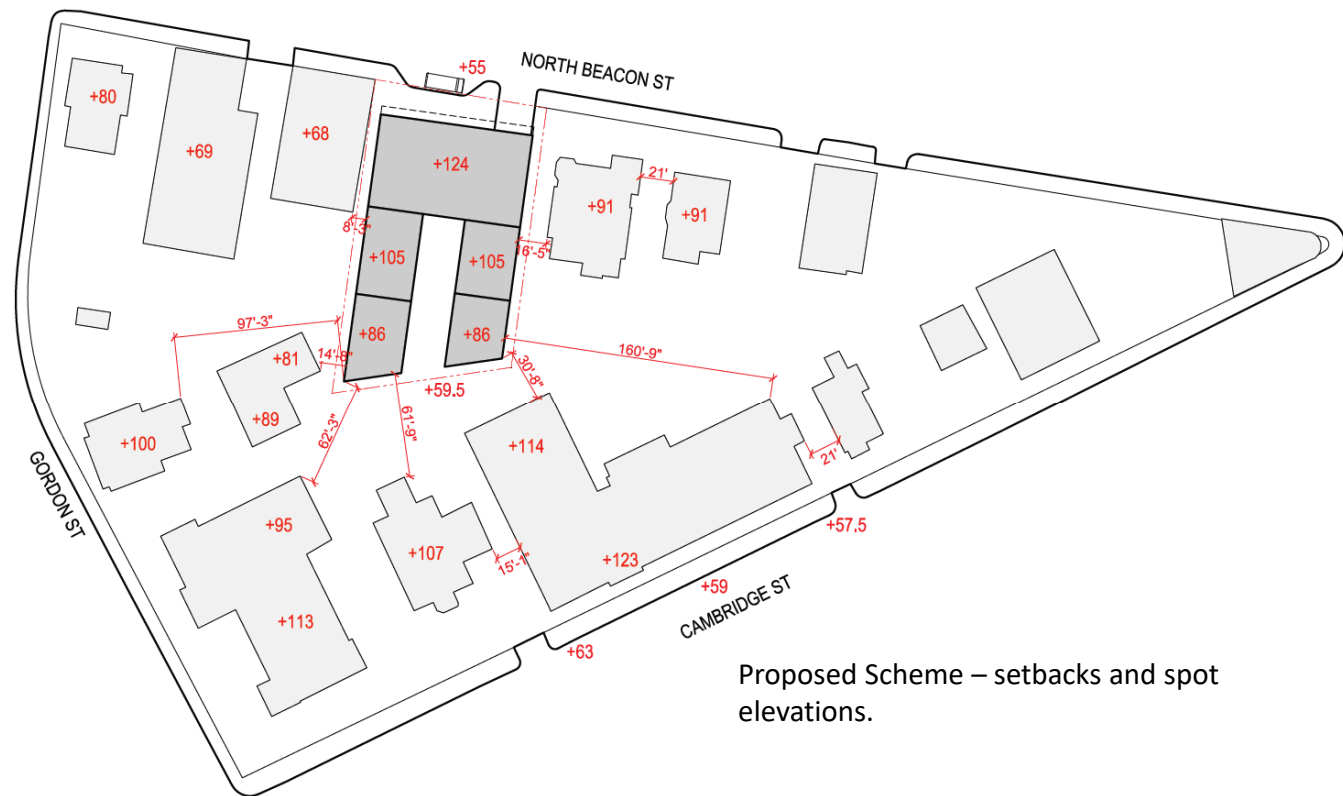
Original massing

Proposed Scheme – Flipped Massing. Building rotates 180°.

Setbacks between buildings remain consistent with immediate area context.

- 14-16 Gordon Street – 14.5' from carriage house. 97' from occupied homes.
- 533 Cambridge – 31' between nearest points of buildings, 100'+ from nearest point of 44 N. Beacon to main massing of 533.

These are spot elevations measuring height from sea level (not height from street) – allows for relative comparison between properties.



Proposed Scheme – Flipped Massing. Building rotates 180°.

Context photos for relationship to 533 Cambridge and 14-16 Gordon:



Overhead, 533 Cambridge angle away from 44 and current views from 533 ell



Overhead, 533 Cambridge angle away from 44 And current views from 533 ell



Overhead, 533 Cambridge angle away from 44 and current views from 533 ell



View of 14-16 Gordon cottage, no windows



Overhead view of site

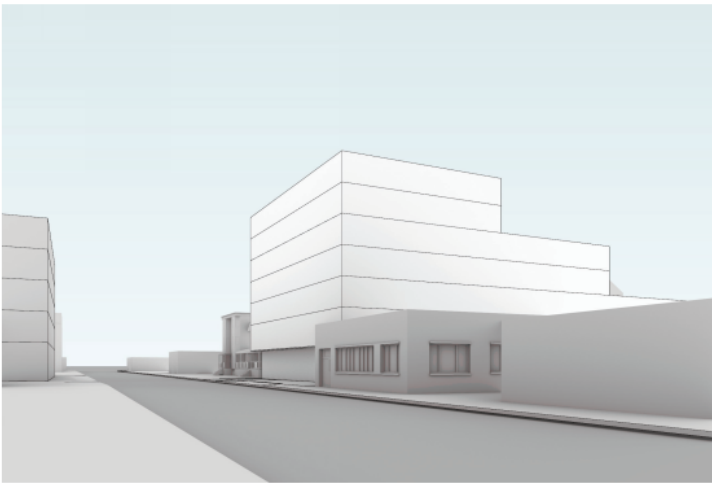


Gordon Street – common 10-12' separation b/w houses

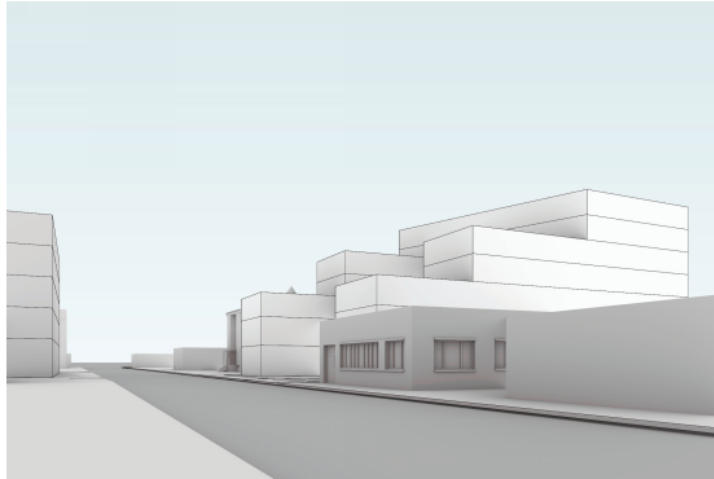
Proposed Scheme – Flipped Massing. Building rotates 180°.

Front yard setback increased from 5-6' to avg. 18'+ at ground level, 13'+ on stories above. Creates room for:

- Loading/unloading, pick-up and drop-off directly in front of property.
- Pedestrian friendly sidewalk and green buffer zones on either side.
- Trash and recycling staging on trash days.
- Revised entry to parking garage, 2 additional parking spaces.



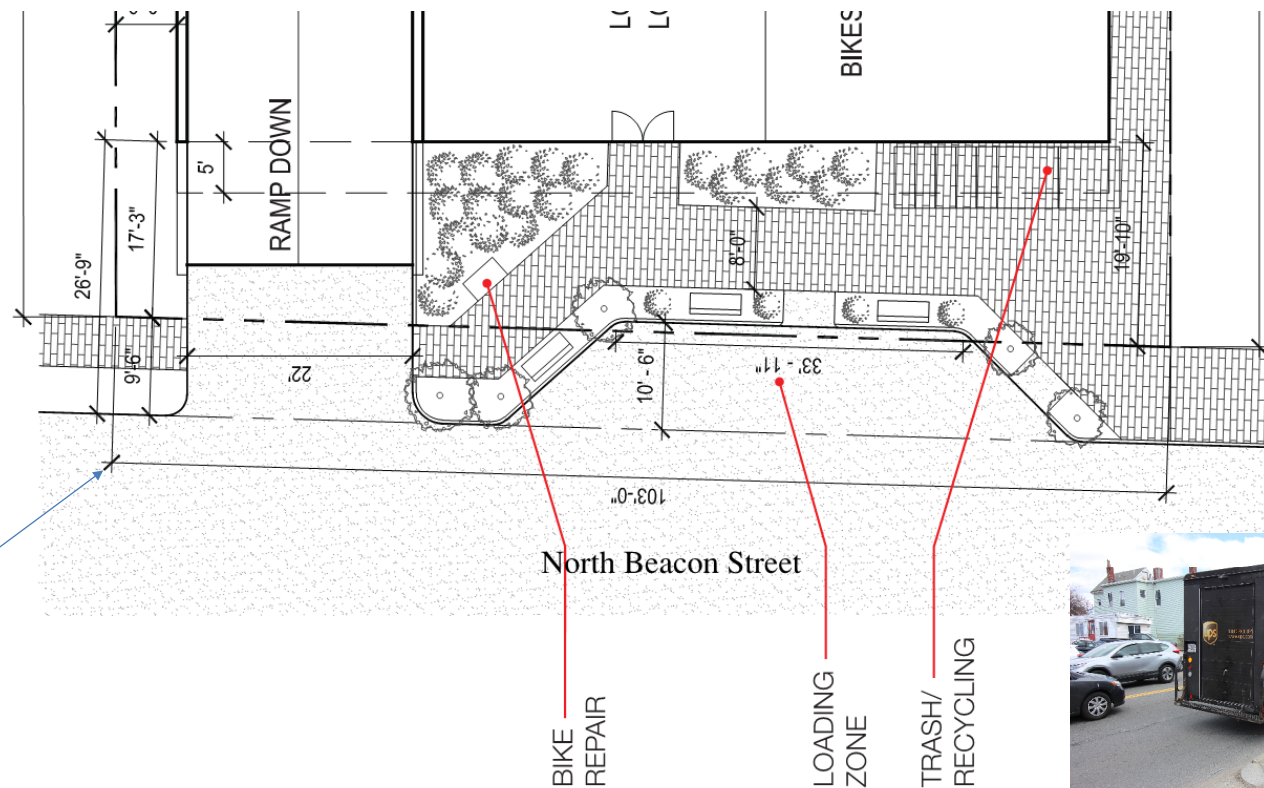
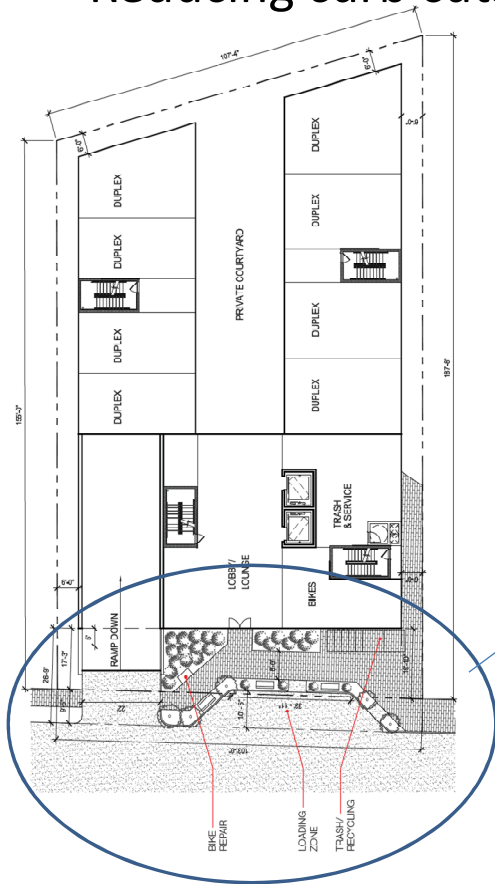
Proposed Scheme – larger front yard setback.



Original Massing

Proposed Scheme – Flipped Massing. Building rotates 180°.

- Loading/unloading zone – 10.5' deep, 33'11" long. Improving the existing condition.
- Trash and recycling area within front yard setback, out of pedestrian path.
- Reducing curb cuts from 2 to 1.

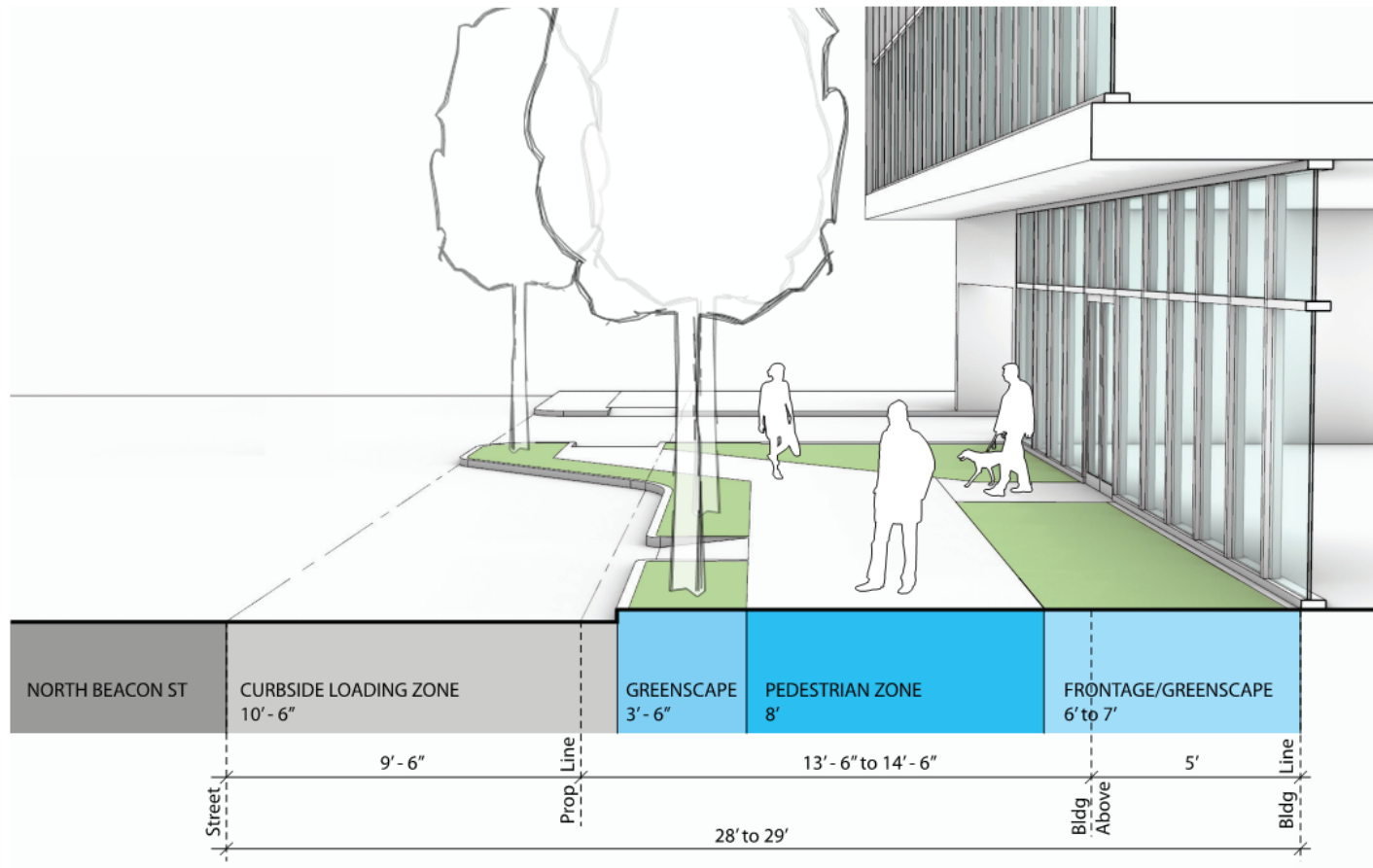


Existing on-street loading

Proposed Scheme – Flipped Massing. Building rotates 180°.

Improved pedestrian zone, compliance with Boston Complete Street guidelines.

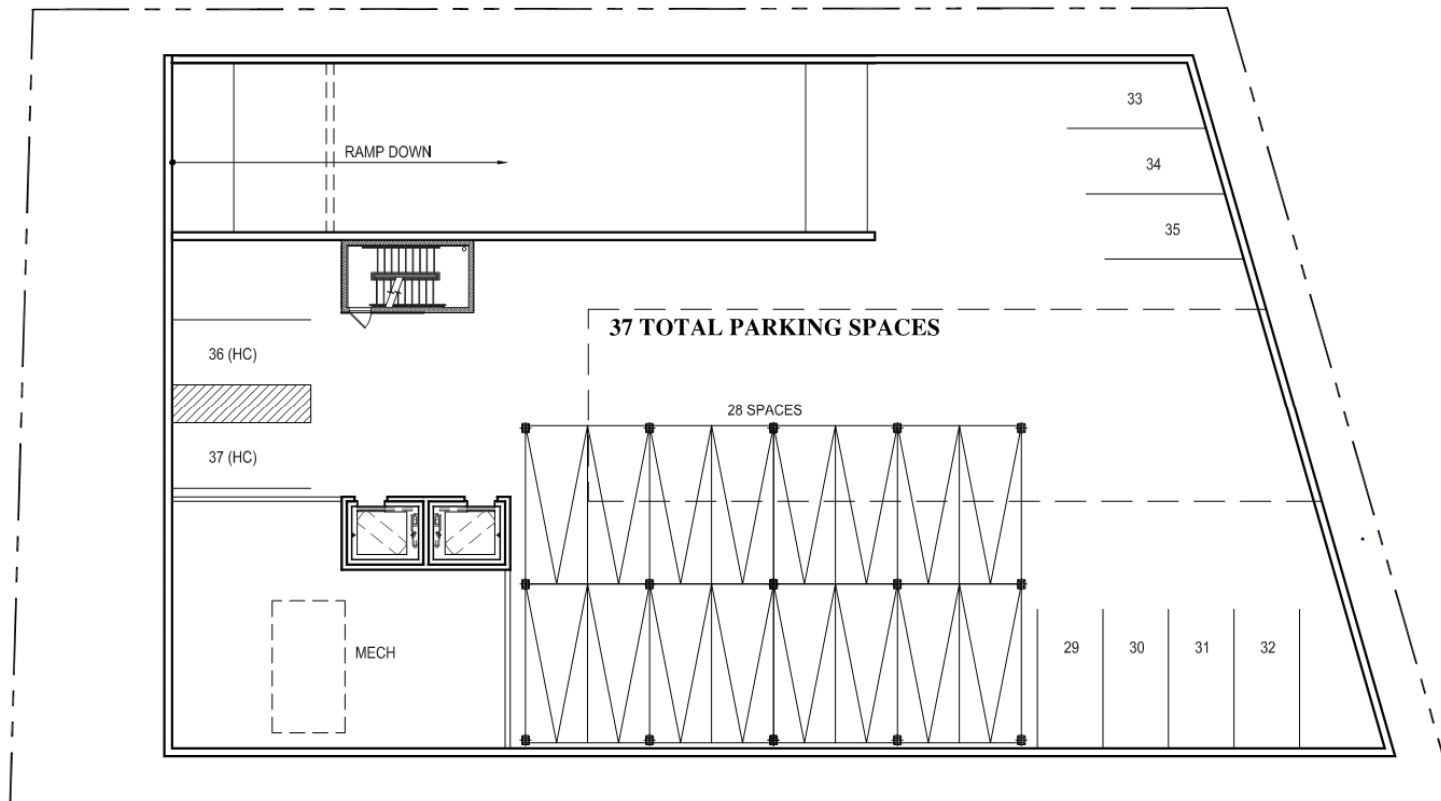
- Green buffers flanking sidewalk.
- Better experience, better lighting, safer pedestrian travel, handicap access.



Proposed Scheme – Flipped Massing. Building rotates 180°.

New massing allows for 2 additional parking spaces, automated parking system instead of stackers.

- Parking plan and transit initiatives added to minimize impacts on A-B.



Proposed Scheme – Parking and Transportation

- Traffic and parking study anticipates more than 50% of trips to/from building will be non-vehicular.

PARKING PLAN - 37 total parking spaces – plan will make parking available for two and three bedroom units, if they desire it.

- 16 parking spaces allocated to home-ownership units – 8 one beds, 8 duplex two/three bedrooms.
- 2 parking spaces dedicated for guest use.
- 19 remaining parking spaces to accommodate 20 two and three bedroom rental units.
 - If 75% of two and three bedroom units require parking that will leave 4 remaining spaces for one bed, studio or additional guest pkg.
 - Note: 8 of the home-ownership parking spaces will go to one bedroom units. It is likely that not all will have cars → potential for another 8 available parking spaces.
 - Vacant spaces will first be offered to residents in building, then open for lease by those living in the neighborhood.
 - With this parking plan we believe we can meet all two and three bedroom unit parking demand plus some studio and one bed, and possibly even the public.

OTHER TRANSIT INITIATIVES TO PROMOTE NON-VEHICULAR TRAVEL

- Rental residents will have choice of subsidy - Charlie Card, Rideshare (Uber/Lyft), Zipcar and Hubway – provided on a per bedroom basis and only available to residents who do not have a car registered in Boston.
- We will join Allston-Brighton TMA to incentivize multi-modal transportation and provide subsidies for bike expenses, guaranteed rides home in the event of breakdowns or delays and car/vanpool. Membership also supports further area traffic studies.
- Easy access indoor and outdoor bike parking for residents and guests.
- Bike repair facilities on-site for public and private use.

Use and occupancy of garage and transit initiatives will be tracked and shared.

Proposed scheme – Flipped Massing. Building Rotates 180°.

Home-ownership overview, strategies to promote owner-occupancy

- 30% home-ownership = 16 units, 25% owner-occupant deed restricted.
- Pre-sale for owner occupants on all units prior to going to market → allows owner-occupants time to make decisions, arrange financing and do diligence.
- No short-term rentals – deters investors.
- Increasing home-ownership is not feasible:
 - Proposed massing allows for separation between home-ownership and rentals. Increasing home-ownership units breaks down the separation and reduces unit quality because massing would have to change, removing walk-up townhouses, terraces, central courtyard, double exposure units.
 - Higher risk – high concentration of for-sale at the price points needed to make the deal finance-able is largely unproven in A-B. Construction costs, land prices and labor are at all-time highs – condo prices are high. Increasing unit count lowers quality of units, eliminates separation of space – makes it harder to sell condos. All of this affects the finance-ability and feasibility of a project. This is why you get so much push back on home ownership.
 - We knew that A-B wanted home-ownership, which is why we led with 30% home ownership and the central courtyard concept - so we could do home-ownership in a way that kept the project feasible and met A-B's goal of increasing home-ownership. Changing the home-ownership component changes the entire project.

Proposed scheme – Flipped Massing. Building Rotates 180°.

Affordability – building 7 new affordable units, on-site.

- Keeping massing on North Beacon at 69' allows us to maintain 7 income-restricted units.
- Project density is not high enough to support additional affordability.
- We are committing to building the affordable units on-site, instead of paying in to the City's fund. This ensures the units get built sooner and creates equal housing opportunities.

Proposed scheme – Flipped Massing. Building Rotates 180°.

Community benefits – project remains at a scale where it can generate private and public benefits.

- We are open to the community and IAG's ideas on how to employ community benefits.
- Current idea around community benefits are:
 - Local art installations
 - Urban / Rooftop farm – programming around sustainability, farming and community building.
 - YouthBuild – looking to expand in Boston neighborhoods.
 - Teach design and construction trades to young adults who employ their skills and YouthBuild's resources to design and build projects in the community they live in.
 - E.g. bus stop improvements, art installation, sidewalk improvements, etc.
 - They are looking for contributions and space to expand in Allston.

PROJECT OVERVIEW

- Approx. 54,000 square feet of floor area + below grade parking garage – total 80,500 gross square feet.
- Height ranging from 30' to 69'.
- 54 total units – 16 home-ownership, 38 rental
- Over 50% of the units in the project are 2 and 3 bedroom units
- Strategies to require and promote owner-occupancy
- 37 below-grade parking spaces – strategy to get parking to larger, family-oriented units
- Indoor and outdoor bike parking and maintenance facility + guest bike parking – easy to use and access
- On-site affordability – 2 home-ownership IDP units, 5 rental IDP units
- High ratio of open space per unit – open space located on the ground level and on rooftops.
- LEED Silver construction – energy conservation, lower cost of living for residents.
- Roof top edible farm for educational programming, consumption and community building.

OWNERSHIP & RENTAL BREAKDOWN

RENTAL UNITS	# OF UNITS	% OF BUILDING TOTAL
STUDIO	2	4%
1 BED	5	9%
1+ BED	11	20%
2 BED	10	18%
3 BED	9	17%
3 BED (DUPLEX)	1	2%
TOTAL RENTAL UNITS	38	70%

OWNERSHIP UNITS	# OF UNITS	% OF BUILDING TOTAL
1 BED (FLAT)	8	15%
2 BED (DUPLEX)	4	7%
2.5 BED (DUPLEX)	2	4%
3 BED (DUPLEX)	2	4%
TOTAL OWNERSHIP UNITS	16	30%
TOTAL UNITS	54	100%

TOTAL PARKING

TOTAL SPACES	35 37
PARKING/UNIT RATIO	0.65: 1

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PROJECT OVERVIEW

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