SELECTED WORKS

2021/2024

Urban Design Portfolio

Venkat Anirudh

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ERC Interim Conditions Study

Project Goal

Develop an interim conditions plan to refine Phase C and D of the ERC in order to inform future conversations with the community and city.

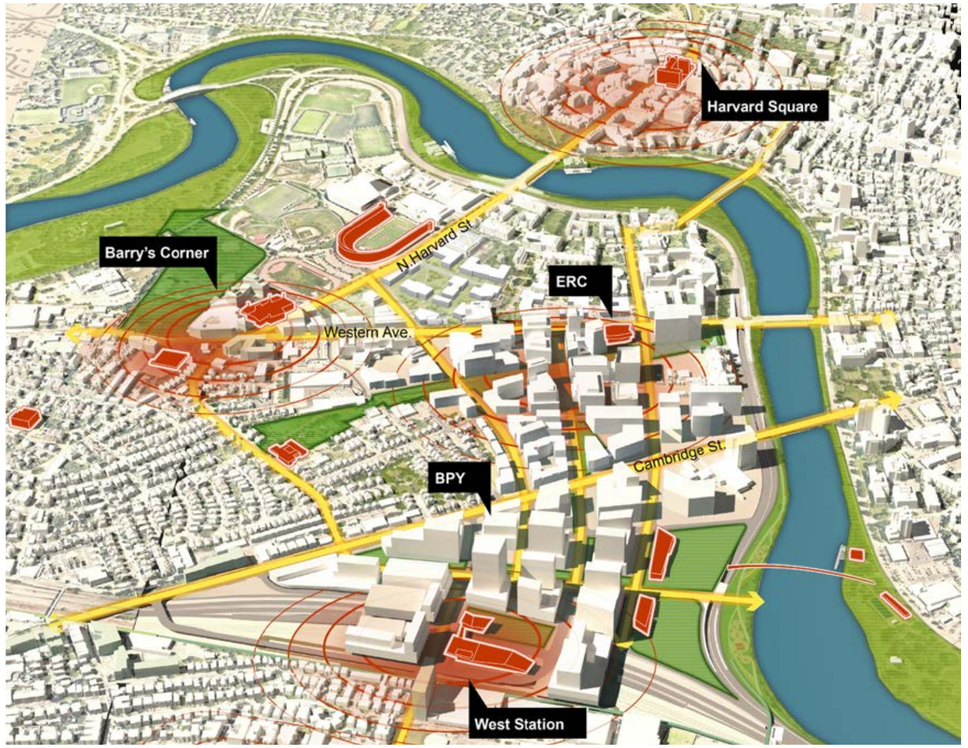
Summary

1. Determined min and max range of development density for a financially feasible campus designed according to the ERC guiding principles.
2. Identified a list of requests and advocacy positions to guide city-facing conversations.
3. Identified a feasible development timeline that considers the role of mobility upgrades as an enabling factor in future growth.
4. Defined a strong narrative for the benefits that the campus and community gain from variations in height, density and land use proposed by the study.

CLIENT:
Harvard University

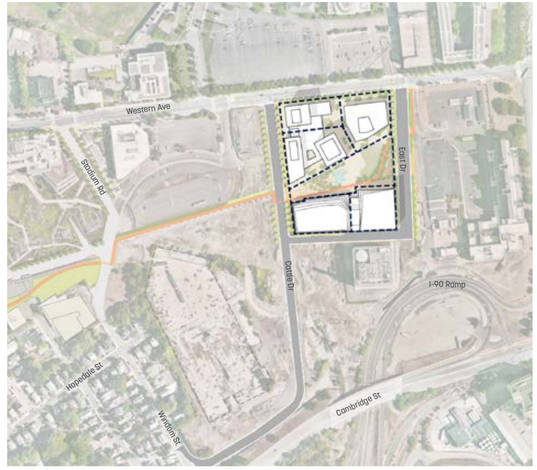
APPLIED SKILLS
District Planning, Design Guidelines, Parcel Test Fits

MADE WITH
Rhino, Arcmap GIS, Illustrator, Photoshop, Google Earth



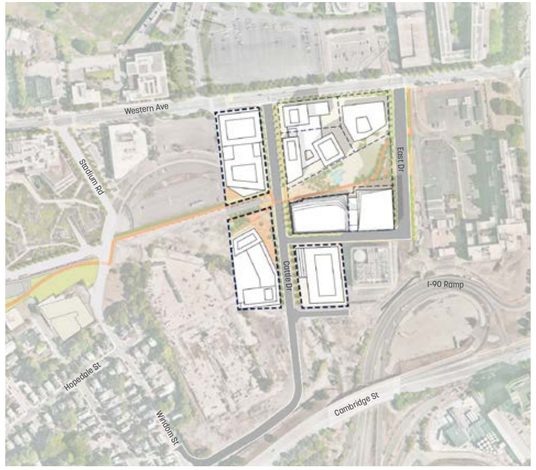
ERC Phase A

Under Construction



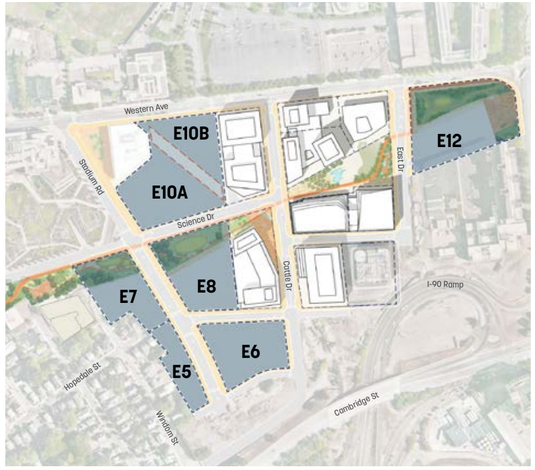
ERC Phase B

Approved



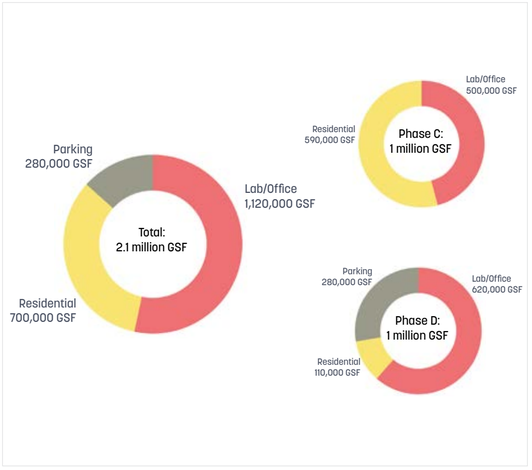
ERC Phase C & D

Proposal



ERC Phase C & D

Test Program



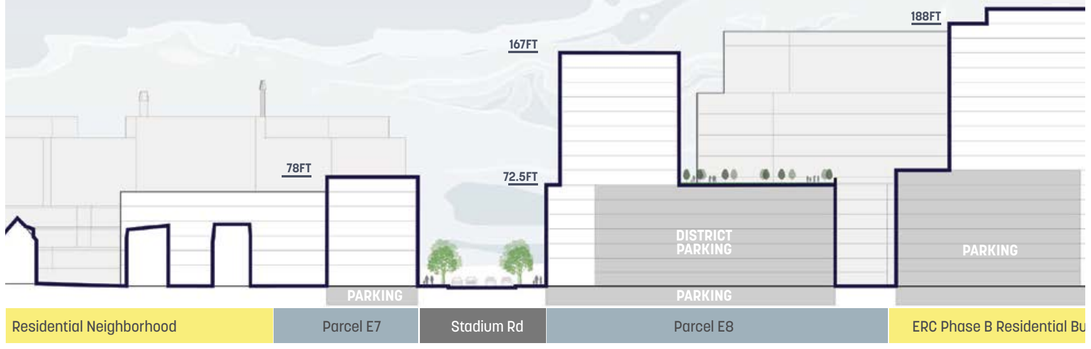
Neighborhood Edge

Scale Up

Parcel E7 is kept at a consistent low height to avoid visual disruption to its existing neighbors.

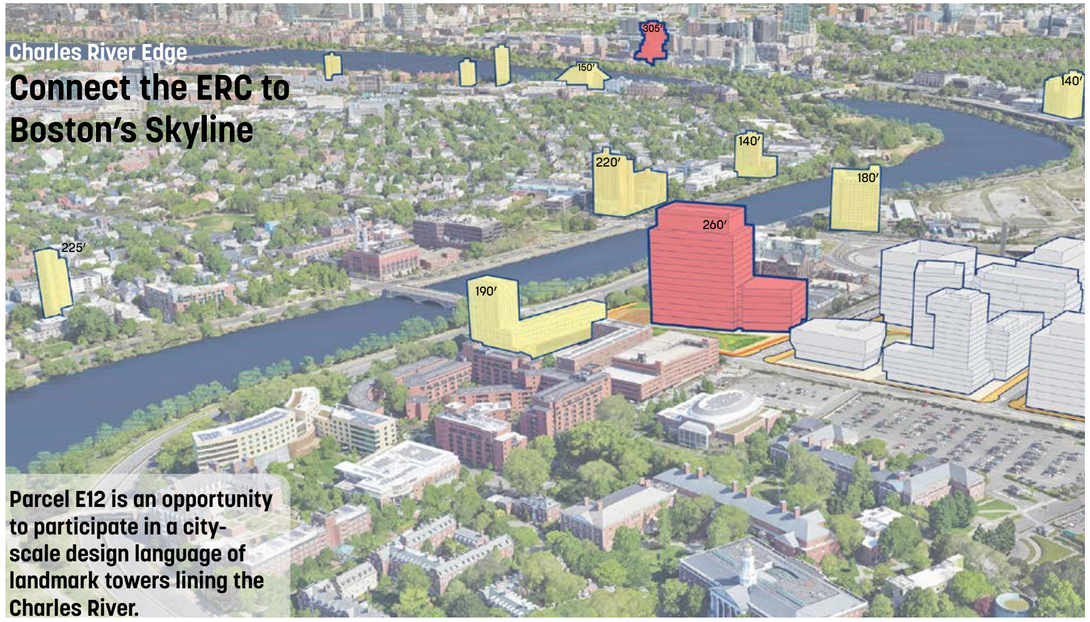
The podium height of parcel E8 matches the height of adjacent E7 and residential GSF is shifted to a slender tower.

The new parking structure is placed adjacent to the proposed Phase B parking structure in order to conceal parking and avoid creating leasable space that faces directly into a parking garage



Charles River Edge

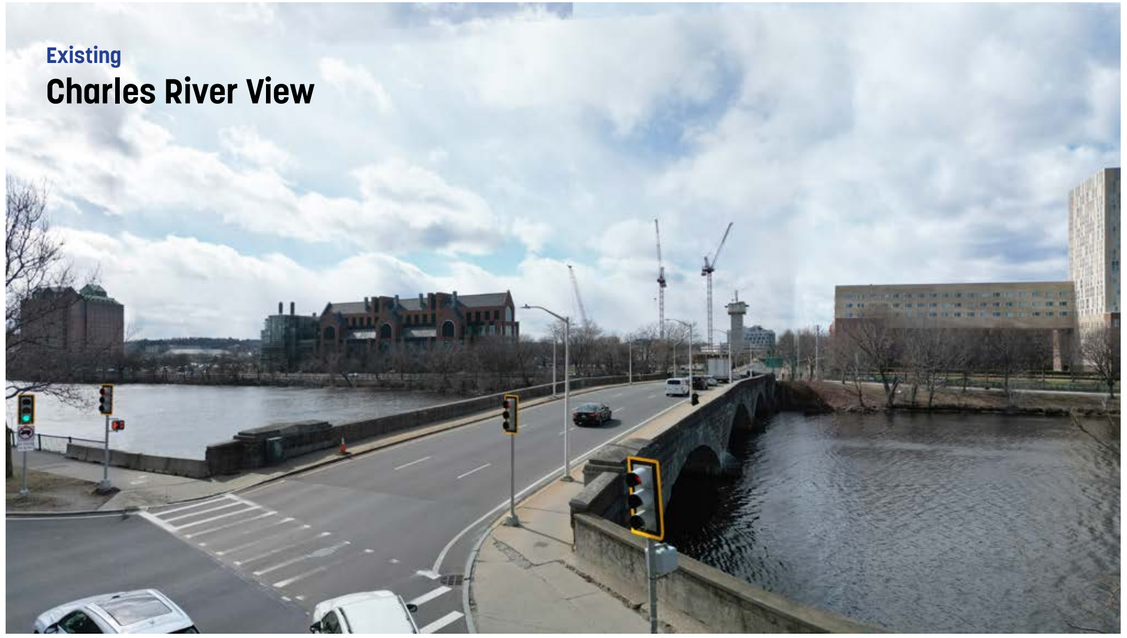
Connect the ERC to Boston's Skyline



Parcel E12 is an opportunity to participate in a city-scale design language of landmark towers lining the Charles River.

Existing

Charles River View



ERC Interim Condition

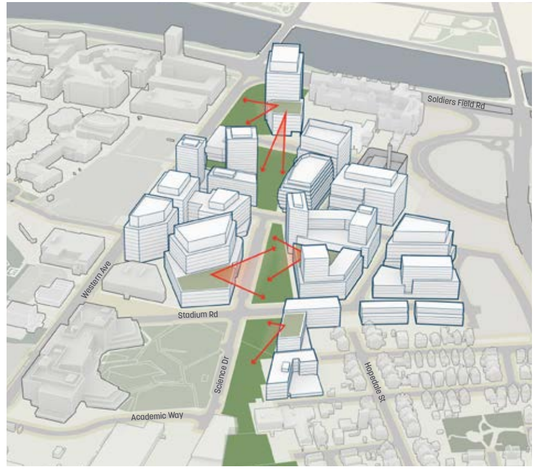
Charles River View

Public Realm Experience

Maintain a human scale using setback podiums

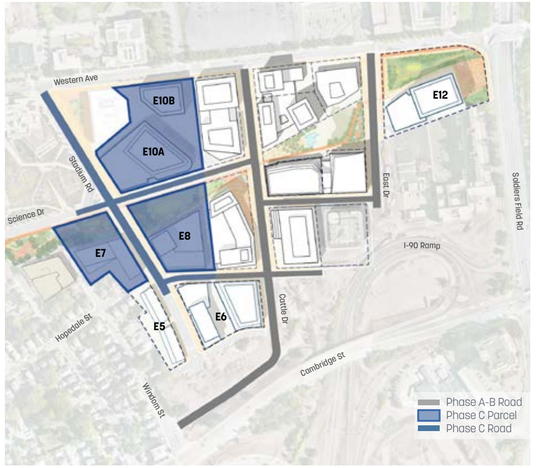
Public Realm Experience

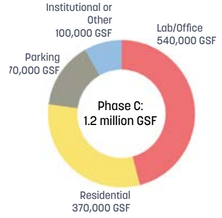
Introduce terraces



Phasing Option 1

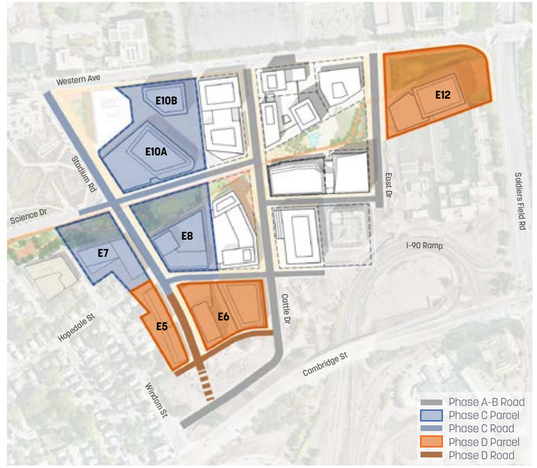
Phase C

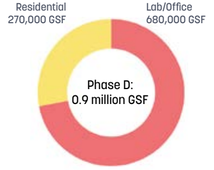




Phasing Option 1

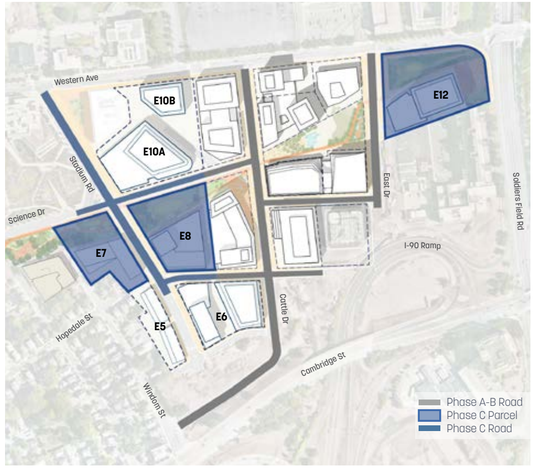
Phase D

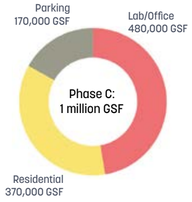




Phasing Option 2

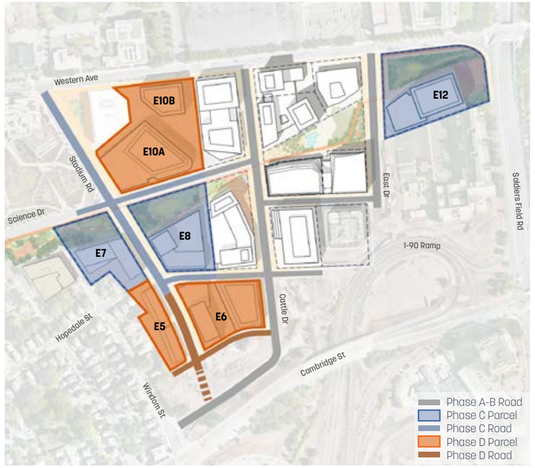
Phase C

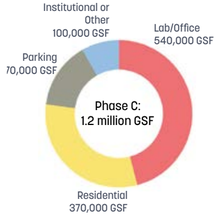


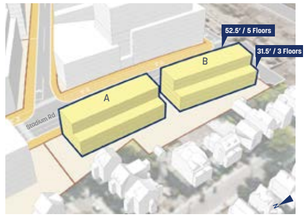


Phasing Option 2

Phase D

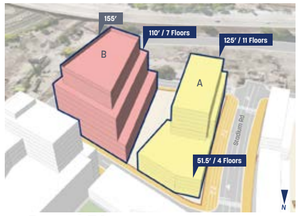






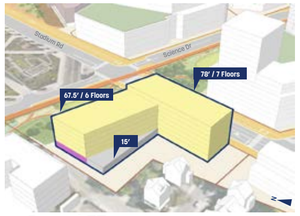
Parcel E5

Parcel Area:	37,120 sf
Building Program:	Residential
Building GFA:	83,500 sf
Building Max Height:	52.5 ft
FAR	2.25
Typical Floor Plate:	9,600 sf (BLDG A)
	9,600 sf (BLDG B)
Underground Parking:	20,000sf (57 cars)



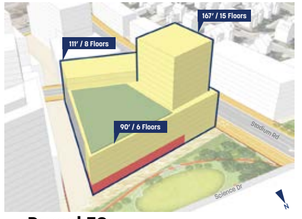
Parcel E6

Parcel Area:	76,386 sf
Building Program:	Residential (BLDG A)
	Office / Lab (BLDG B)
Building GFA:	181,000 sf (BLDG A)
	198,400 sf (BLDG B)
Building Max Height:	125 ft
FAR	4.97
Typical Floor Plate:	26,300 sf (BLDG A)
	31,400 sf (BLDG B)
Underground Parking:	26,600sf (76 cars)



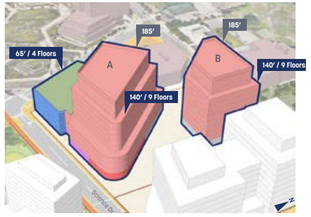
Parcel E7

Parcel Area:	72,225 sf
Building Program:	Residential
Building GFA:	154,000 sf (BLDG A)
Building Max Height:	78 ft
FAR	2.13
Typical Floor Plate:	23,200 sf (BLDG A)
Underground Parking:	25,900sf (74 cars)



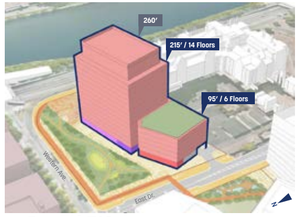
Parcel E8

Parcel Area:	96,756 sf
Building Program:	Residential
	& District Parking
Building GFA:	210,000 sf (Resi.)
Building Max Height:	167 ft
FAR	3.95
Typical Floor Plate:	43,100 sf
District Parking:	172,000sf (430 cars)
Underground Parking:	69,600sf (198 cars)



Parcel E12

Parcel Area:	138,688 sf
Building Program:	Office / Lab
Building GFA:	481,600 sf
Building Max Height:	215 ft
FAR	3.47
Typical Floor Plate:	44,600 sf
Underground Parking:	44,600 (127 cars)



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Parcel Area:	138,688 sf
Building Program:	Office / Lab
Building GFA:	481,600 sf
Building Max Height:	215 ft
FAR	3.47
Typical Floor Plate:	44,600 sf
Underground Parking:	44,600 (127 cars)

Barrys Corner Gateway

Project Goal

Develop planning principles and site design elements that a project on the site can follow. Develop Graphics showing open space, access, circulation and phasing that suggest a preferred direction for this site.

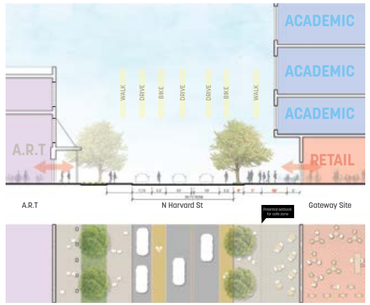
Summary

The site principles established as preferred direction for this site include:
1. Stewarding Barry's Corner - Enhance Allston's thriving social fabric by with a vibrant anchor that supports inclusion & accessibility.
2. Function + Program - Create a Gateway to Harvard by promoting an innovative mix of academic and community uses
3. Harvard Allston Institutional Identity - Extend the Harvard Institutional brand into the Barry Corner's area by creating a campus anchor and gateway to the Harvard Allston Institutional District.

CLIENT:
HUPAD

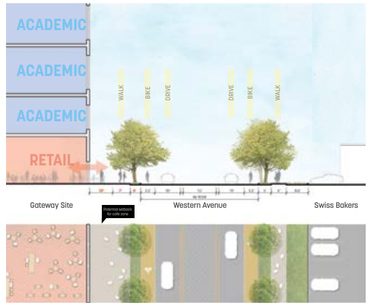
APPLIED SKILLS
Public Realm Design,
Programming

MADE WITH
Sketchup, Illustrator, Photoshop



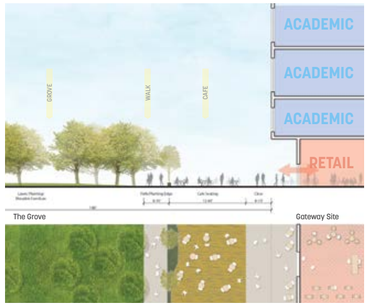
Public Realm
N Harvard St

Promote synergy with the A.R.T. across the street by providing complementary retail such as a restaurant or cafe to activate the street with outdoor seating and events.



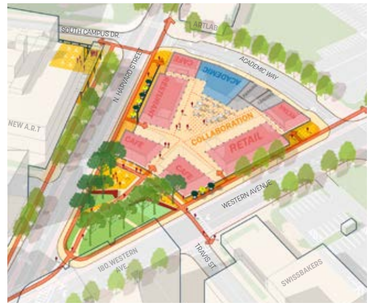
Public Realm
Western Ave

Enhance Western Avenue by activating the ground floor with retail and potential spill over activity onto the street.



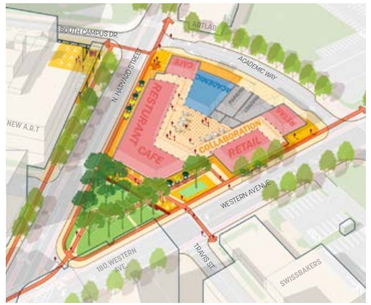
Public Realm
The Grove

Open up the first floor to the Grove through cafe/retail seating space.



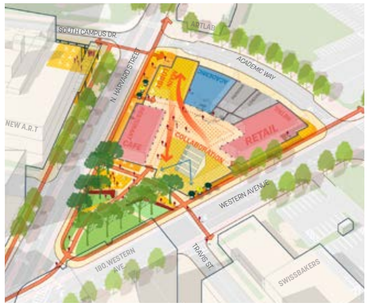
Public Realm
Option 1

- Provides space varied in dimension and character for retail dining area
- Adds new trees in lawn and in plaza space



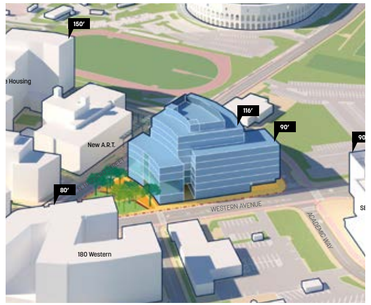
Public Realm
Option 2

- Prioritizes preserving one large London Plane
- Provides consistent width for retail dining area
- Adds new trees in lawn



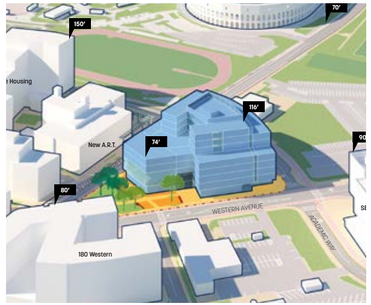
Public Realm
Option 3

- Provides space varied in dimension and character for retail dining area
- Adds new trees in lawn and in plaza space
- Corner lobby on N Harvard St & Academic Way



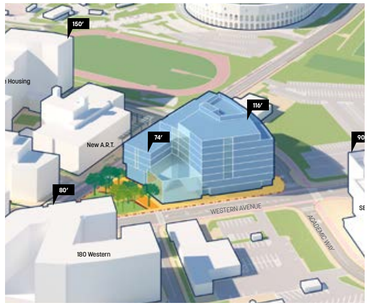
Massing
Option 1

- Total GSF = 302,700 SQ FT
- Mostly symmetrical arrangement of interior spaces with atrium on lower levels. Collaboration spaces face both Barry's Corner and HBS.
- Massing steps down toward the grove and is lower adjacent to the ART.
- Multiple entries provide access from the Grove as well as from flanking streets.



Massing
Option 2

- Total GSF = 307,000 SQ FT
- Mostly symmetrical arrangement of interior spaces with atrium facing toward Barry's Corner
- Massing steps down toward the grove and the ART and steps back to create larger entry from Western Avenue.
- Main entry on Western Avenue as well as entries closer to HBS and Athletics .

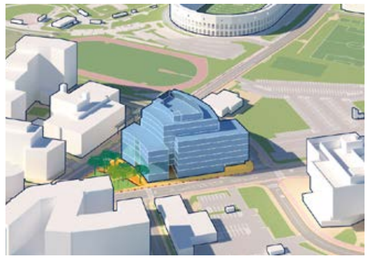


Massing
Option 3

- Total GSF = 307,200 SQ FT
- Interior uses emphasize diagonal movement on lower levels, while largely symmetrical in upper floors. Larger volumes emphasize entries north and south.
- Massing wraps around a lower volume which can function as a collaborative space facing the Grove in its southwest corner.
- Entries are located on the three public edges along N.Harvard, Western Ave and the Grove.

Massing Options

1



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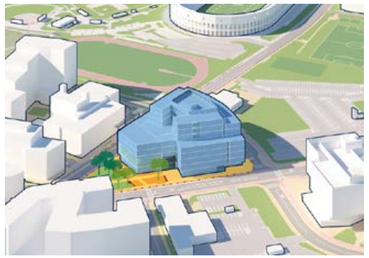


3

Site Area **57,000 GSF (1.31 ac)**
Below Grade Parking & Service **46,500 GSF (Approx. 110 sp/lvl)**
Height (All Options) **116 ft**

Floor	GSF
Ground Floor	51,100
2	45,700
3	30,800
4	46,300
5	46,300
6	32,300
7	25,100
8	25,100
Total	**302,700**

Floor	GSF
Ground Floor	44,500
2	45,000
3	45,700
4	52,000
5	46,300
6	28,000
7	28,000
8	17,500
Total	**307,000**

Floor	GSF
Ground Floor	48,200
2	34,600
3	45,500
4	45,500
5	46,700
6	34,000
7	34,000
8	18,700
Total	**307,200**

Holding Parcel Alignment Study

Project Goal

Study the alignment of the eastern end of the greenway between Soldiers Field Road and East Drive to understand the opportunities and implications for both open spaces and development potential.

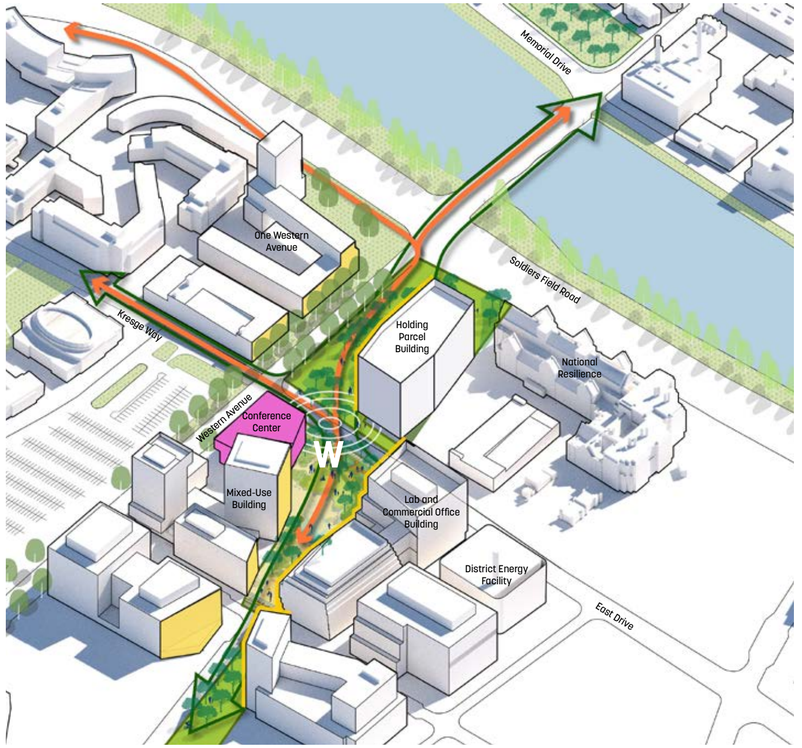
Summary

The study highlights the differences between the existing greenway configuration, (as developed for the ERC framework plan) and a new configuration for the greenway adjacent to Western Avenue. The main considerations for this study include :
- The experience along Western Ave
- The experience along the greenway
- Building development and access
- Relationship to phase A

CLIENT:
Harvard University

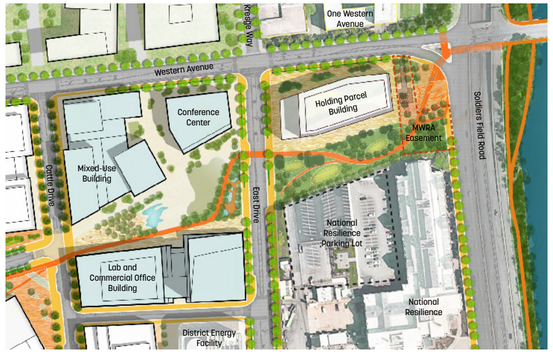
APPLIED SKILLS
Urban Placemaking
Site Analysis

MADE WITH
Photoshop, Illustrator, Rhino, Google Earth



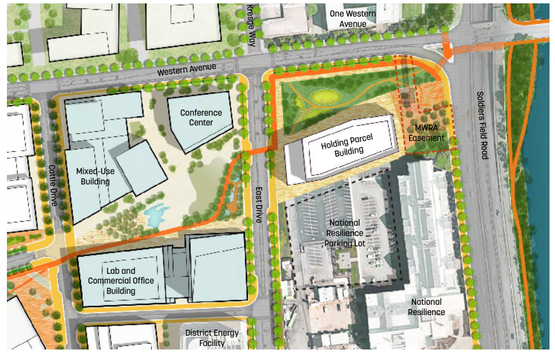
Introduction

Alignment Options



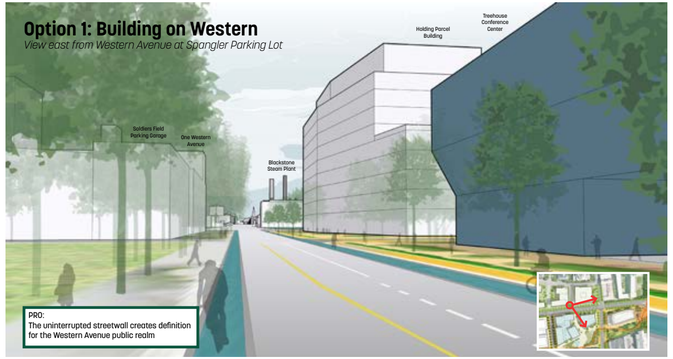
Option 1: Building on Western

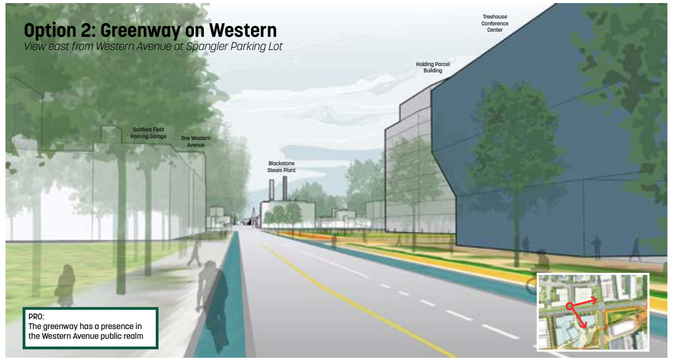
In this option, the greenway passes south of a new building on the holding parcel. The greenway will occupy the space between the holding parcel and National Resilience building sites. In the near term, the National Resilience site will have a parking lot.



Option 2: Greenway on Western

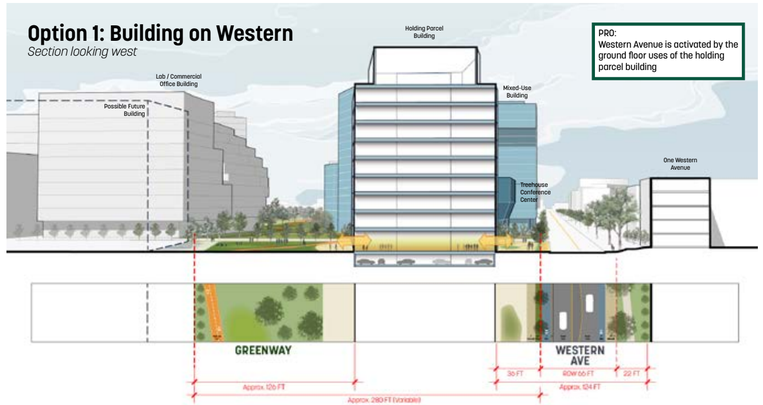
In this option, the greenway passes north of the new building. The greenway will occupy the space between the holding parcel building and Western Avenue.





Option 1: Building on Western

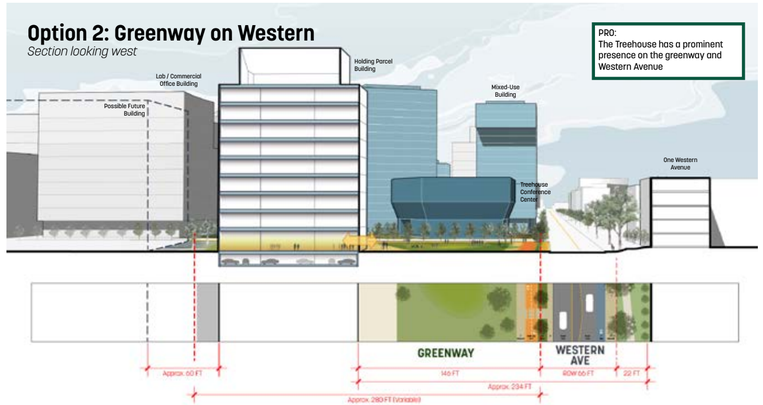
Section looking west



PRO:
Western Avenue is activated by the ground floor uses of the holding parcel building

Option 2: Greenway on Western

Section looking west

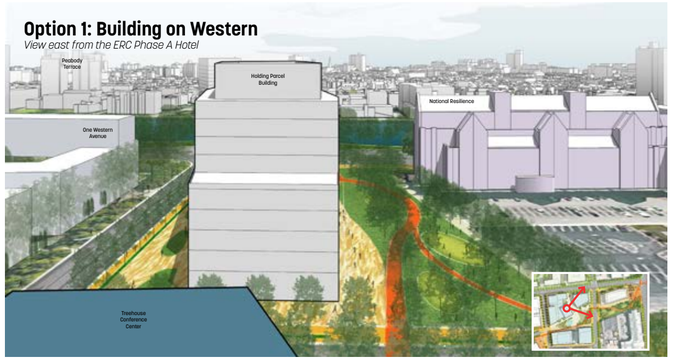


PRO:
The Treehouse has a prominent presence on the greenway and Western Avenue

View east from ERC Phase A Hotel

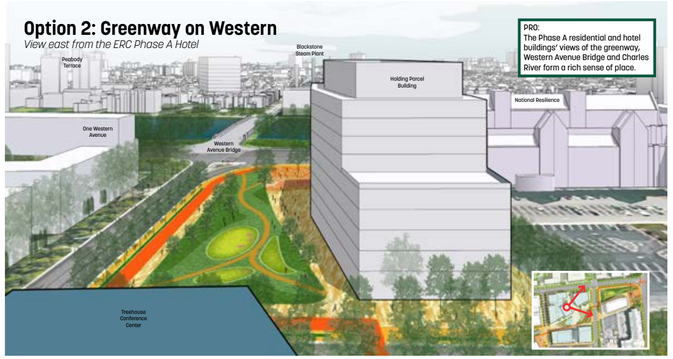
Option 1: Building on Western

View east from the ERC Phase A Hotel



Option 2: Greenway on Western

View east from the ERC Phase A Hotel



PRO:
The Phase A residential and hotel buildings' views of the greenway, Western Avenue Bridge and Charles River form a rich sense of place.

Placemaking 2030 Report

Project Goal

This study seeks to understand how Harvard can continue to invest in the Allston area to foster growth and community building in an evolving developmental landscape over the next decade.

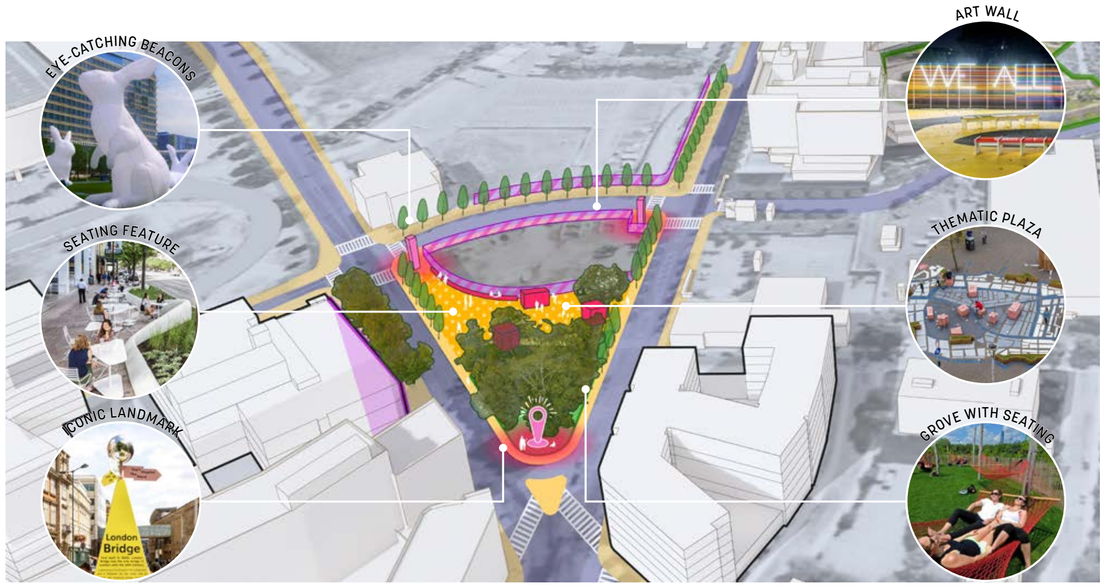
Summary

From now until 2030, Allston Brighton will see the completion of an estimated 10 million GSF of additional space and over 4,000 residential units. Placemaking takes on increased importance in a neighborhood undergoing such change. Identifying and prioritisng opportunities that make sense for the people's well being and the client's finances is the fine line being walked here.

CLIENT:
Harvard University

APPLIED SKILLS
Urban Placemaking
Site Analysis

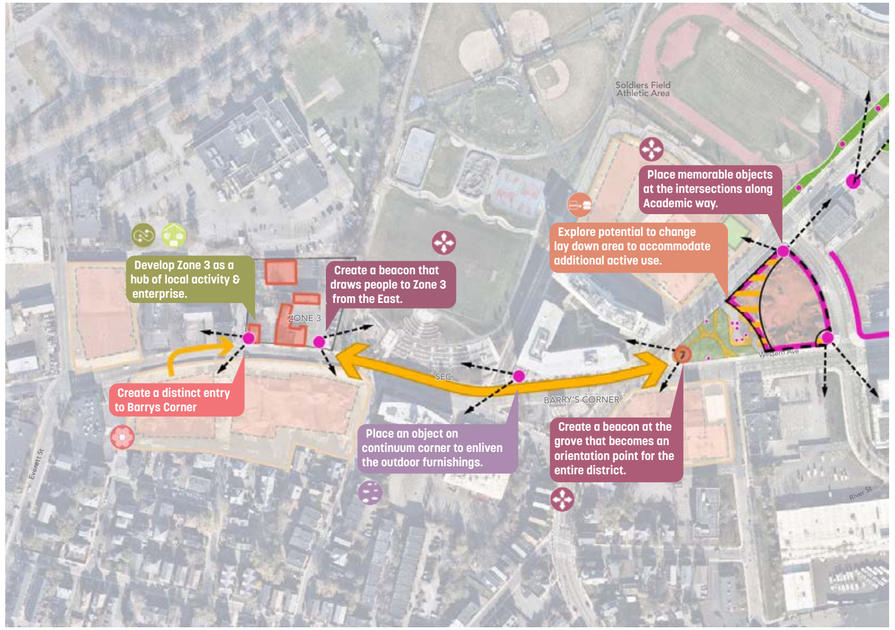
MADE WITH
Photoshop, Illustrator, Sketchup, Google Earth



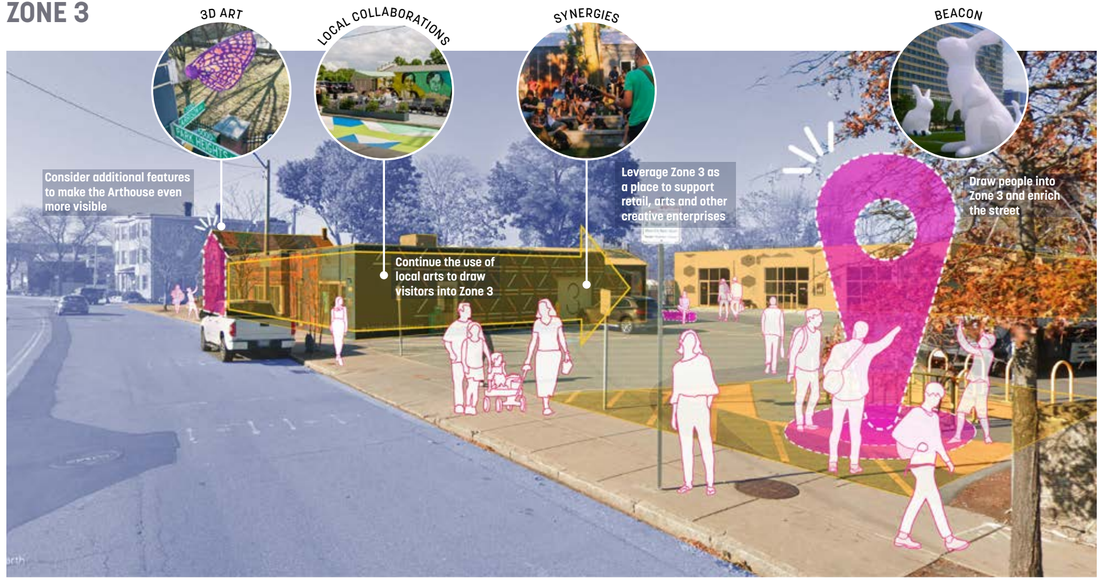
PROPOSAL
WEST CORRIDOR

- Stepping Stones
- Creative Information
- Crossroads
- Synergies
- Weave in Multi Functionality
- Increase Utilization
- Views to the Future
- Stickiness
- Temporary to Permanent Pipeline

- Opportunity Point
- Existing Destinations
- Near Term Landscape Features
- Creative Information Corridor

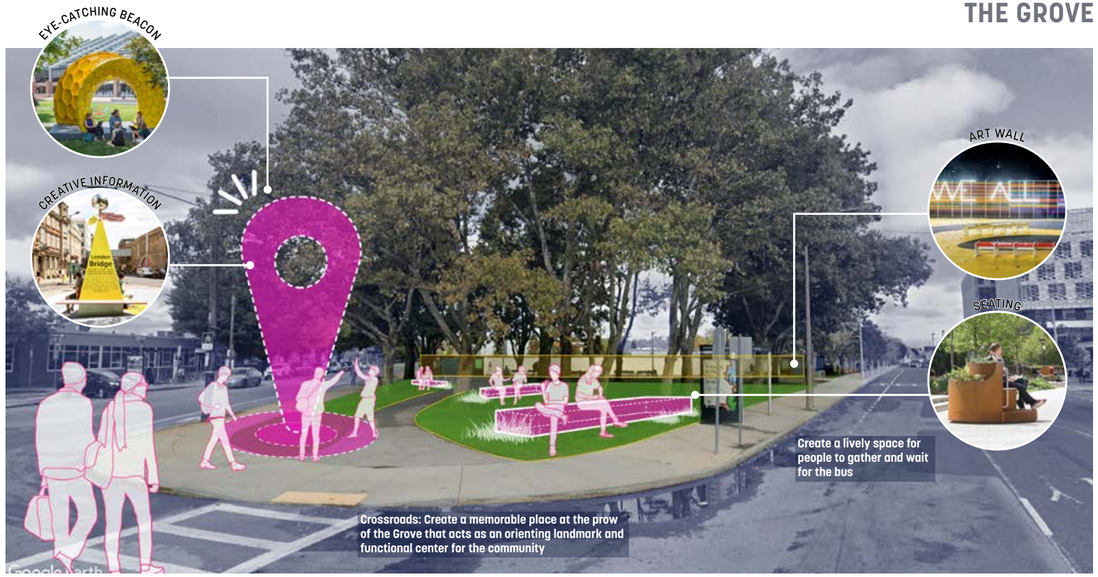


ZONE 3



CONTINUUM CORNER

THE GROVE



Beacon Park Yards Deck Design

Project Goal

Design a deck condition that caps the I-90 in Allston which would allow the development of a new neighborhood and public realm.

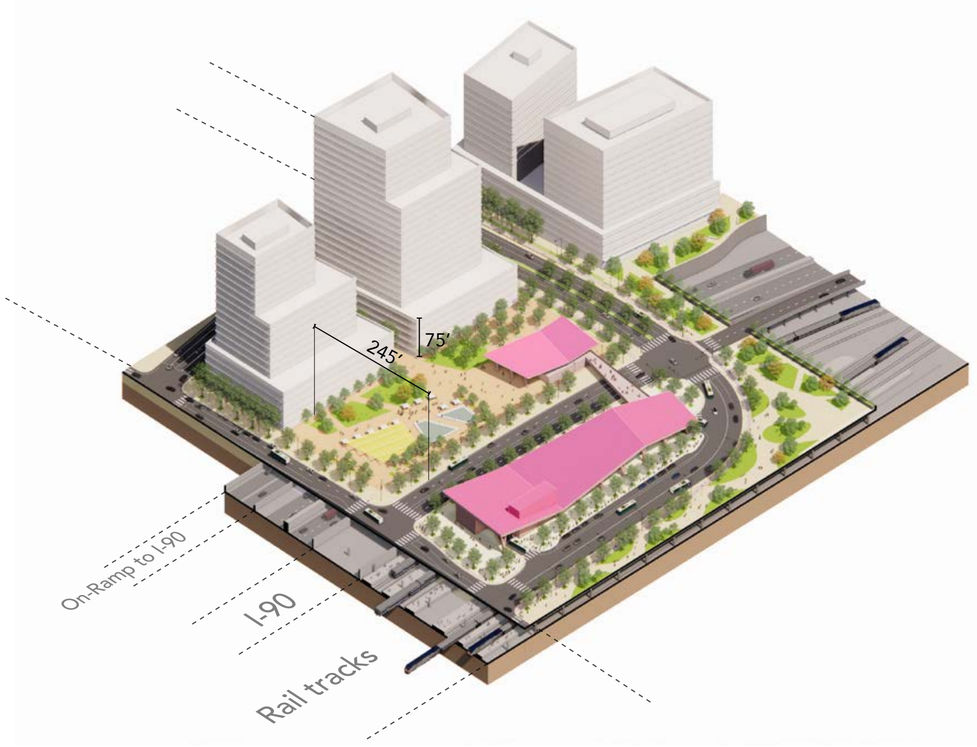
Summary

Developed a physical model as well as a visualization of a new public realm condition representing the decking of the I90 in Allston. This would enable the connection of two parts of this neighborhood that are historically separated by motorways and industrial buildings.

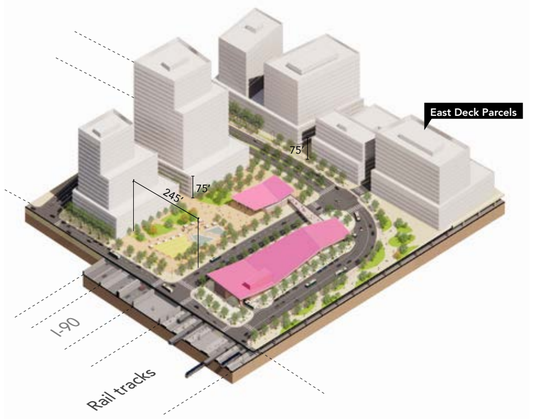
CLIENT:
Harvard University

APPLIED SKILLS
Urban freeway capping,
Fabrication Studio

MADE WITH
Rhino, Illustrator, Photoshop,
Fabrication Studio tools

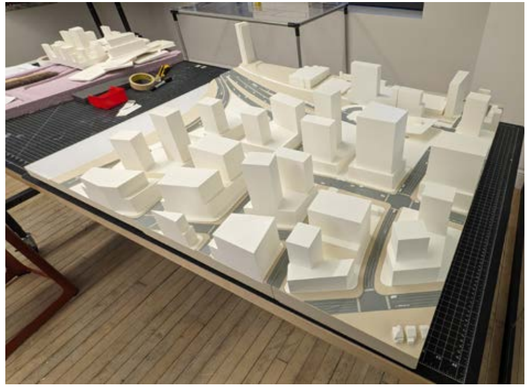


East Deck Condition



No East Deck Condition

Physical Model



BPY Layover Yard Study

Project Goal

Explore the possibility of moving an existing rail yard to accommodate additional development that would be part of the planned BPY phasing around West Station.

Summary

Moving the rail yard would not only make space for new residential development, it would also create a more desirable edge condition between existing residential low rise neighboirhoods and the proposed high density development around the new west station commuter rail stop. It would also add new public realm along the proposed people's pike.

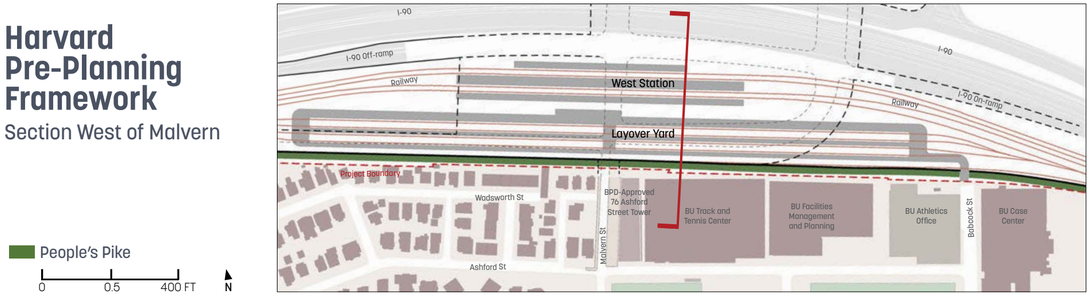
CLIENT:
Harvard University

APPLIED SKILLS
Site Analysis, Public Realm Design

MADE WITH
AutoCAD, Rhino, Illustrator

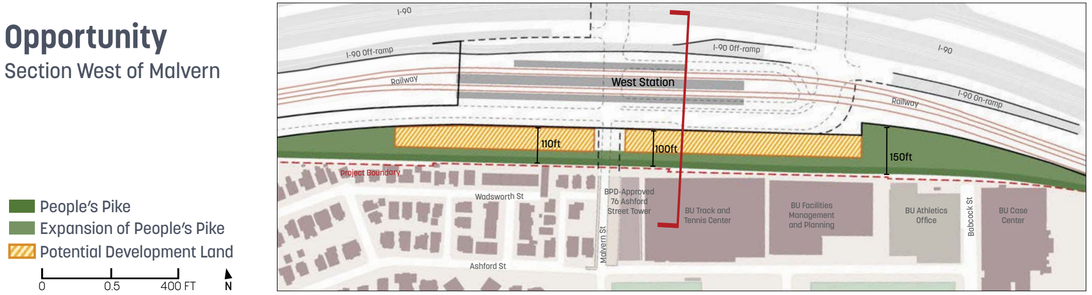
Harvard Pre-Planning Framework

Section West of Malvern



Opportunity

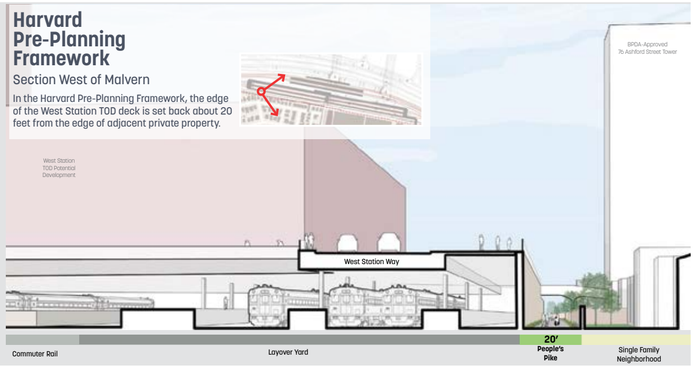
Section West of Malvern



Harvard Pre-Planning Framework

Section West of Malvern

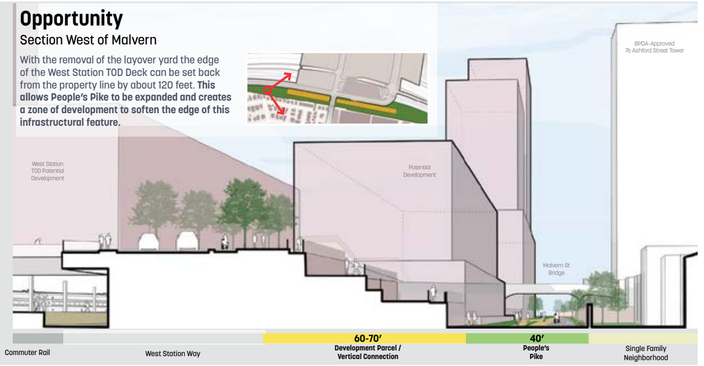
In the Harvard Pre-Planning Framework, the edge of the West Station TOD deck is set back about 20 feet from the edge of adjacent private property.



Opportunity

Section West of Malvern

With the removal of the layover yard the edge of the West Station TOD Deck can be set back from the property line by about 120 feet. **This allows People's Pike to be expanded and creates a zone of development to soften the edge of this infrastructural feature.**



Opportunity

Eastbound on People's Pike

Opportunity

Eastbound on West Station Way

Opportunity

Eastbound on West Station Way

Opportunity

Westbound on People's Pike

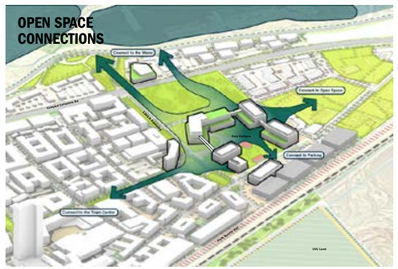
Huntsman Cancer Institute Campus Program

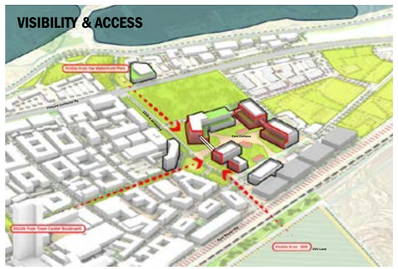
Project Goal

Program the HCI campus to harmonize with the city of Vineyard while ensuring patients experience privacy and tranquillity. Key drivers include vast mountain views and expanding the public realm around the campus.

Summary

Throughout the planning process, the design team collaborated with the City of Vineyard, Woodbury, and Flagship to ensure that the site plan and preliminary architectural concepts for HCI reinforce broader goals around community integration. The design team also ensured that the site plan fit within the existing block structure.





APPLIED SKILLS	MADE WITH	CLIENT:
Healthcare campus programming, Public realm design	Sketchup, Illustrator, Photoshop, Arcmap, Google Earth	Huntsman Institute

SITE ANALYSIS

SITE PLANNING PROCESS

PLANNING DRIVERS & INITIAL CONCEPTS

Primary planning drivers for the site plan included framing views to the east and west, creating open space connections to the Utah City master plan and Utah Lake, and ensuring the site and buildings would be highly visible and accessible to the broader Vineyard community Utah County. The conceptual diagrams and perspectives developed throughout the process showcase a vision for an integrated urban hospital that celebrates healing and community wellness in an open and beautiful environment.

SITE ANALYSIS

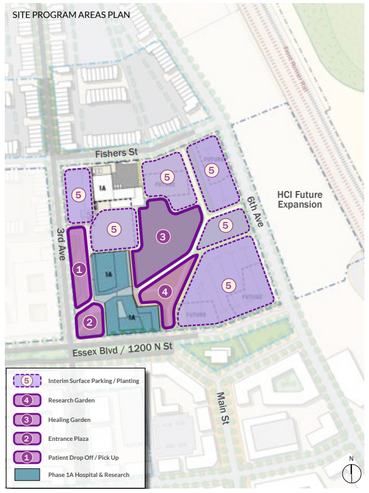
PARKING ACCESS

In Phase 1A patient and visitor parking is located in a surface lot at the northwest corner of the site, accessed directly from 3rd Ave or the drop-off / pick-up zone. Additional on-site surface parking may be provided in the northeast and southeast corners of the site, but the extent of that will depend upon available shared parking south of Essex Blvd.

TRANSIT CONNECTIONS

One of the greatest mobility assets of the site is the proximity to the FrontRunner Station, which provides direct connections to Salt Lake City to the north, and Provo to the south.

In Phase 1A, access to the station will be provided along 3rd Avenue via a shuttle service, though one would also be able to walk or bike to the station, perhaps using micro-mobility solutions such as e-bikes or scooters that would require docking stations at the hospital and station. In the future, bus service will also likely connect to the site and station.



Ludhiana Township Vision

Project Goal

Setting new standards for residential neighborhoods in Ludhiana, in the context of the logistical and economic constraints of medium sized cities in India.

Summary

The concept focuses on introducing world-class street design to parts of Ludhiana that are often subject to unregulated public realm. The design focuses on diverse open spaces, native planting and a peripheral green ring to protect from highway traffic as well as to buffer from a sewage canal. It also spotlights the healthy possibilities of making an organized, safe public realm.

CLIENT:
Sunview Developers

APPLIED SKILLS
Residential Street Design,
Concept & Visioning Plan

MADE WITH
Rhino, Enscape, Illustrator

Immersed in Nature

Strong Sense of Community

Healthy Community

Safe & Pedestrian Orientated

Sustainable

Forward Looking

Building Plots

Residential Plot Sizes and Setbacks

Plot A: 2,700sf / 300 sy

Plot B: 3,600sf / 400 sy

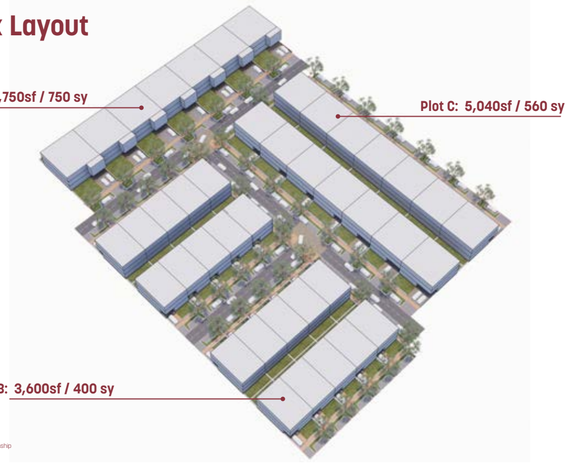
Plot C: 5,040sf / 560 sy

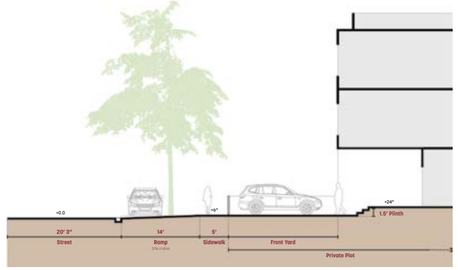
Plot D: 6,750sf / 750 sy

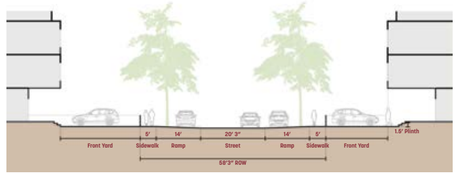
Plot E: 9,003sf / 1,000sy

Block Layout

Test Fit







Hello, I'm Anirudh.

Urban designer working to uplift communities with design that puts people first. Dedicated to understanding and responding to the social and economic histories of places I work in. Deeply affected and informed by the ecological crises of our times and the existential need to build safer and fairer environments for everyone. Self-proclaimed history geek. Plant enthusiast.

Venkat Anirudh

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