



135 BROADWAY
CRA PRESENTATION 5/20/2020
DRAFT

PREVIOUS CRA/CDD DESIGN COMMENTS

SEPTEMBER 25, 2019

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ARCHITECTURE:

- Top expression is too uniform - look to break the height for more visual interest at the top of building.
- Front expression is too broad - refer back to verticality and proportion of master plan massing.

LANDSCAPE:

- Continue street trees and sidewalk along Broadway though park. Consistent Streetscape
- Move park trees closer to sidewalk. Too bunched in center.
- Permeable paving, no storm water run-off. Use more green spaces to capture stormwater.
- Show plans for improvements on east and west drive next to garage.
- Radius on east/west drive into Broadway too large. Better crosswalk design.
- Consider seating with backs and arm rails.

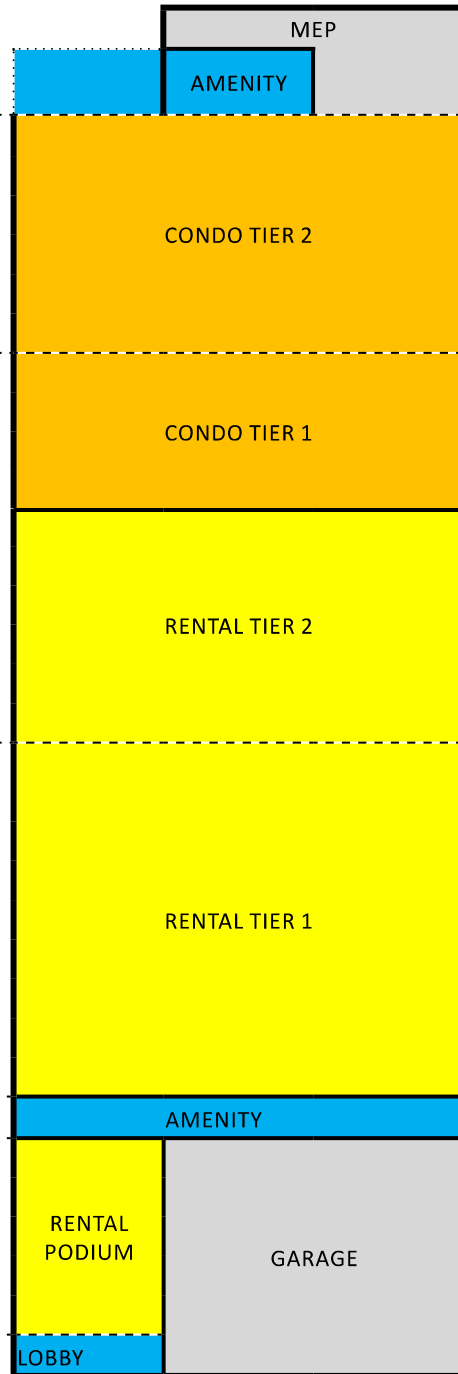


SEPTEMBER 25, 2019 CRA/CDD PRESENTATION

1.6.1 GFA & UNIT SUMMARY

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HT	FLOOR	GFA (SF)
384.5	34	0
365.5	33	4,585
349.5	32	11,995
336.0	31	11,995
325.0	30	11,995
314.0	29	11,995
303.0	28	11,995
292.0	27	11,995
281.0	26	11,987
269.0	25	11,987
259.0	24	11,987
249.0	23	11,987
239.0	22	11,987
227.0	21	11,987
217.0	20	11,987
207.0	19	11,987
197.0	18	11,987
187.0	17	11,987
177.0	16	11,975
165.0	15	11,975
155.0	14	11,975
145.0	13	11,975
135.0	12	11,975
125.0	11	11,975
115.0	10	11,975
105.0	9	11,975
95.0	8	11,711
85.0	7	10,378
68.0	6	6,546
56.0	5	6,546
46.5	4	6,546
37.0	3	6,546
27.5	2	6,546
18.0	1	6,289



353,333

RENTAL SUMMARY	UNITS	MIX%
METRO	44	17.0%
STUDIO	36	13.9%
1 BED JR	15	5.8%
1 BED	81	31.3%
1 BED DEN	15	5.8%
2 BED	48	18.5%
3 BED	20	7.7%

TOTAL RENTAL UNITS:	259
AVG RENTAL NSF	629

CONDO SUMMARY	UNITS	MIX %
STUDIO	8	6.3%
1 BED JR	16	12.7%
1 BED	44	34.9%
1 BED DEN	26	20.6%
2 BED	28	22.2%
3 BED	4	3.2%

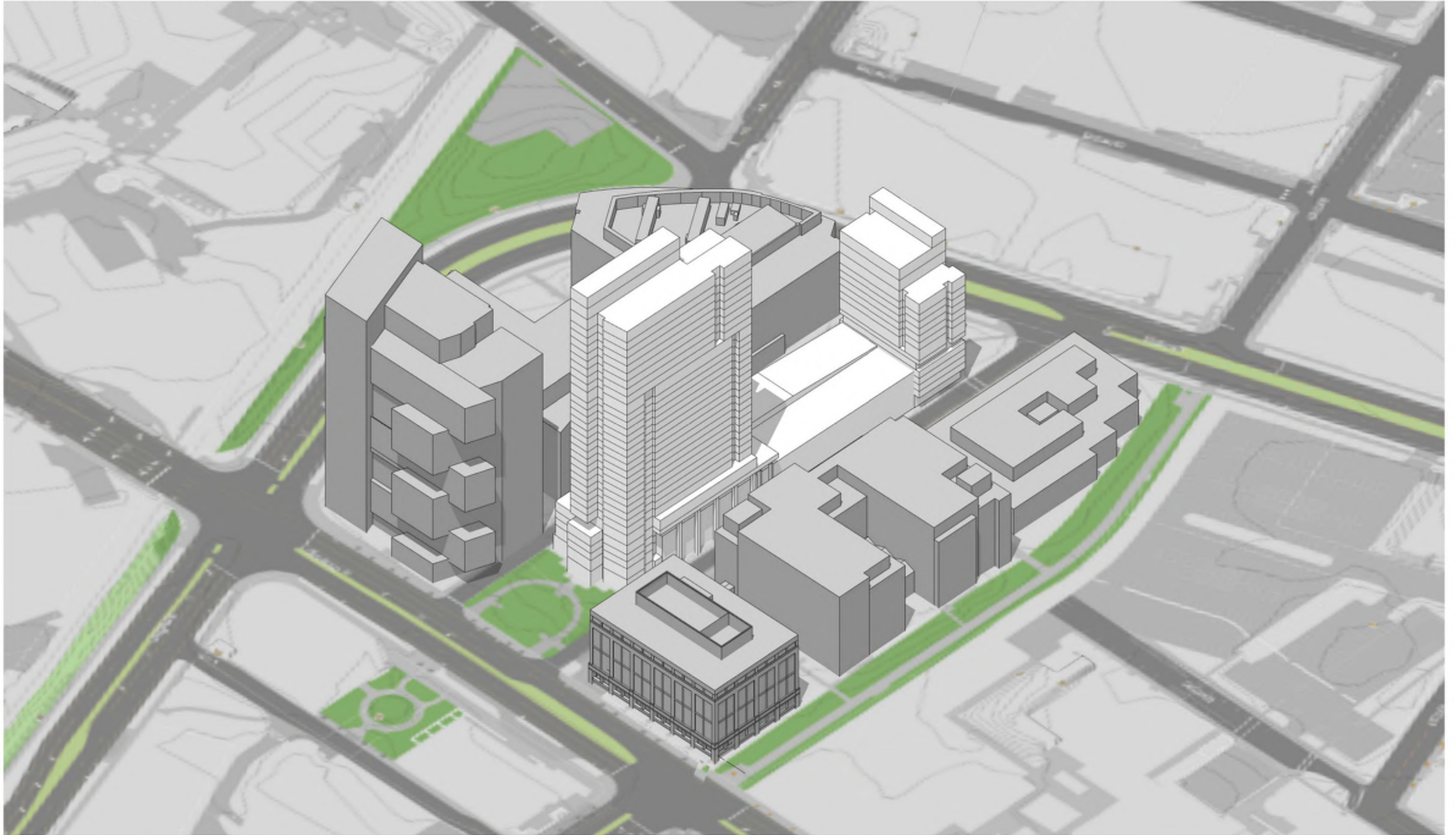
TOTAL CONDO UNITS:	126
AVG CONDO NSF:	820

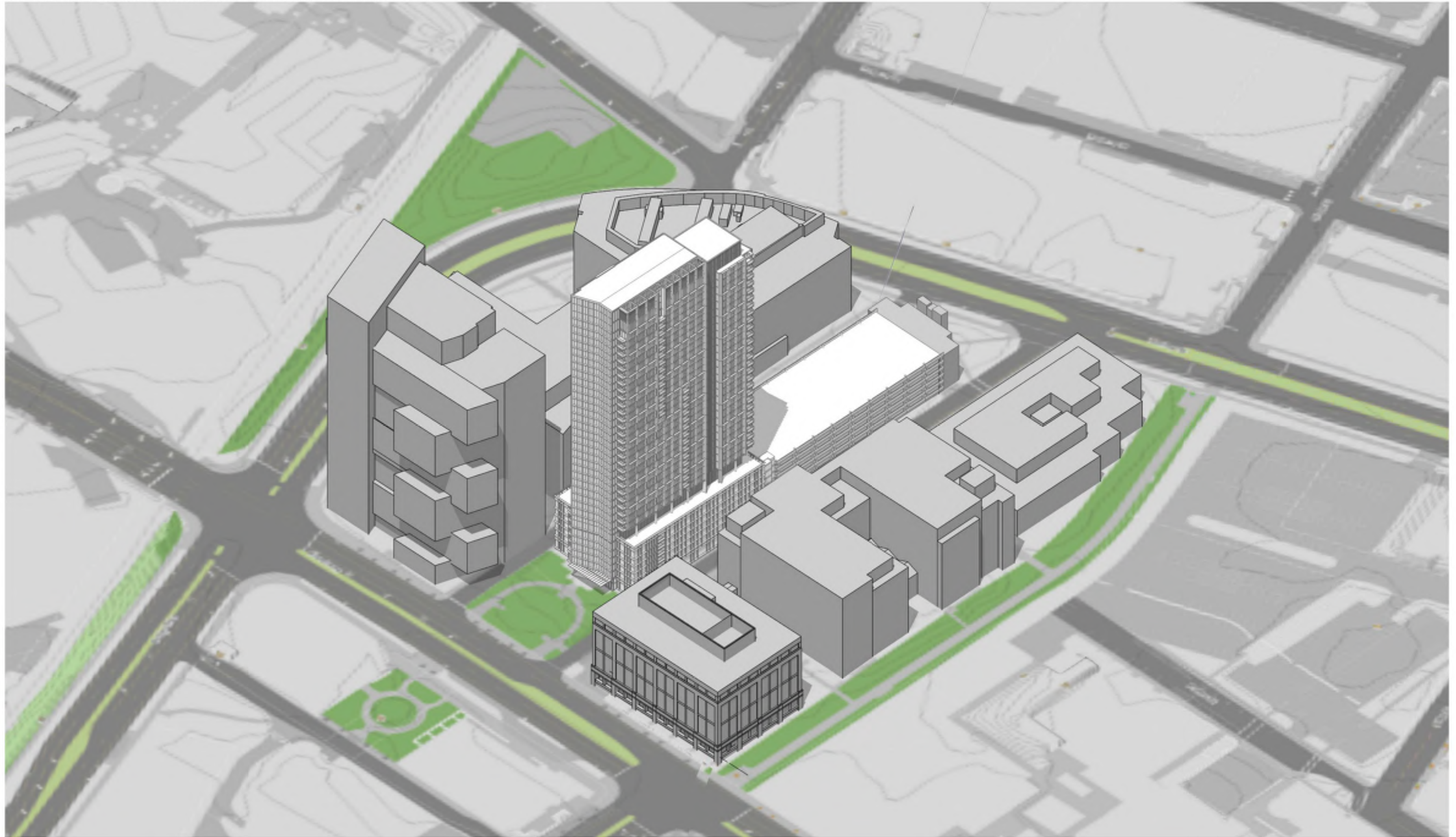
CALCULATED GFA BY ZONING	353,333
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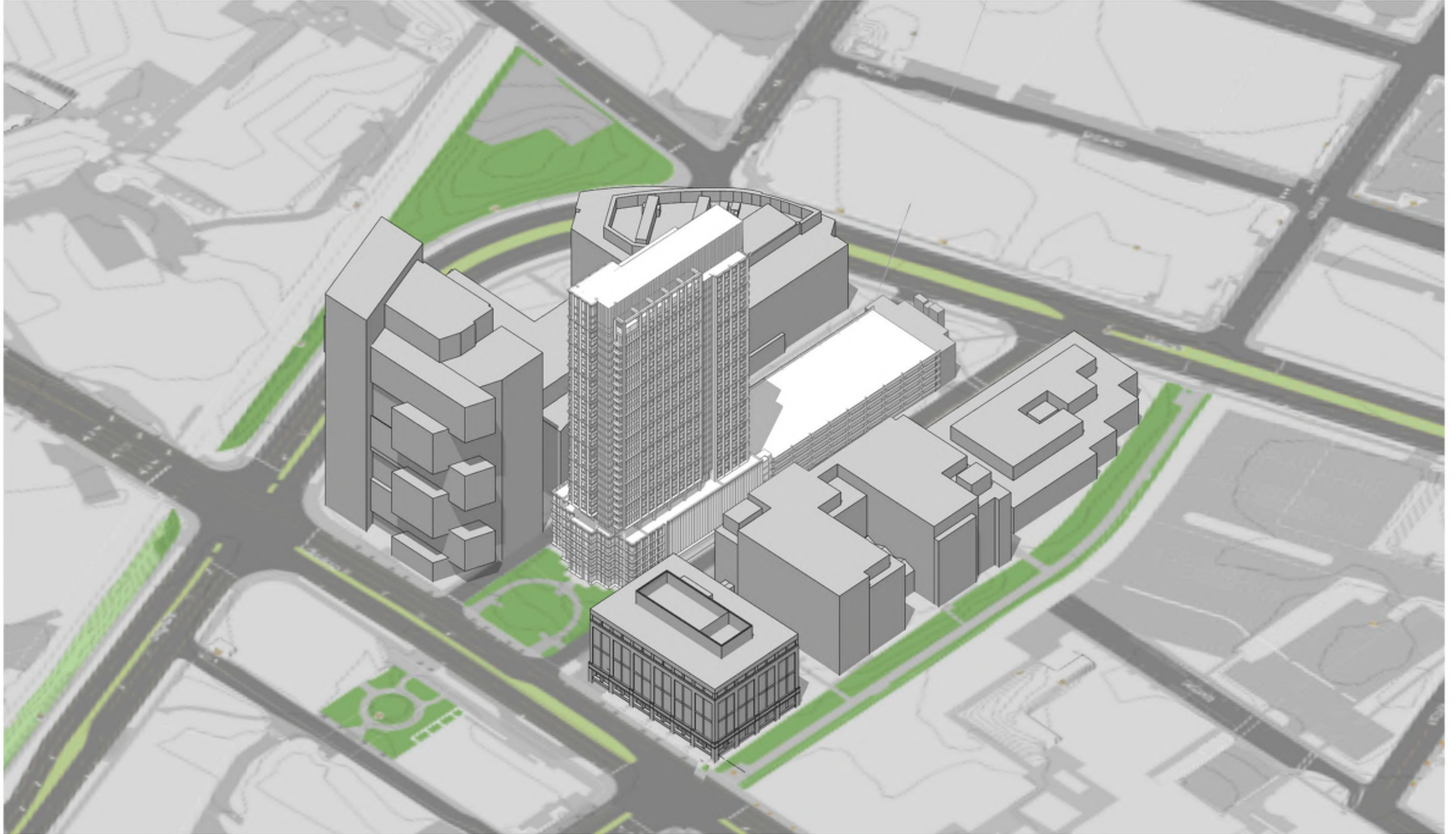
CONDO	20%	70,667
AFFORDABLE	20%	14,133
MIDDLE INCOME	5%	3,533
MARKET RATE	75%	53,000

RENTAL	80%	282,666
AFFORDABLE	20%	56,533
MIDDLE INCOME	5%	14,133
MARKET RATE	75%	212,000

THREE-BEDROOM	5%	17,667
CONDO	20%	3,533
APARTMENT	80%	14,133





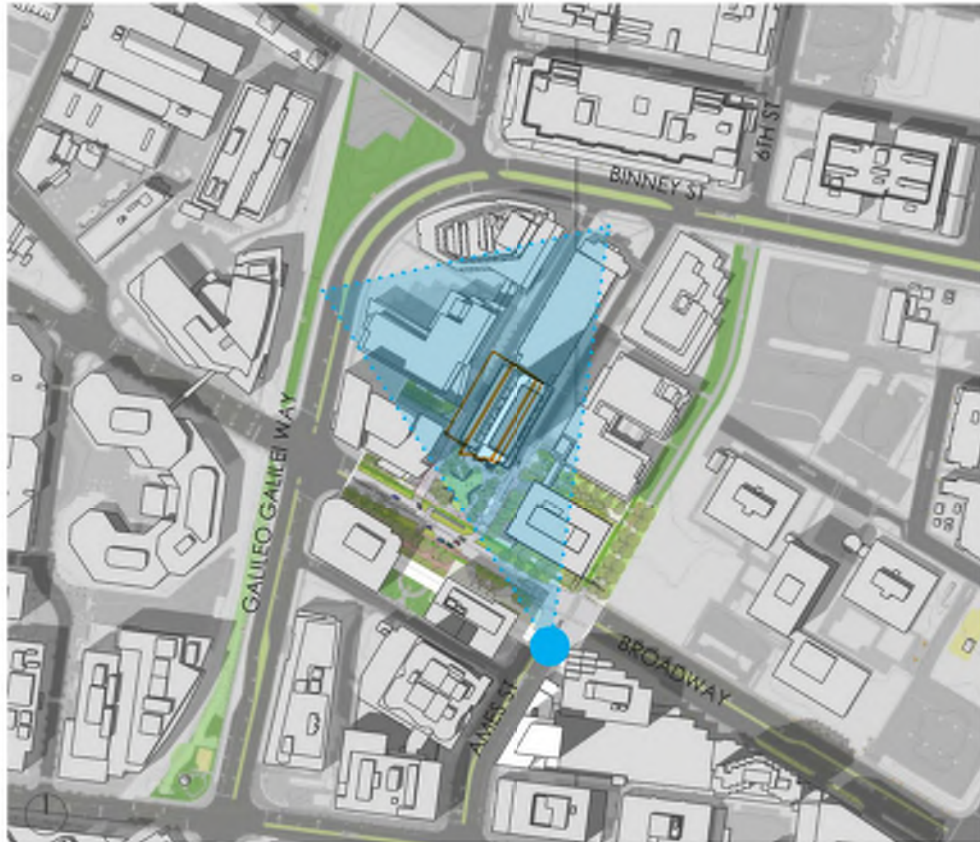


1.5.1 DESIGN RENDERINGS

PEDESTRIAN VIEW FROM AMES ST. & BROADWAY

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KEY PLAN

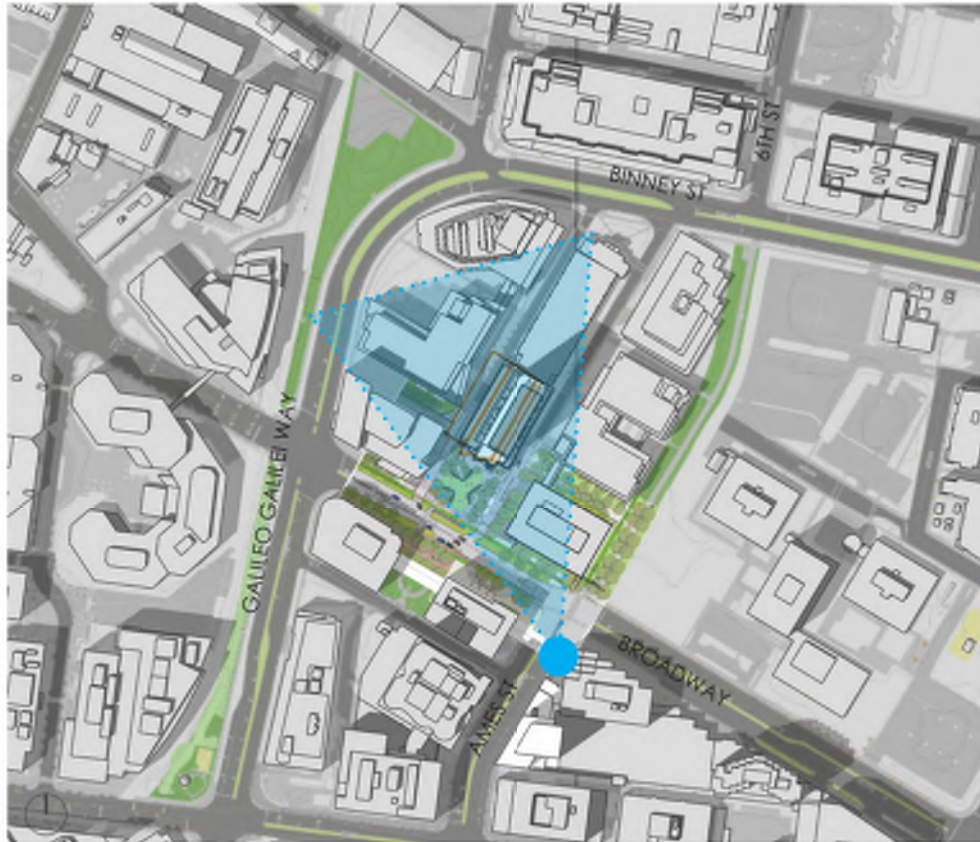


1.5.1 DESIGN RENDERINGS

AERIAL VIEW LOOKING NORTH

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KEY PLAN

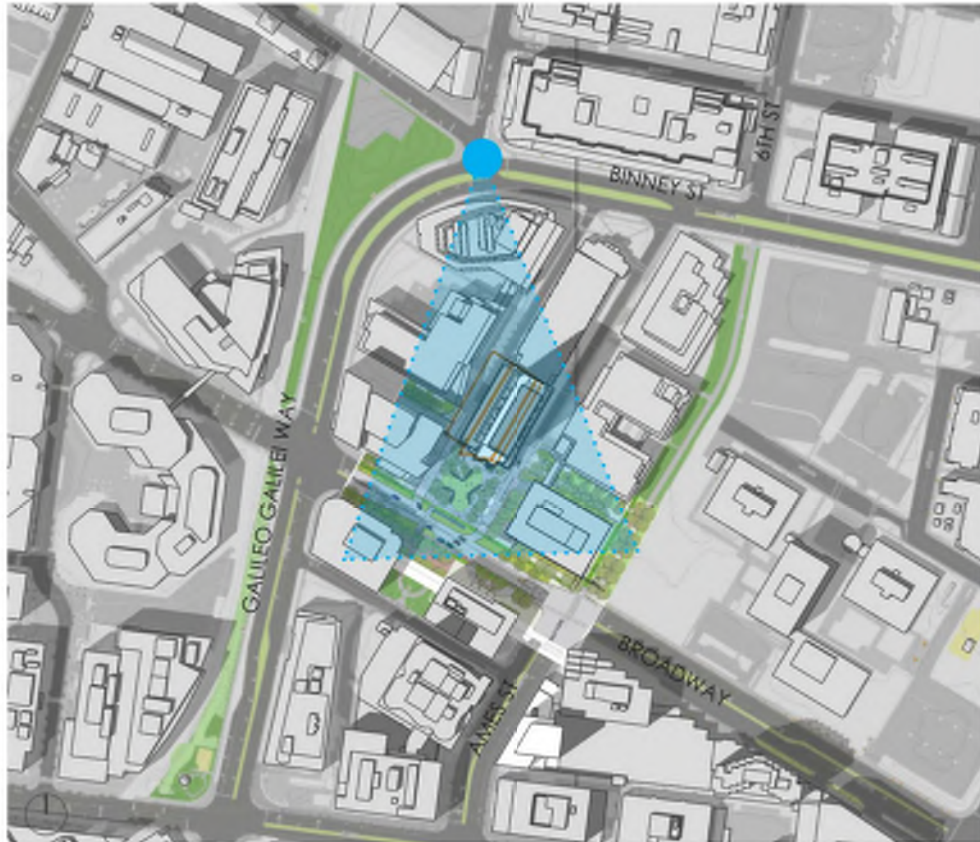


1.5.1 DESIGN RENDERINGS

AERIAL VIEW LOOKING SOUTH

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KEY PLAN



1.5.1 DESIGN RENDERINGS

PEDESTRIAN VIEW OF BROADWAY PARK

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KEY PLAN

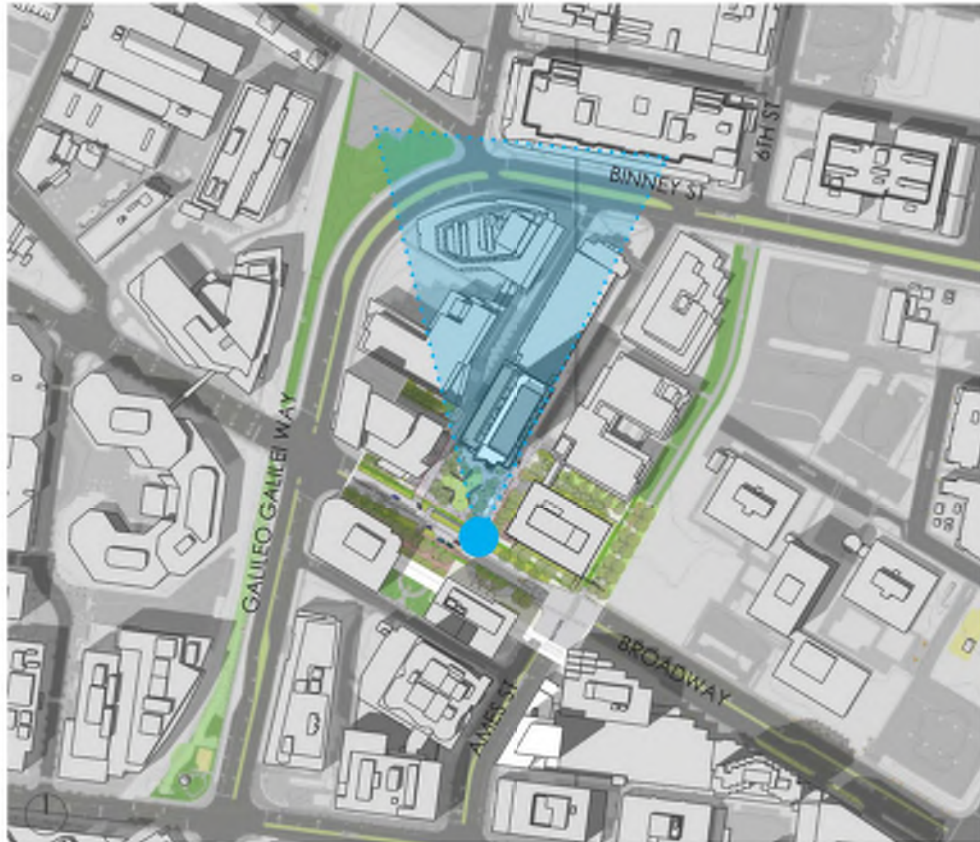


1.5.1 DESIGN RENDERINGS

PEDESTRIAN VIEW OF BROADWAY PARK

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KEY PLAN



1.5.1 DESIGN RENDERINGS

PEDESTRIAN EAST-WEST PASSAGE

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KEY PLAN



1.5.2 BUILDING ELEVATIONS

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* Floor elevations are measured from sea level

SOUTH ELEVATION

EAST ELEVATION

1.5.2 BUILDING ELEVATIONS

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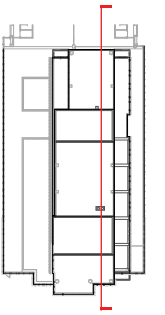
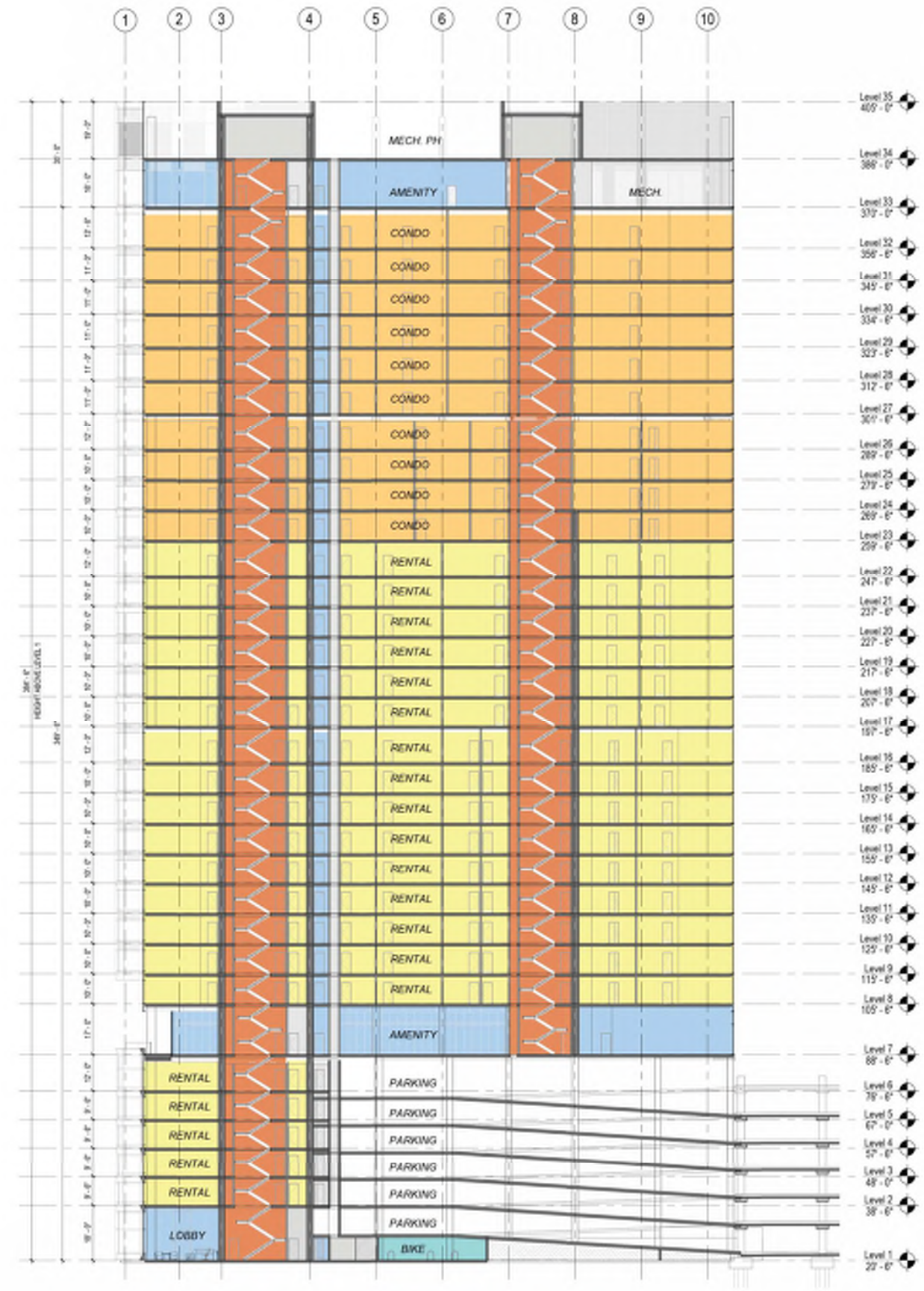
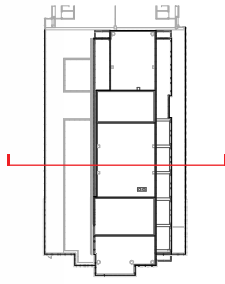
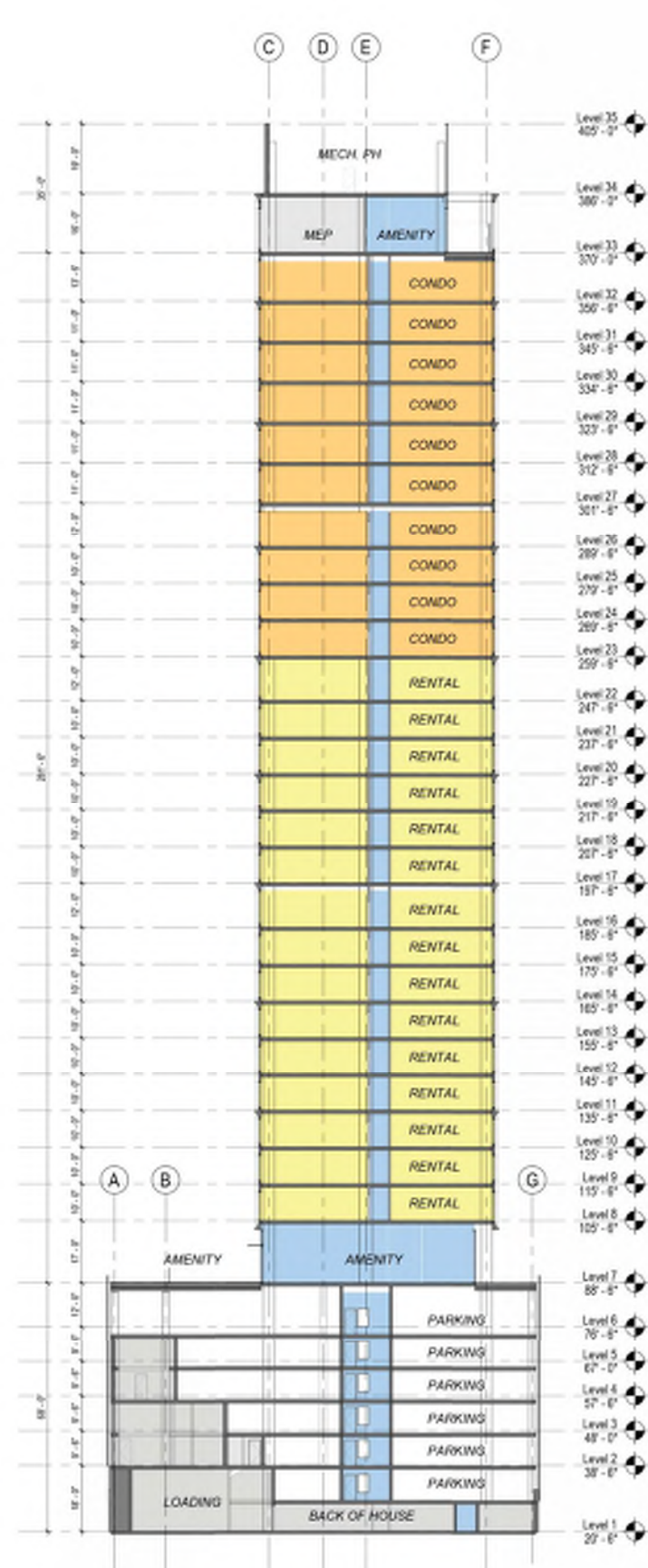
* Floor elevations are measured from City Base

NORTH ELEVATION

WEST ELEVATION

1.5.3 BUILDING SECTIONS

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EAST-WEST SECTION


NORTH-SOUTH SECTION

FACADE TYPOLOGIES

MATERIAL OPTIONS

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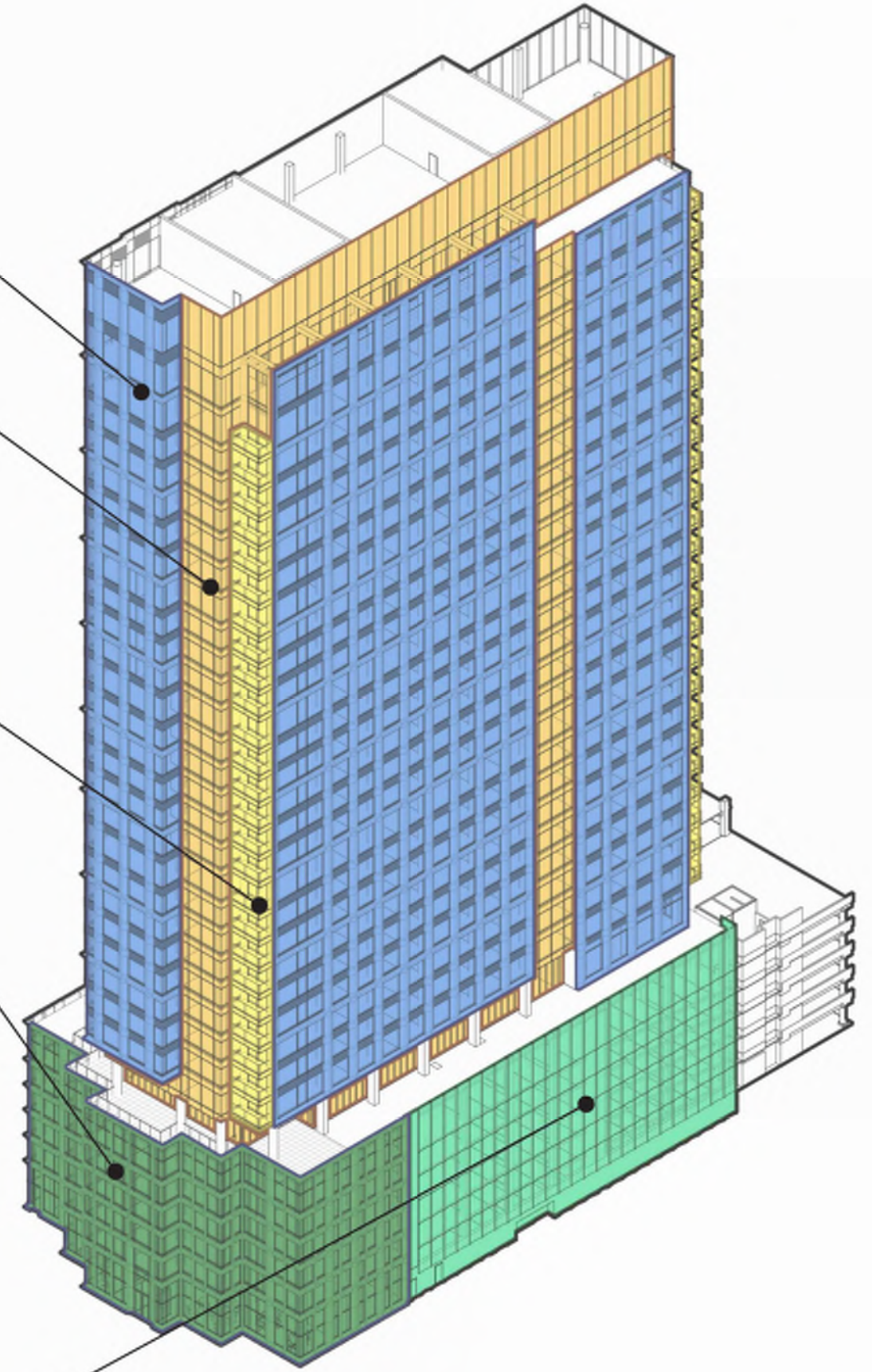
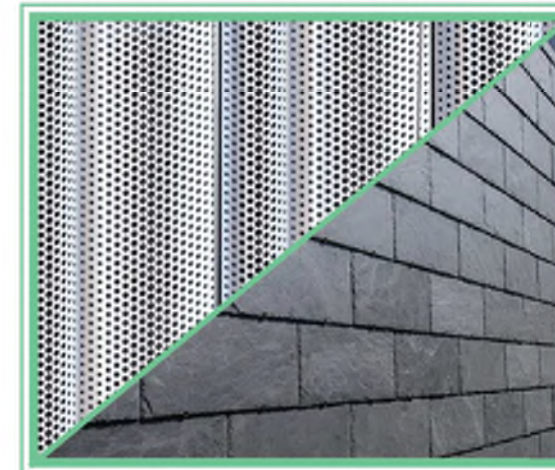
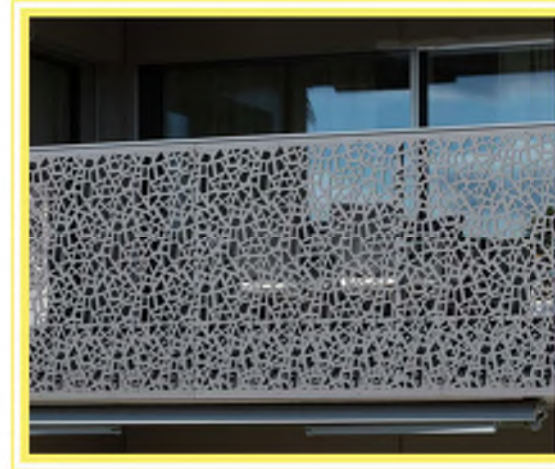
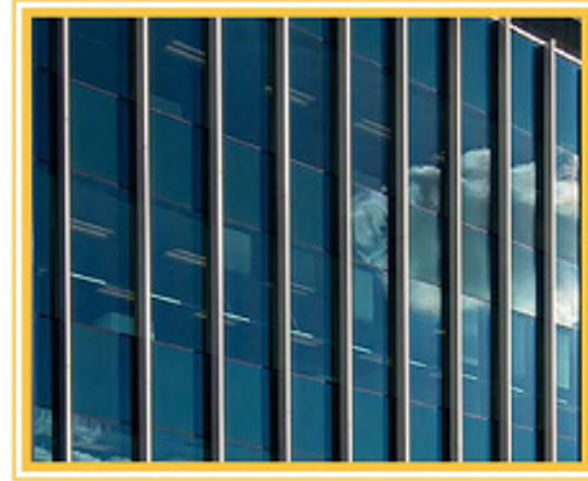
 T1 - PRIMARY FACADE GRID

 T2 - PODIUM FACADE

 T3 - BALCONIES

 T4 - CURTAIN WALL

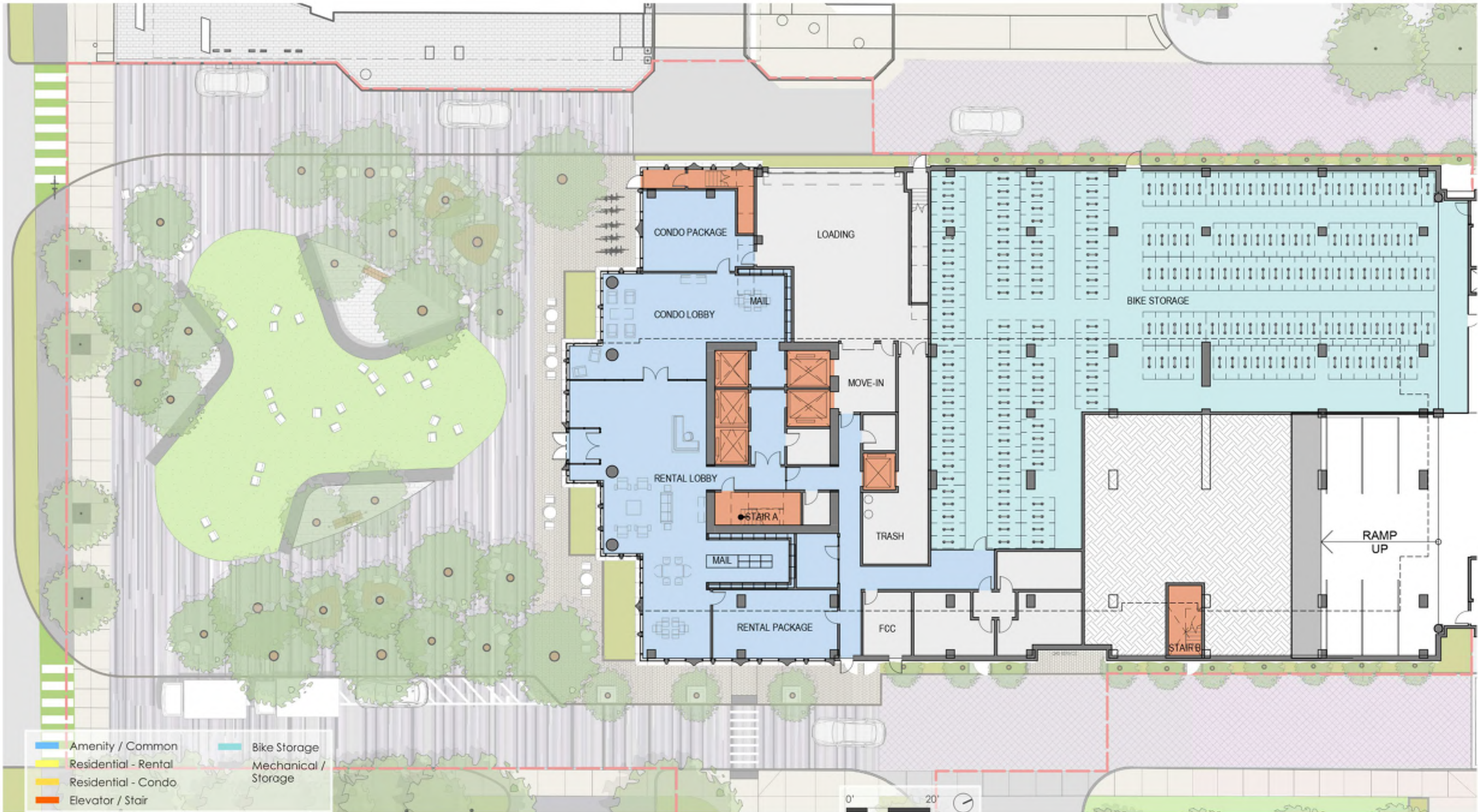
 T5 - GARAGE SCREENING



1.6.2 BUILDING PLANS

GROUND FLOOR

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4.1 OPEN SPACE OVERVIEW

GROUND LEVEL OVERALL PLAN

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4.1 OPEN SPACE OVERVIEW

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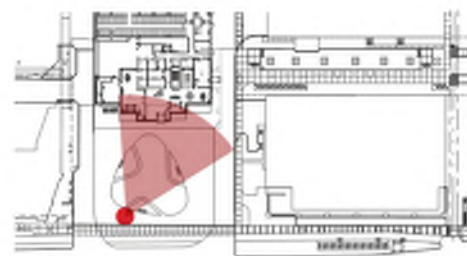
BROADWAY PARK

The existing park is between Broadway and the North Garage and is defined on the east and west sides by the driveways that lead to and border the North Garage. The current grading slopes up from the south to north toward the existing parking garage separated from these driveways by the grades. The park is further separated from these adjacent driveways by the brick walls at the edges of the park. The existing entries to the park are limited to Broadway at the southeast and southwest corners and from the parking garage.

The redesign of Broadway Park aims to be a welcoming public space through flattening the grades to accommodate a variety of new program. This strategy allows for much more permeability in response to pedestrian desire lines from Broadway sidewalk to the three building and the southern most east west pedestrian connector. While the park redesign accommodates these pedestrian movements around a central gathering space, the redesign, first and foremost aims to make the park a more usable public space with multiple seating options and more ways to program and enjoy the park.

The new park space is delineated by plaza paving extending from drive to drive and a curb condition. Along the eastern edge of the park is a new drop-off for residential use and doubles as food truck parking during lunch hours. The center of the park is marked by a large flexible lawn area for fitness, games and social gatherings. Nooks are carved out of the lawn area for use by smaller groups and individuals. The nooks include swing benches and are framed on the lawn side by wide seat walls for flexible seating options in sun or shade. Community tables dot the corners of the park and function as meeting spaces, lunchtime eating spots, outdoor work tables, game tables and outdoor classrooms. Additional moveable tables and chairs are envisioned to allow further flexibility for similar functions. Up-lighting of the trees, integrated seat-wall lighting and event lights in the lawn extend the use of the park into the evening.

The planting strategy consists of rather tightly spaced, light leafed, groupings of canopy shade trees to create dappled light in the plaza areas, allowing the lawn area to be more open. Closer to 135 Broadway, gardens greet visitors and provide a light buffer from the park.



KEY PLAN

4.2 BROADWAY PARK PLAN

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LEGEND

- 1 LAWN - FITNESS, GAMES, SOCIAL
- 2 NOOK - PERVIOUS PAVING & SWING BENCH
- 3 SEATWALL
- 4 PLAZA - STONE PAVING
- 5 COMMUNITY TABLE
- 6 MOVEABLE TABLES & CHAIRS
- 7 DROP-OFF / FOOD TRUCK PARKING
- 8 NEW SPECIMEN TREES
- 9 RESIDENTIAL ENTRY
- 10 GARDEN
- 11 BIKE PARKING - SHORT TERM
- 12 VEHICULAR CONCRETE PAVERS OVER REINFORCED CONCRETE BASE



EAST WEST CONNECTOR

There are two East West Pedestrian Connectors in the overall Project area. One linking the Sixth Street Pedestrian Connector to the East Service Drive and Broadway Park along the parking garage. The second linking the West Service Drive, to the North of Commercial Building A to the sidewalk along Galileo Galilei Way.

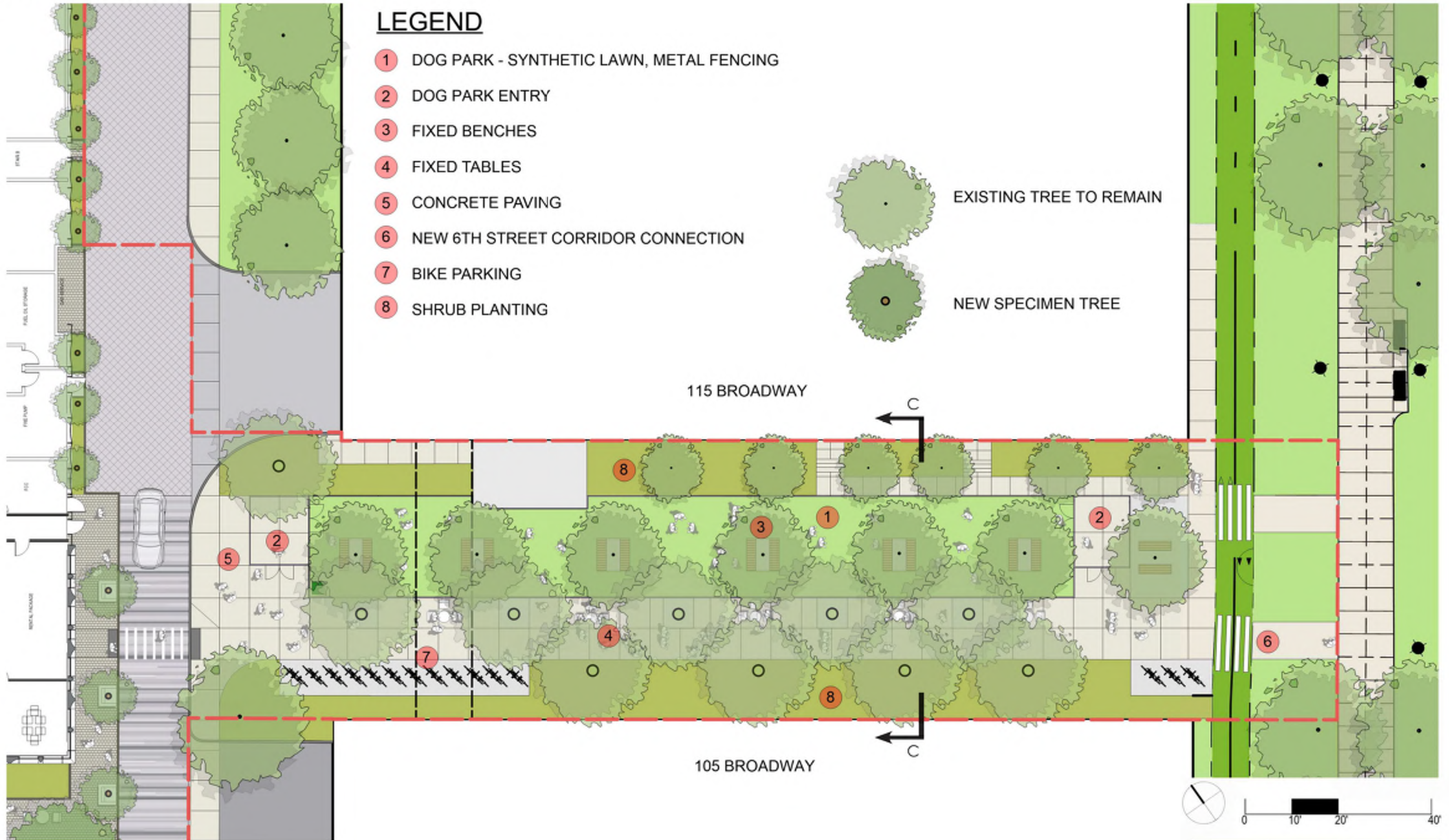
For this submittal, the East West Pedestrian Connector connecting Broadway Park to the East West Service Drive is part of the project scope of work. It will have significant use because of pedestrian desire lines leading to and from the Sixth Street Connector to the Broadway Park and the new buildings at 145 Broadway and 135 Broadway. Since this Connector is aligned slightly north of the open space at Broadway Park, it is proposed to adjust the connecting walkway as far south as possible to better connect pedestrian flow to Broadway Park. This allows for a majority of the remaining east west connector to be a proposed dog park for the 135 Broadway residents and for the public. There are two entrances, one on the western side and one on the eastern side near the Sixth Street Connector. The Connector will also be designed to accommodate short term bicycle parking for 135 Broadway and public use of the dog park. This location, slightly more than 50' from the entries, will allow Broadway Park to accommodate pedestrian use rather than taking up park space with bicycle parking. If possible, linear rain gardens will be water receiving landscapes along the path as one part of the storm water strategy.



KEY PLAN

4.3 EAST WEST CONNECTOR PLAN

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4.5 LEVEL 7 & 34 AMENITY TERRACES

LEVEL 7 & 34 TERRACE PLAN

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LEVEL 7



LEVEL 34

LEGEND

- 1 COMMUNITY LOUNGE
- 2 RESERVED LOUNGE / PRIVATE DINING
- 3 SOCIAL LAWN
- 4 FIRE TABLE
- 5 OUTDOOR KITCHEN
- 6 COMMUNITY DINING
- 7 CHILDREN'S AREA/SHADED
- 8 OUTDOOR FITNESS
- 9 DOG RUN
- 10 OWNERS LOUNGE

APPENDIX

ARCHITECTURAL PLANS

LANDSCAPE

DESIGN GUIDELINES