111-115 BROADWAY

THAMES STREET IMPROVEMENTS
LANDMARKS PRESERVATION COMMITTEE PRESENTATION
DECEMBER 5TH, 2017

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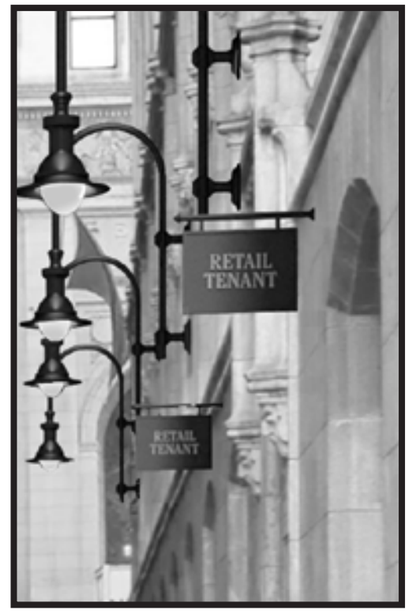
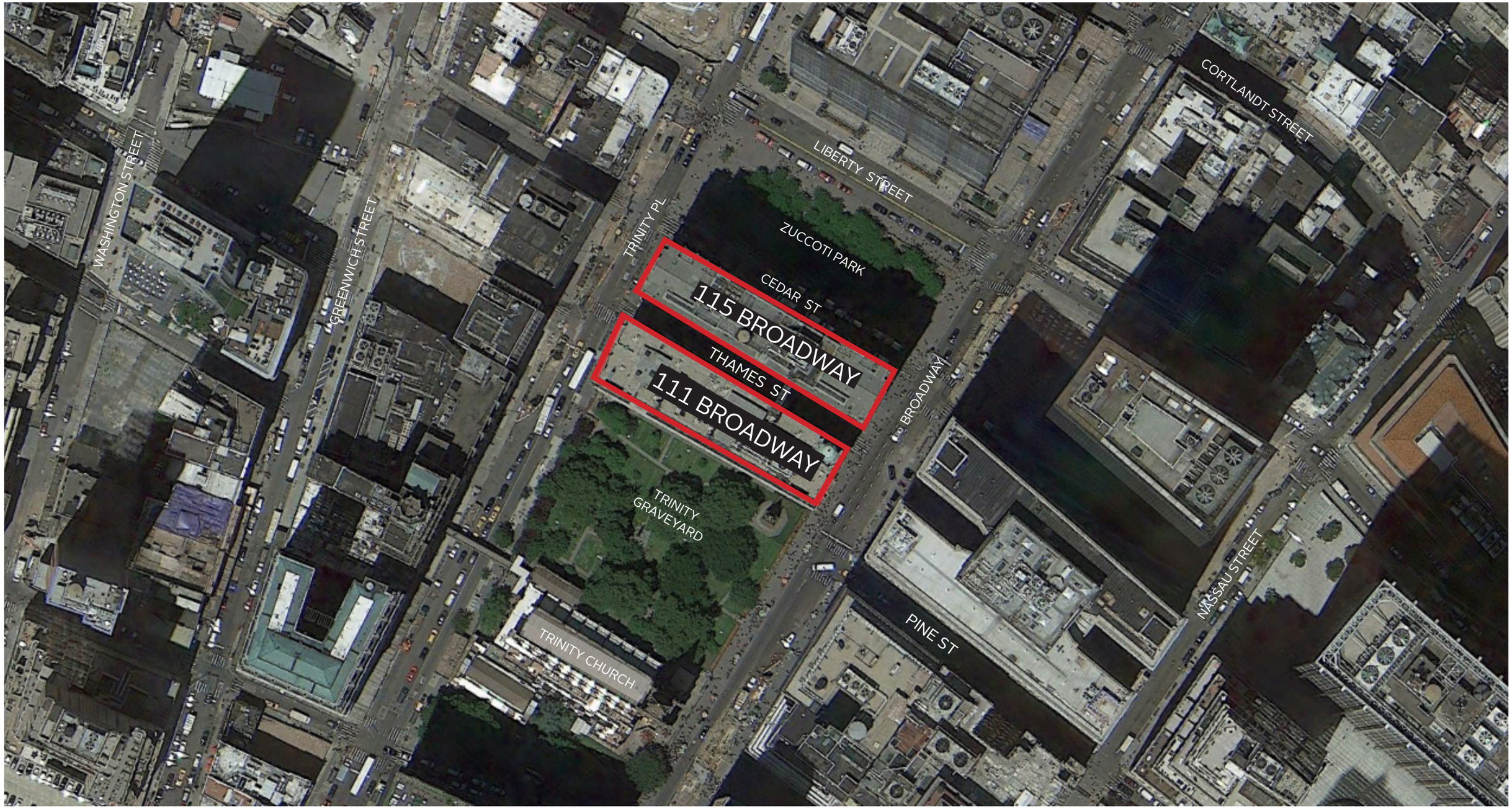
3. ENHANCING STREET LIGHTING

4. IMPROVING RETAIL SIGNAGE



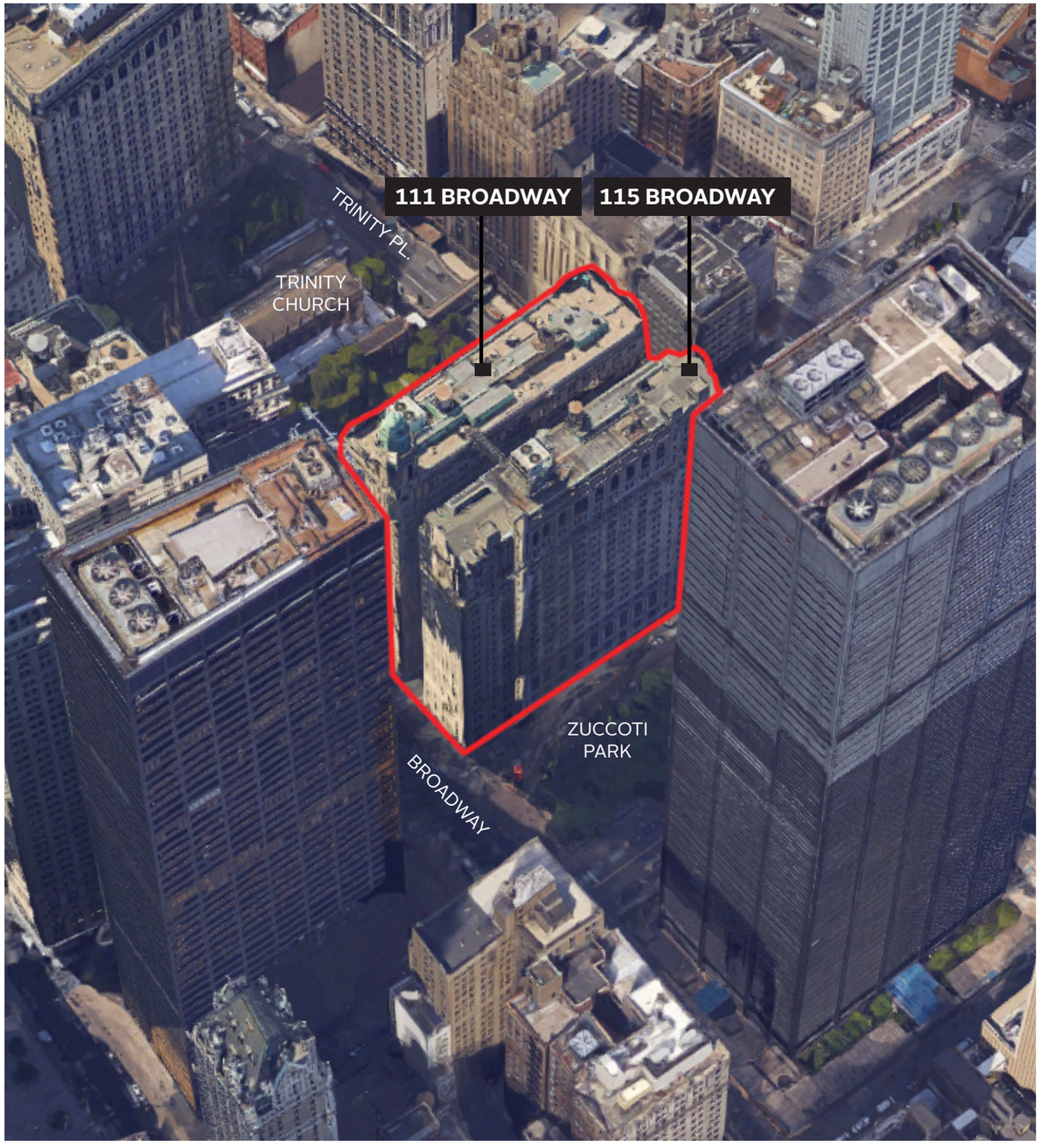
1. BACKGROUND: SITE PLAN



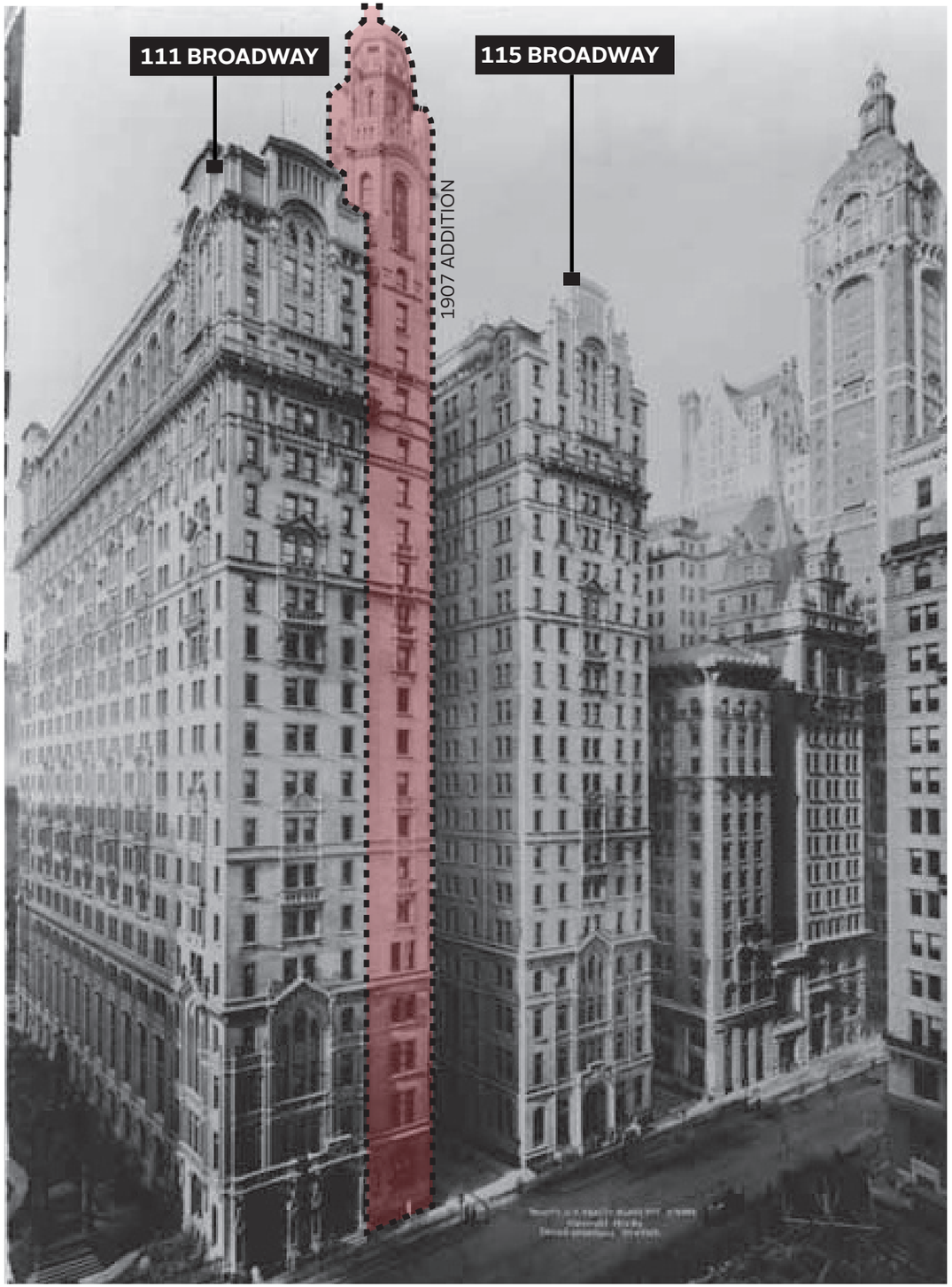
NTS

1. BACKGROUND: AERIAL VIEWS

111 - 115 BROADWAY SOUTH WEST AERIAL VIEW



111 - 115 BROADWAY NORTH EAST AERIAL VIEW



111 BROADWAY AND 115 BROADWAY

Name of Building:	Trinity Building (111 Broadway) and US Realty Building (115 Broadway)
Date Built:	1905, with addition in 1907 (111 Broadway); 1907 (115 Broadway)
Architect:	Francis Hatch Kimball (1845–1919) He was an American architect practising in New York City, best known for his work on skyscrapers in lower Manhattan and terra-cotta ornamentation. He was an associate with the firm Kimball & Thompson. His work includes the Empire Building, Manhattan Life Insurance Building, and Casino Theatre (Broadway).
Date Landmarked	1985
Landmark Site:	Borough of Manhattan, Tax Map Block 50, Lot1
Architectural Style:	Gothic Revival
Key Features:	• Early Example of New York City Skyscraper. • Both buildings are 21-story Office buildings. • Richly ornamented with limestone and wide array of gargoyles. • Tri-partite division in elevation (base, shaft and capital). • The four story base is made up of single and double height basket-arched windows. Shaft is punctuated by bays of paired windows. • Bedford, Indiana Limestone Cladding. • Recessed, basket-arched entrance. • Foot-bridge (Roof-Level) added midway between Broadway and Trinity Place. • “Capital” section comprised of double-height basket-arched windows with bronze infil panels and tracery in transoms, alternating with pointed engaged buttresses. • Copper-clad addition to 115 Broadway in 1912, to accomodate New Lawyer’s Club. • 111 Broadway was added onto in 1907 when Thames Street was widened.

1. BACKGROUND: HISTORICAL SANBORN MAPS

MAP, 1899, NYPL

MAP, 1916, NYPL

- 111 Broadway was first built in 1905.
- When adjacent property was purchased to build 115 Broadway to the north, Ownership convinced the city to relocate Thames Street 28’ to the north, in order to provide wider floor plates.
- This resulted in the current condition of Thames Street as being offset from the street grid.

1. BACKGROUND: HISTORICAL PHOTO OF THAMES STREET (LOOKING EAST)

- 1920’s Picture taken of Thames Street, looking east towards Broadway.
- Thames Street is only 30’ wide from face of building to face of building, and is sandwiched between two 21 story (250’ tall) buildings.
- Thames Street slopes over the length of buildings from Broadway, down to Trinity Place, a full story.

1. BACKGROUND: EXISTING CONDITIONS ON THAMES STREET

115 BROADWAY

LOOKING EAST

LOOKING WEST

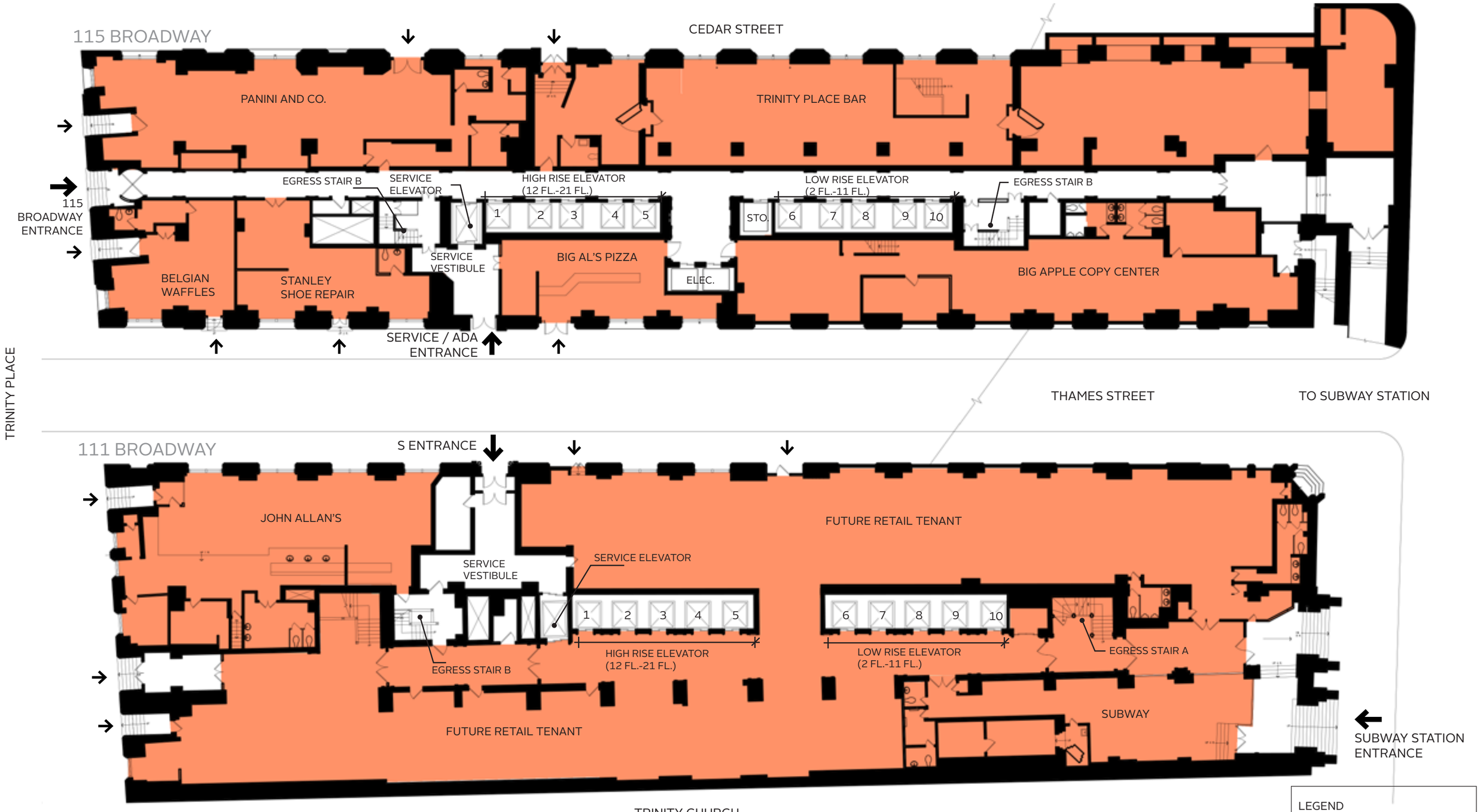
111 BROADWAY

LOOKING EAST

LOOKING WEST

1. BACKGROUND: 111-115 SITE PLAN- BROADWAY LEVEL

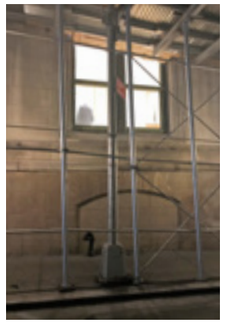
1. BACKGROUND: EXISTING CONDITIONS (TRINITY PLACE LEVEL)



TRINITY PLACE LEVEL (LOWER) EXISTING CONDITION FLOOR PLAN

1. BACKGROUND: THAMES STREET ENLARGED PLAN (EXISTING)

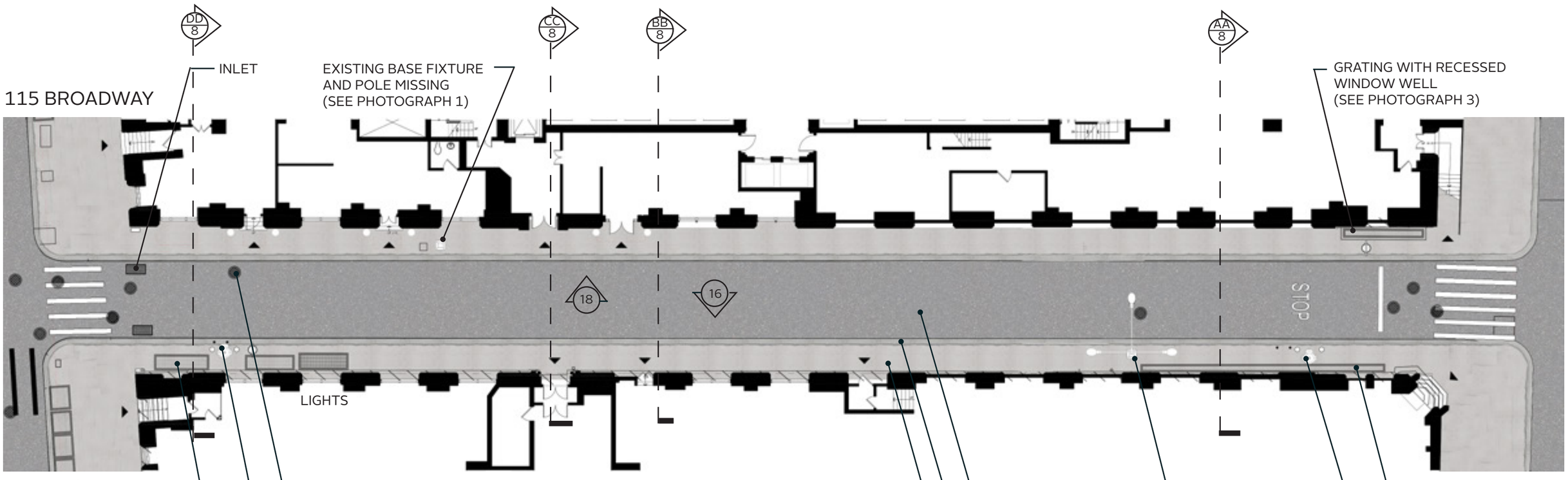
1. EXISTING BASE FIXTURE ONLY



2. EXISTING LIGHTING POST

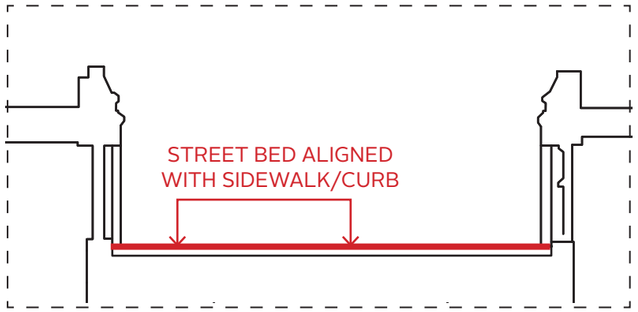
3. EXISTING RECESSED WINDOW WELL

EXISTING SECTION

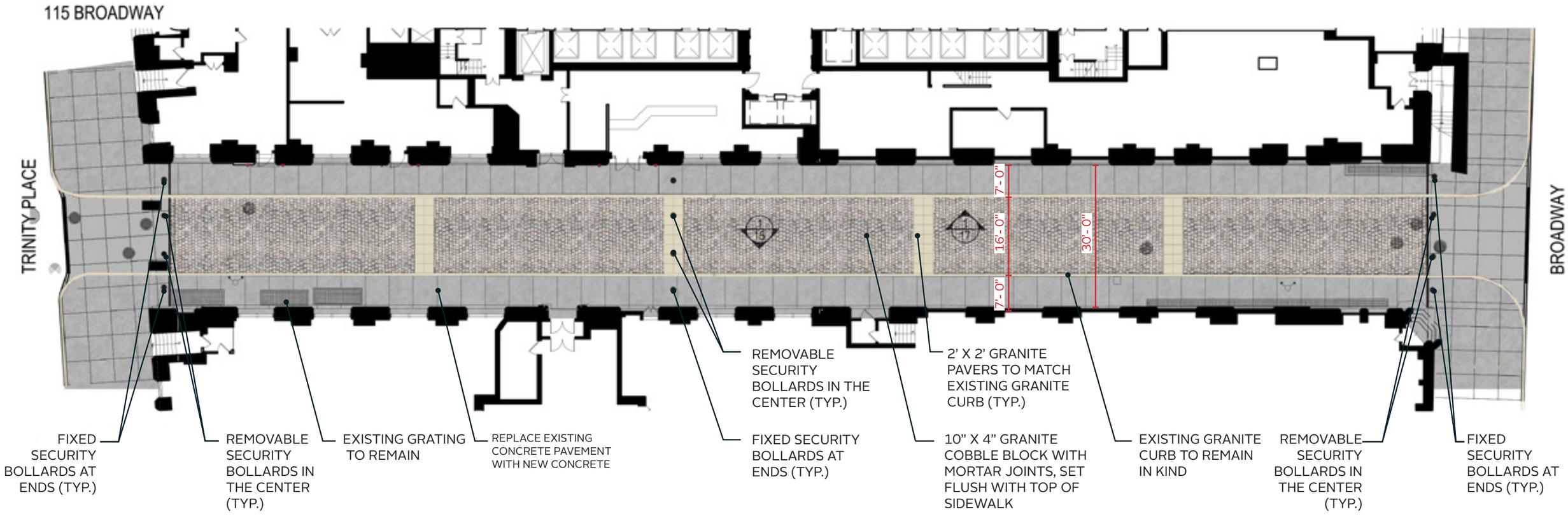


1. BACKGROUND: THAMES STREET ENLARGED PLAN (PROPOSED)

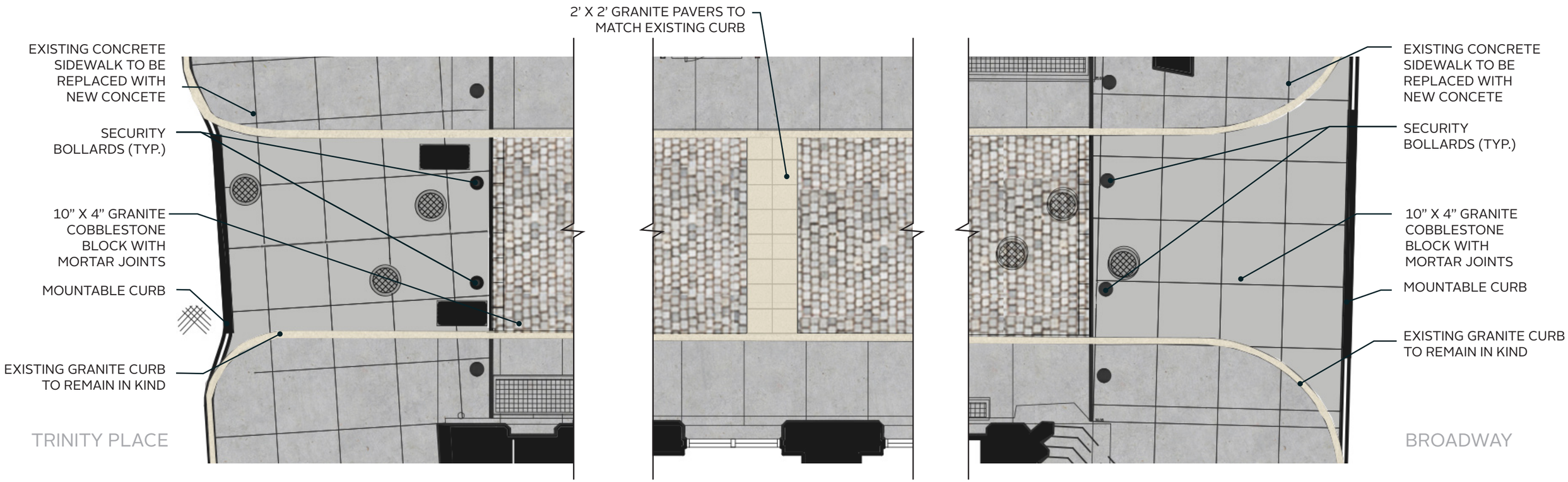
- BBB working with civil engineering firm, Phillip Habib Associates, has an separate application into Department of Transportation, Plaza Program, to convert the street to public plaza.
- Proposal will resurface concrete sidewalks, repair granite curbs, infill the asphalt pavement with historic granite cobblestone paving raised to level of adjacent sidewalks.
- Vehicular traffic will be controlled with security bollards.



PROPOSED SECTION



1. BACKGROUND: THAMES STREET DETAILS (PROPOSED)



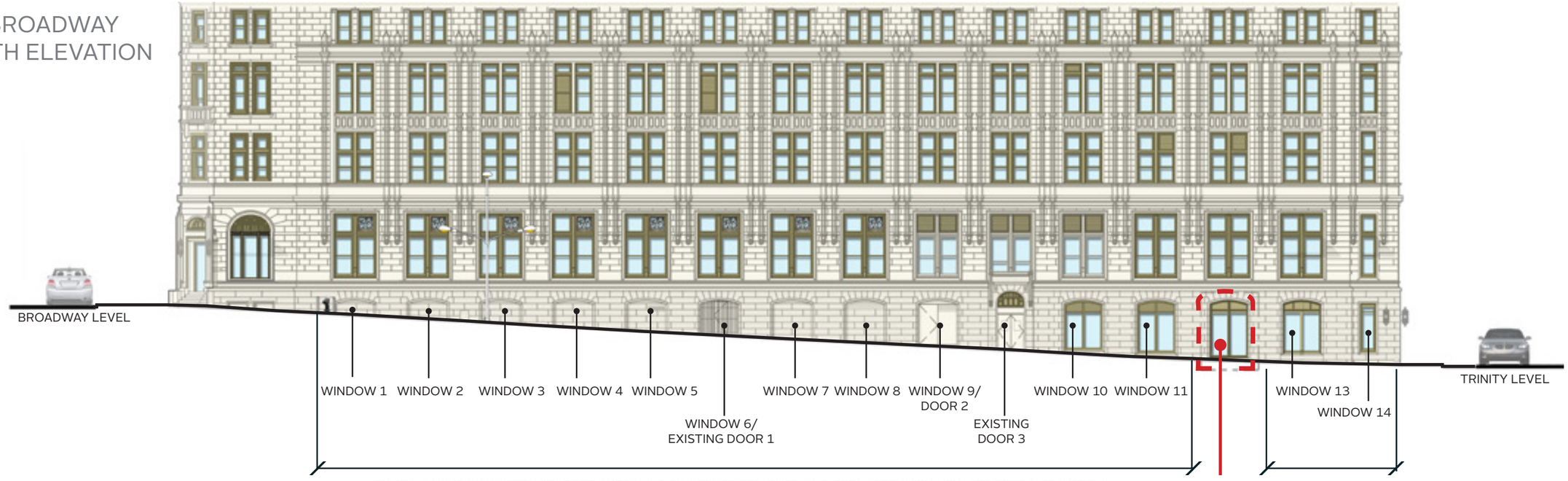
SECURITY BOLLARDS (TYP.)

HISTORIC PICTURE SHOWING THE COBBLESTONE STREET PAVING FROM 1905

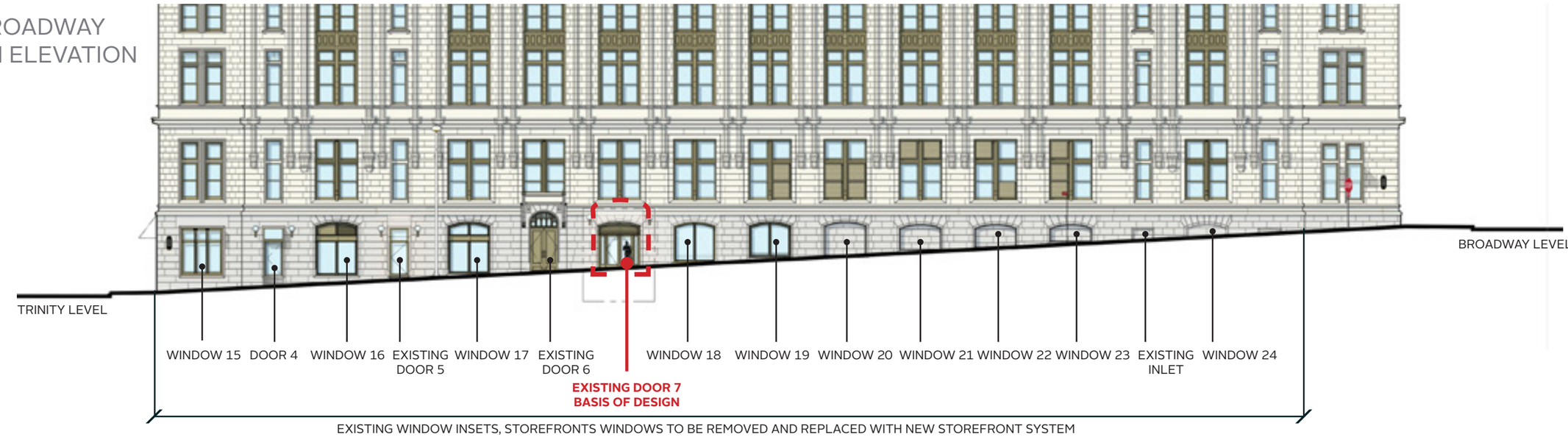
EXAMPLE OF GRANITE PAVERS SET AMONG REUSED GRANITE COBBLESTONE BLOCK

2. STOREFRONT OPENINGS: EXISTING ELEVATIONS- THAMES STREET

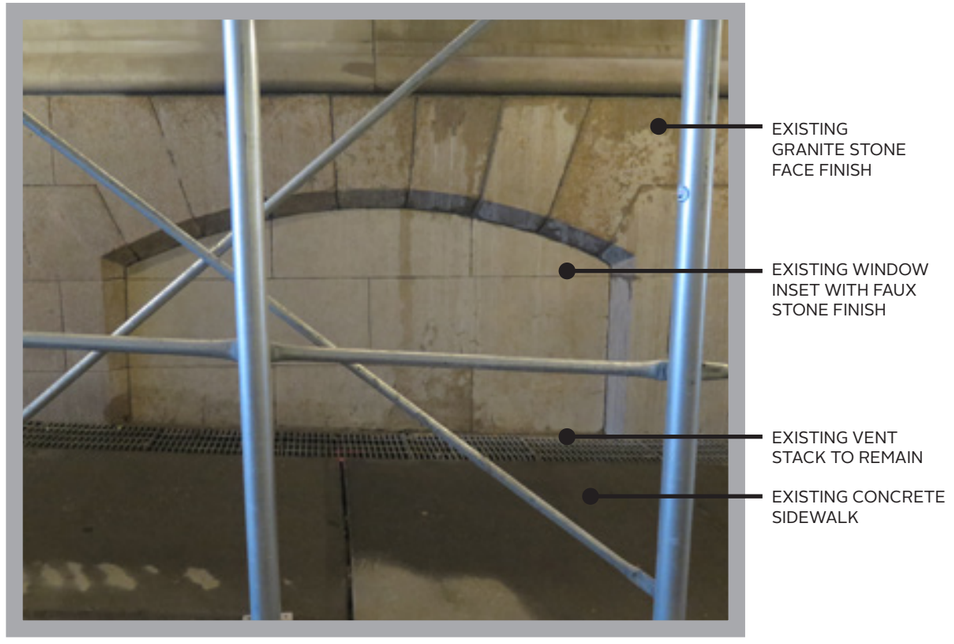
111 BROADWAY
NORTH ELEVATION



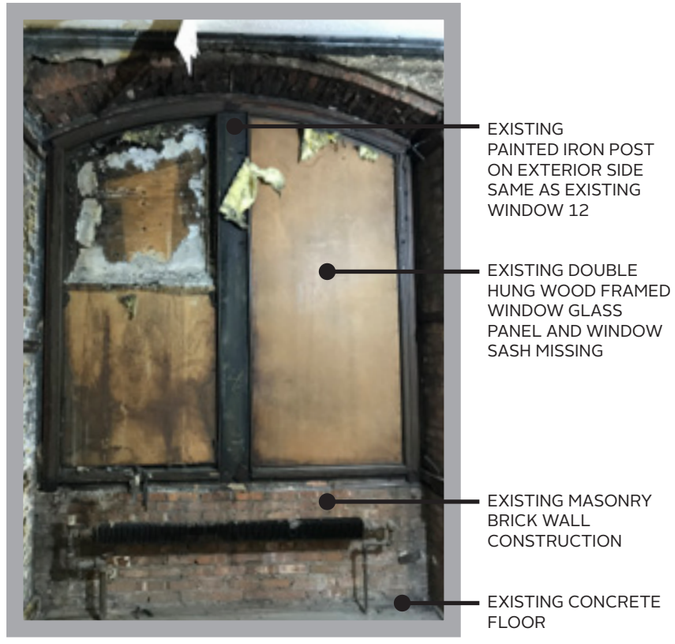
115 BROADWAY
SOUTH ELEVATION



2. 111 BROADWAY STOREFRONT OPENINGS EXISTING CONDITIONS - WINDOW 2



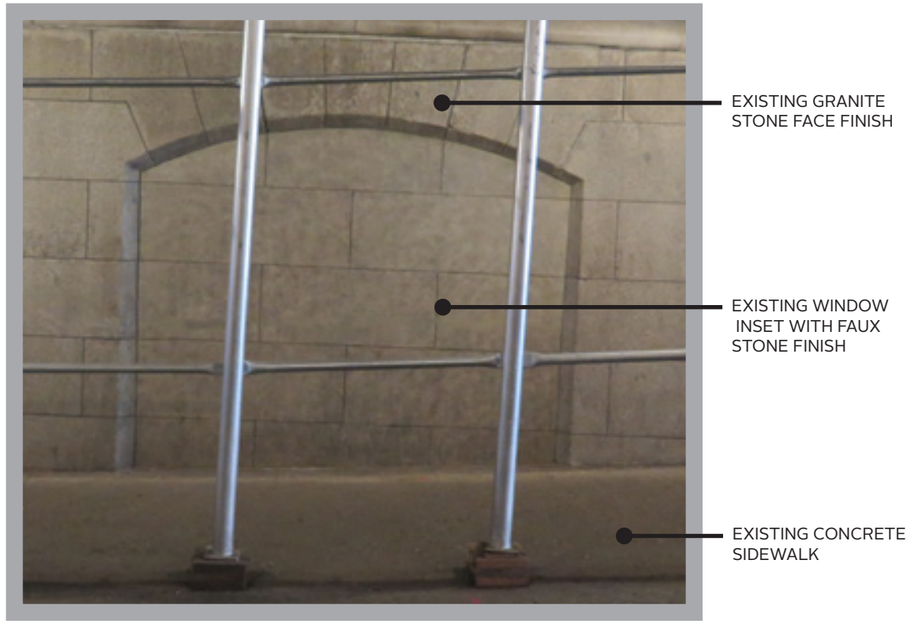
EXISTING EXTERIOR ELEVATION OF WINDOW 2



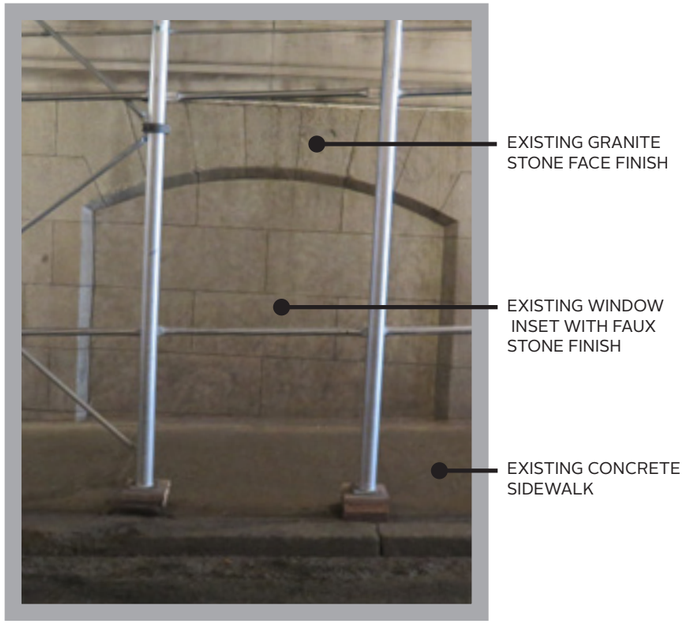
EXISTING INTERIOR ELEVATION OF WINDOW 2

- We surveyed every exterior and interior opening for both buildings.
- At 111 Broadway the retail space is currently vacant and interior face is exposed.
- Many of the openings today are only partially intact and further deteriorating from their original condition.
- Sidewalk vaults have been infilled affecting the window openings and thereby making them difficult to restore without significant alterations.

2. 115 BROADWAY STOREFRONT OPENINGS EXISTING CONDITIONS - WINDOW 21 AND 22



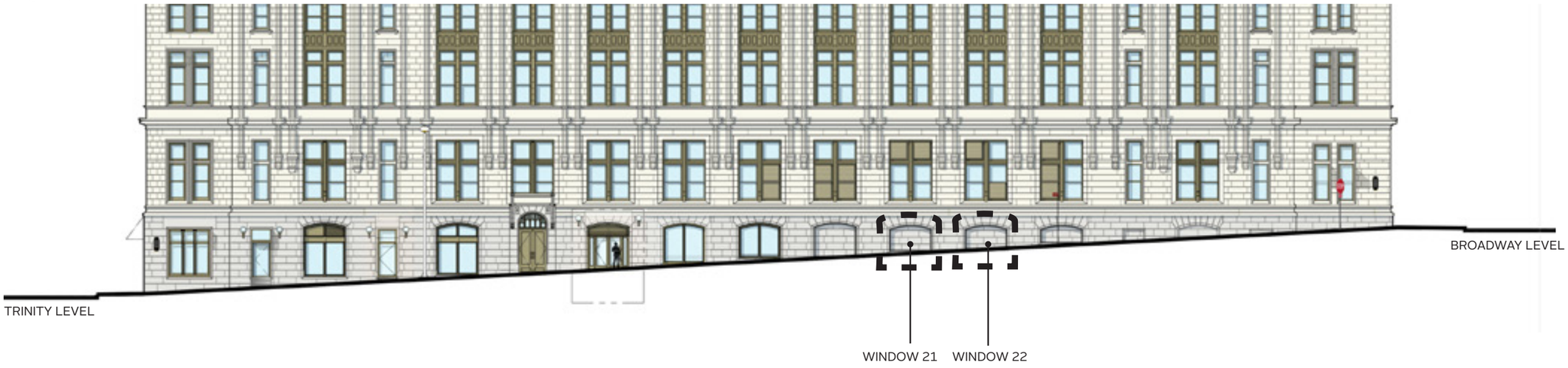
EXISTING EXTERIOR ELEVATION OF WINDOW 21



EXISTING EXTERIOR ELEVATION OF WINDOW 22

- We surveyed every exterior and interior opening for both buildings.
- At 115 Broadway most of the exterior windows are boarded up.

115 BROADWAY



2. EXISTING STOREFRONT WINDOW CONDITIONS AT 111 BROADWAY

NOTE:
SIMMILAR CONDITIONS ARE
EXPECTED AT 115 BROADWAY

EXISTING MULLION IS
SET BEHIND CMU WALL,
CONDITION APPEARS TO
BE IN THE SAME STATE
OF WINDOW 12

EXISTING CONDITIONS AT WINDOW 3
SIMMILAR FOR WINDOWS 2 AND 4

PERIMETER FRAMING
MISSING IN MOST
LOCATIONS OR VARYING
STATE OF DETERIORATION

EXISTING BLOCK
INFILL WALL

APPROXIMATE SIDEWALK
LOCATION

EXISTING CONDITIONS AT WINDOW 8
SIMMILAR FOR WINDOWS 6,7,9

CHIPPED AND CRACKS IN
VARIOUS LOCATIONS

PARTIAL SECTIONS
MISSING

INTERNAL AND
EXTERNAL RUST

TEMPORARY SECURING OF
BOTTOM BASE SUPPORT

VOIDS CONCRETE FILL
MISSING

EXISTING CONDITIONS AT WINDOW 12

111 BROADWAY

2. 111 BROADWAY STOREFRONT OPENINGS EXISTING CONDITIONS - WINDOW 12 (BASIS OF DESIGN)

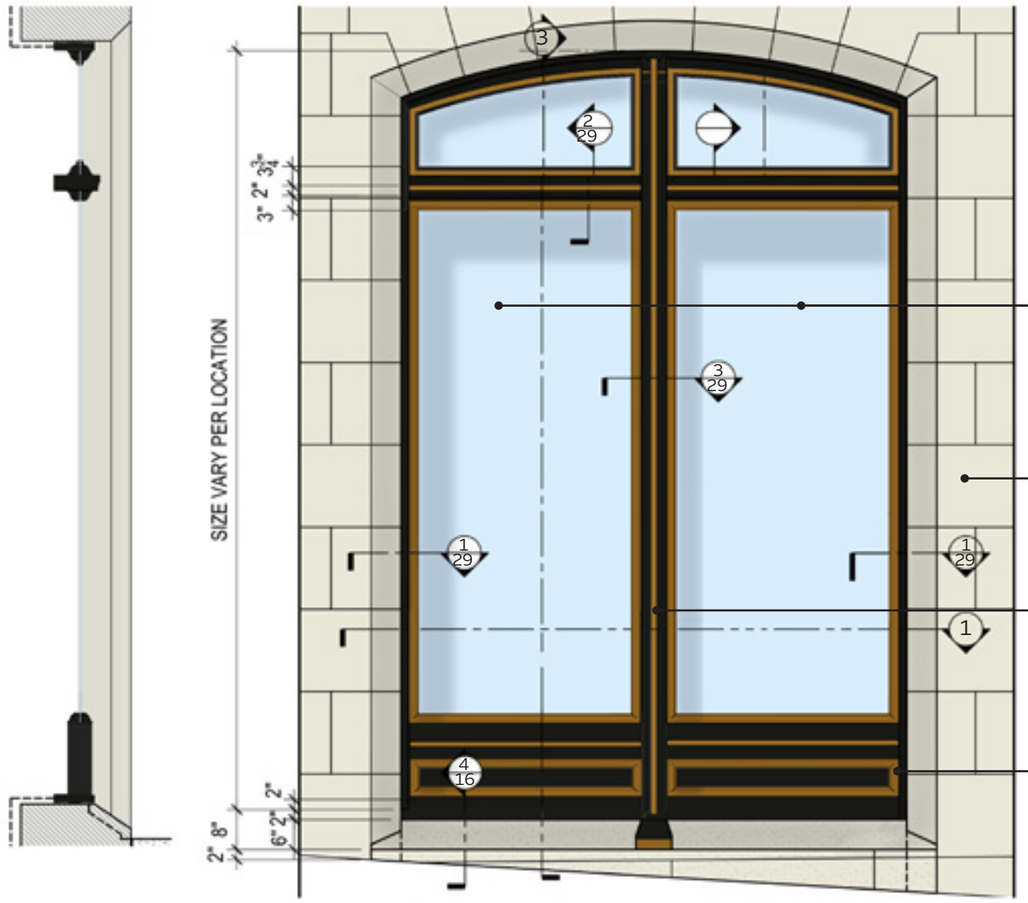
EXISTING EXTERIOR ELEVATION OF WINDOW 12

EXISTING DETAILS OF WINDOW 12

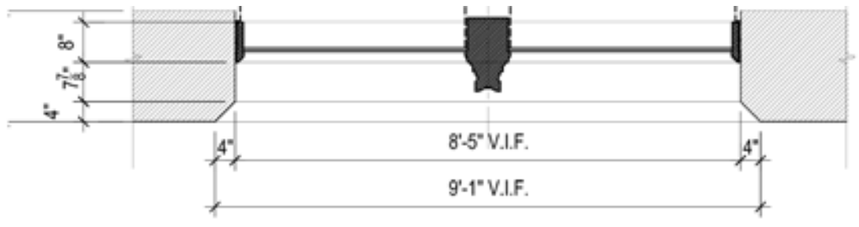
2. STOREFRONT OPENINGS: PROPOSED 111 BROADWAY ELEVATION

2. STOREFRONT OPENINGS: PROPOSED 115 BROADWAY ELEVATION

2. STOREFRONT OPENINGS: PROPOSED TYPICAL WINDOW DETAILS - 111 AND 115 BROADWAY, BASED ON EXISTING WINDOW 12



3 SECTION DETAIL 2 ELEVATION DETAIL OF WINDOW 12



1 PLAN DETAIL

PAINTED METAL PANEL TRANSOM TOP ARCH INSERT (2-PANEL AT TOP ARCH)

NEW WINDOW SHALL MATCH EXISTING PAINTED HISTORIC METAL FRAME AND TRIM PROFILE AND PAINT COLORS

STONE FACE FINISH

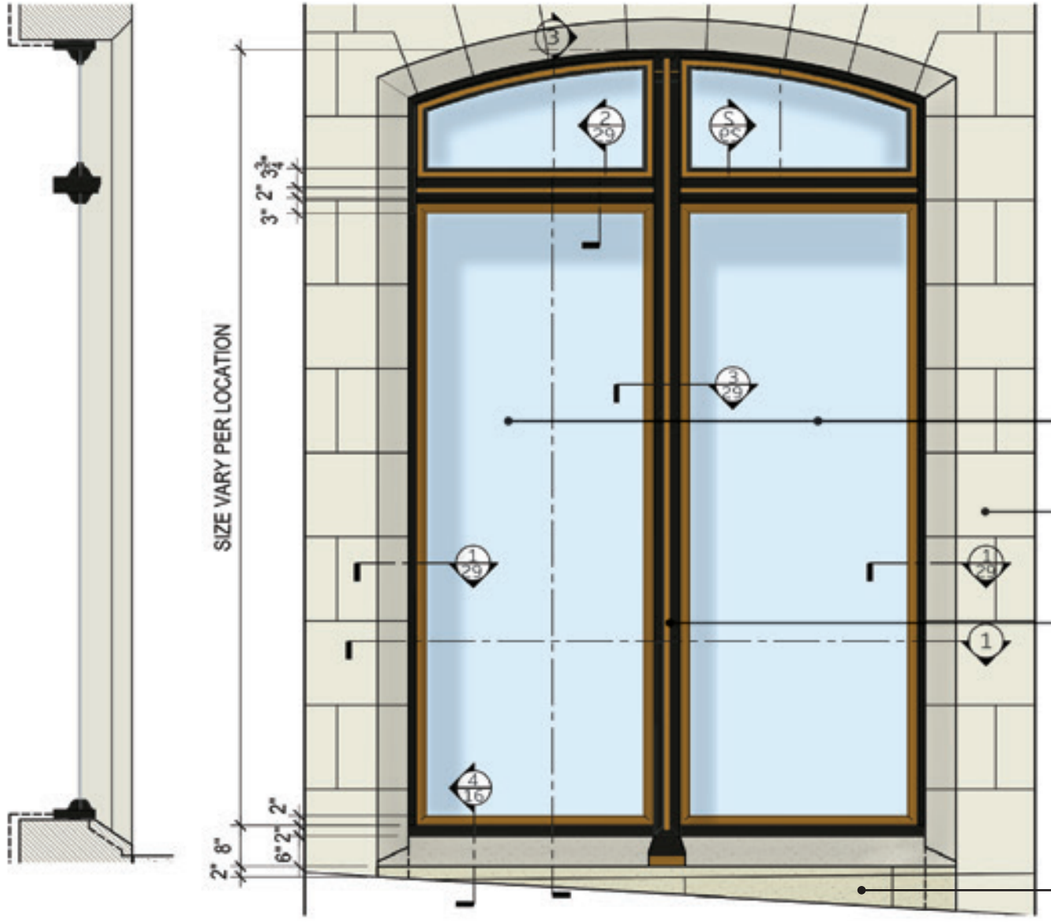
PAINTED CAST IRON DECORATIVE POST

DETAIL UNIQUE TO WINDOW 12

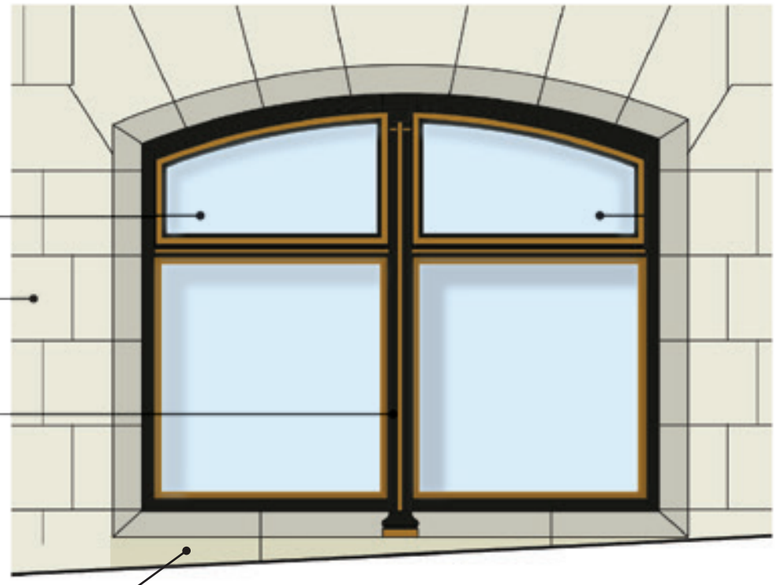
HISTORIC WINDOW -12 DETAILS TO BE USED AS A BASE OF DESIGN/REPLICATE MODEL FOR NEW STOREFRONT WINDOWS. SEE ADJACENT DETAIL-1 TYPICAL WINDOW DETAIL.

PHOTOGRAPH OF EXISTING WINDOW 12

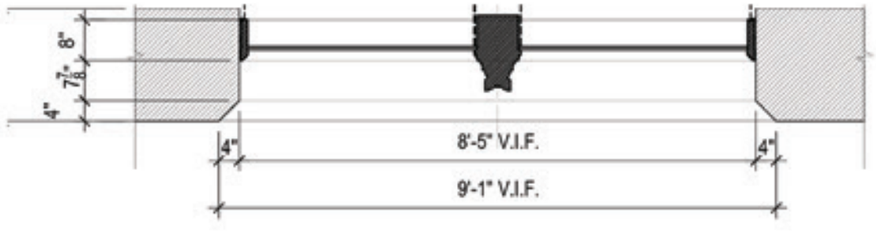
2. STOREFRONT OPENINGS: PROPOSED TYPICAL WINDOW DETAILS - 111 AND 115 BROADWAY, BASED ON EXISTING WINDOW 12



SECTION DETAIL ② TYP. ELEVATION DETAIL OF SAMPLE WINDOW

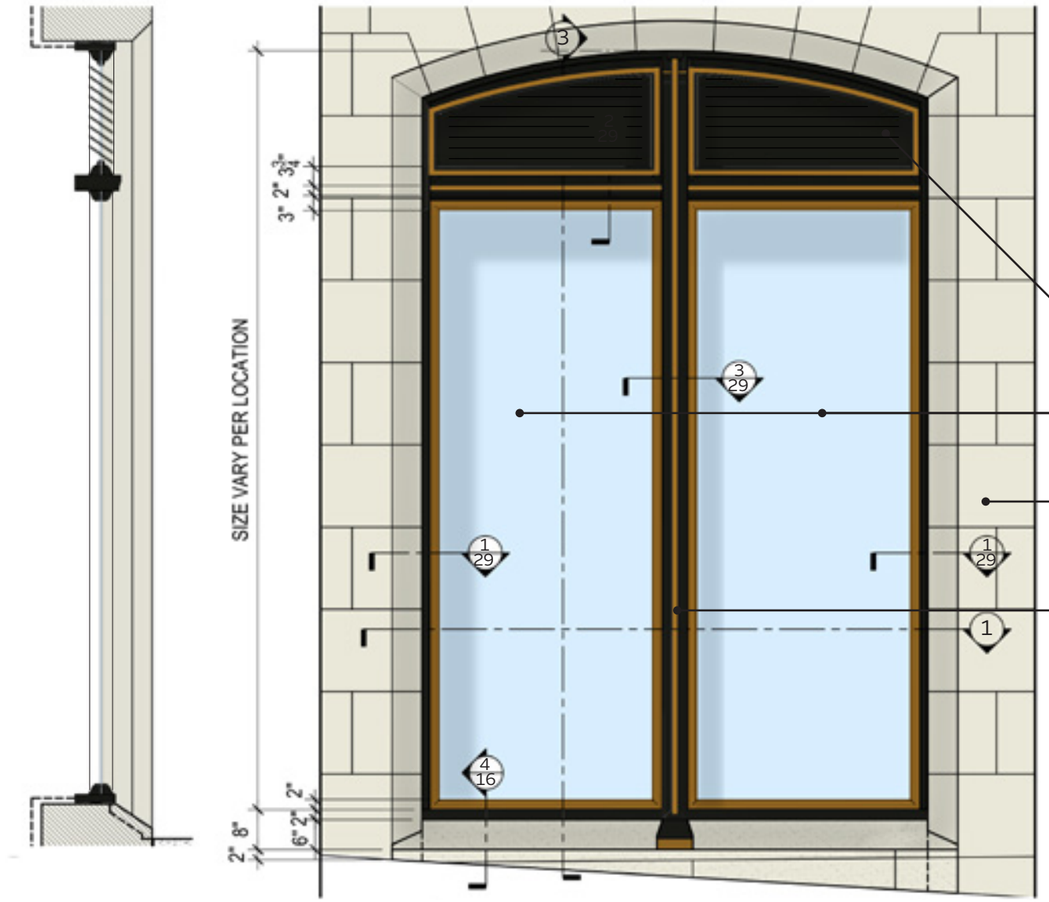


ELEVATION OF WINDOW 19 ON 115 BROADWAY



① PLAN DETAIL

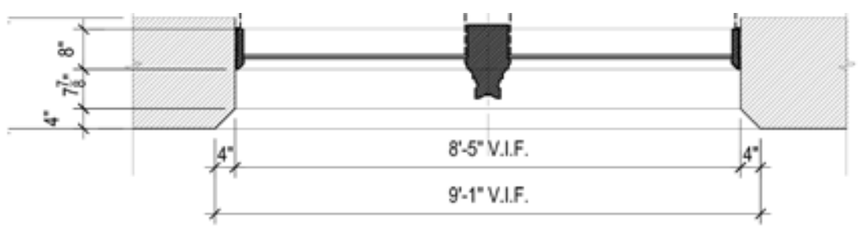
2. STOREFRONT OPENINGS: PROPOSED TYPICAL WINDOW DETAILS WITH METAL LOUVER - 111 AND 115 BROADWAY, BASED ON EXISTING WINDOW 12



SECTION DETAIL

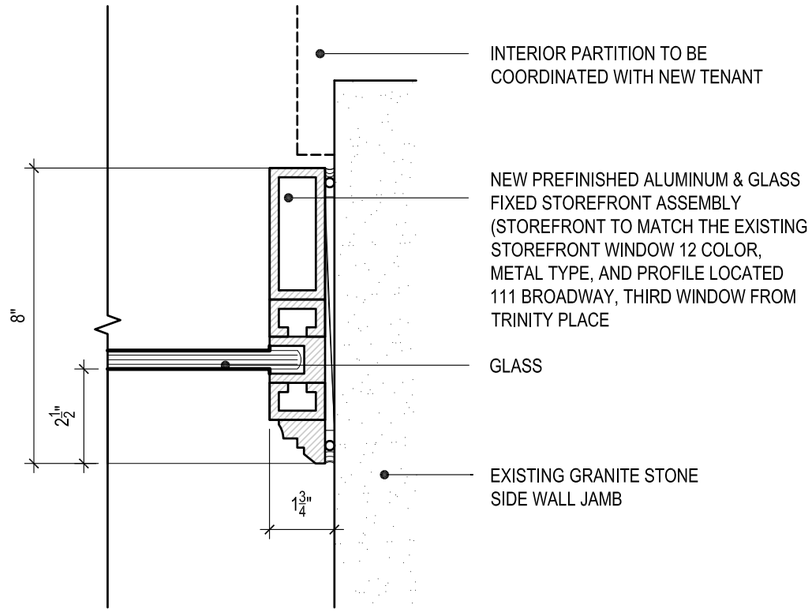
② TYP. ELEVATION DETAIL OF SAMPLE WINDOW

ELEVATION OF WINDOW 19 ON 115 BROADWAY

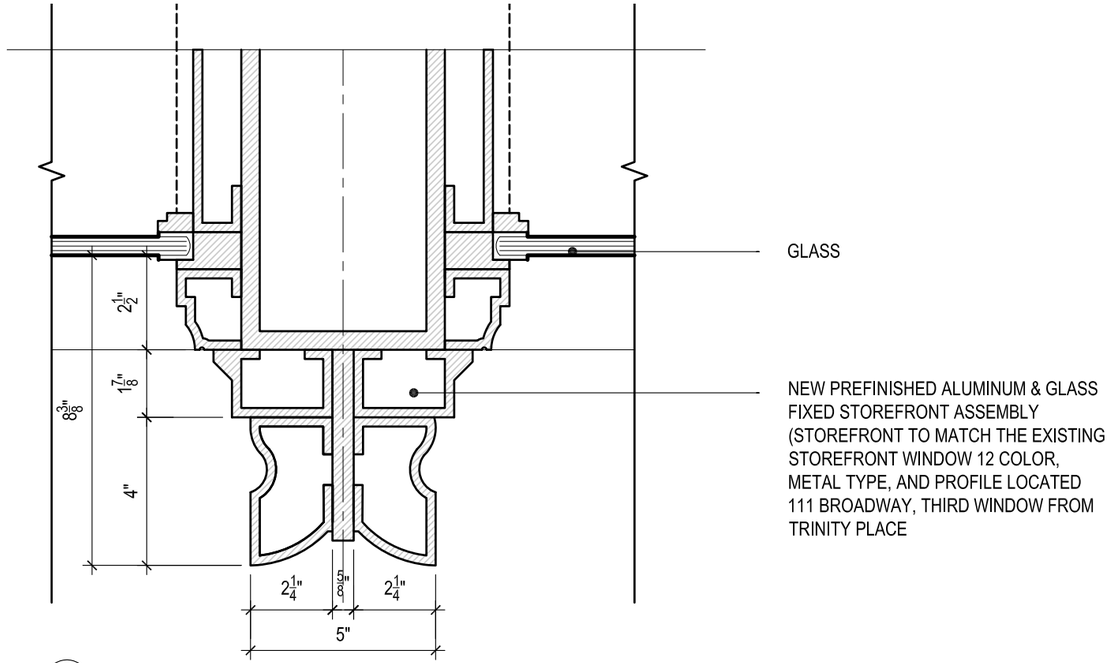


① PLAN DETAIL

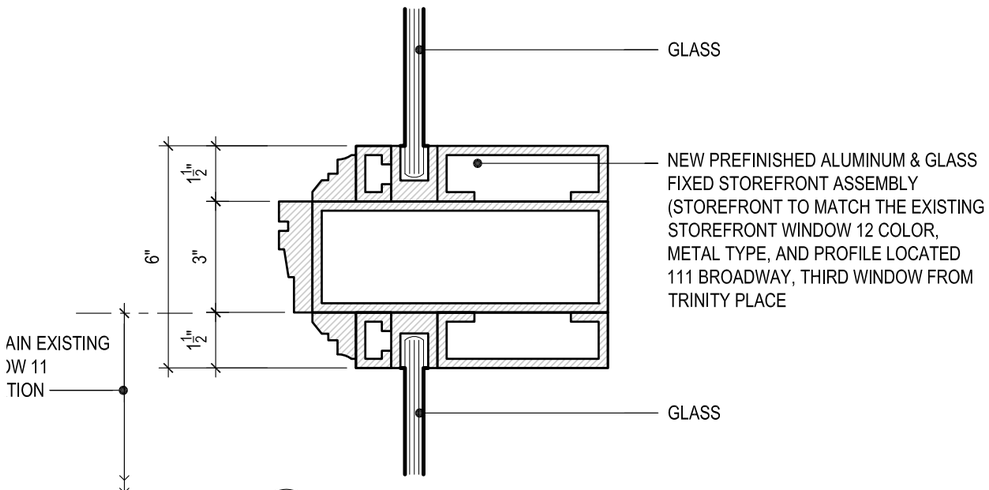
2. STOREFRONT OPENINGS: PROPOSED TYPICAL WINDOW DETAILS



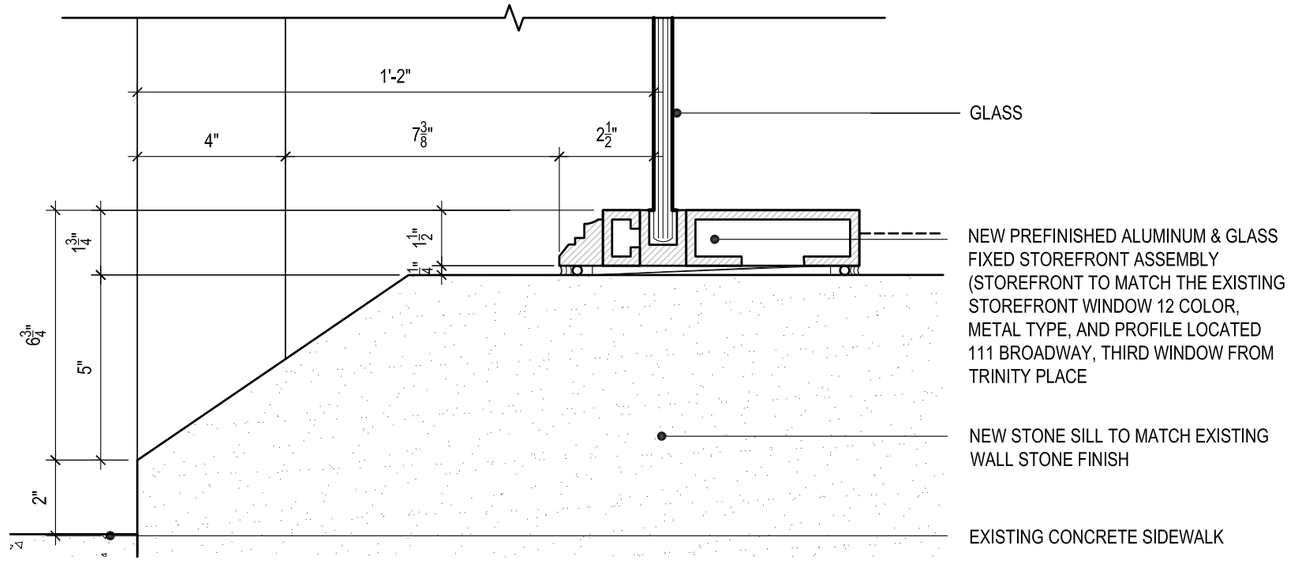
1 TYPICAL JAMB DETAIL



3 TYPICAL WINDOW POST DETAIL

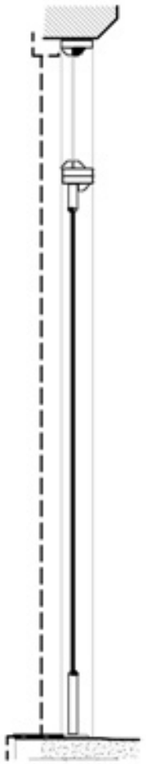


2 HORIZONTAL MULLION DETAIL

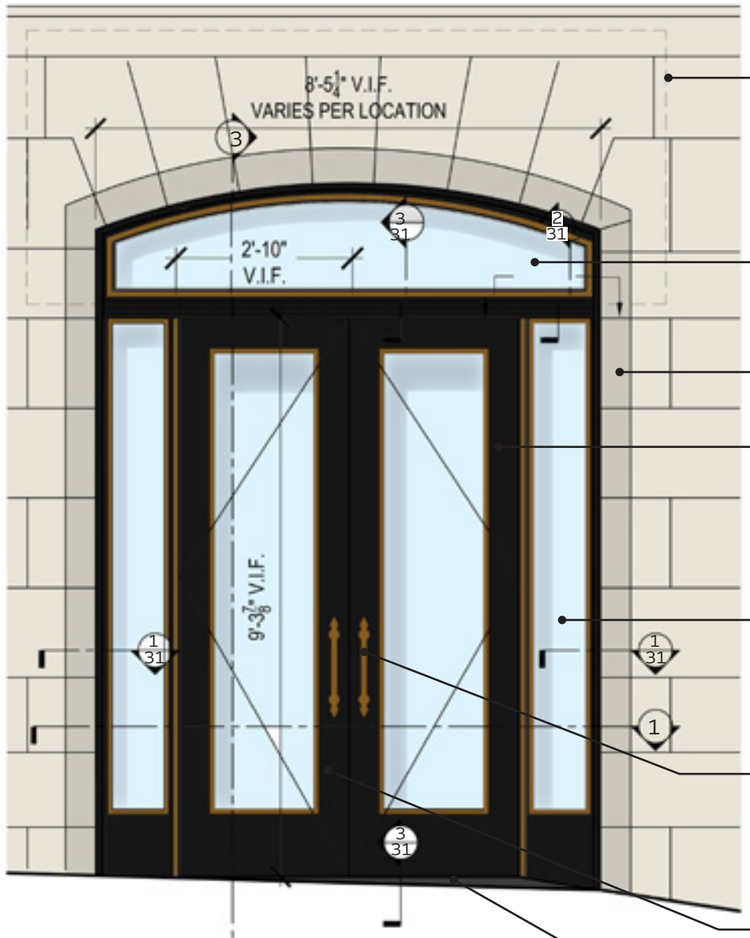


4 HORIZONTAL MULLION DETAIL

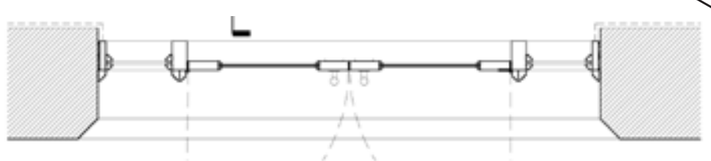
2. STOREFRONT OPENINGS: PROPOSED TYPICAL DOOR DETAILS - 111 AND 115 BROADWAY, BASED ON EXISTING DOOR 7



3 SECTION DETAIL



2 ELEVATION DETAIL



1 PLAN DETAIL

REMOVE EXISTING AWNING, FILL AND SEAL ALL WALL PENETRATIONS WITH MATCHING STONE AND SEALANT FINISH

MECHANICAL LOUVERS AT TOP ARCH OF WINDOW TRANSOM, REPLACE WITH GLASS PANEL

ALIGN MULLION WITH EXISTING MORTAR JOINT

SURFACE MOUNTED HARDWARE TO BE REMOVED, PROVIDE NEW BUTT HINGE (TYP.) FINISH TO MATCH EXISTING DOOR HANDLES

GLASS SIDE LITE, TRIM AND GLASS TO MATCH NEW WINDOW REPLACEMENT TYPE; SEE TYPICAL WINDOW DETAILS FOR PROFILE

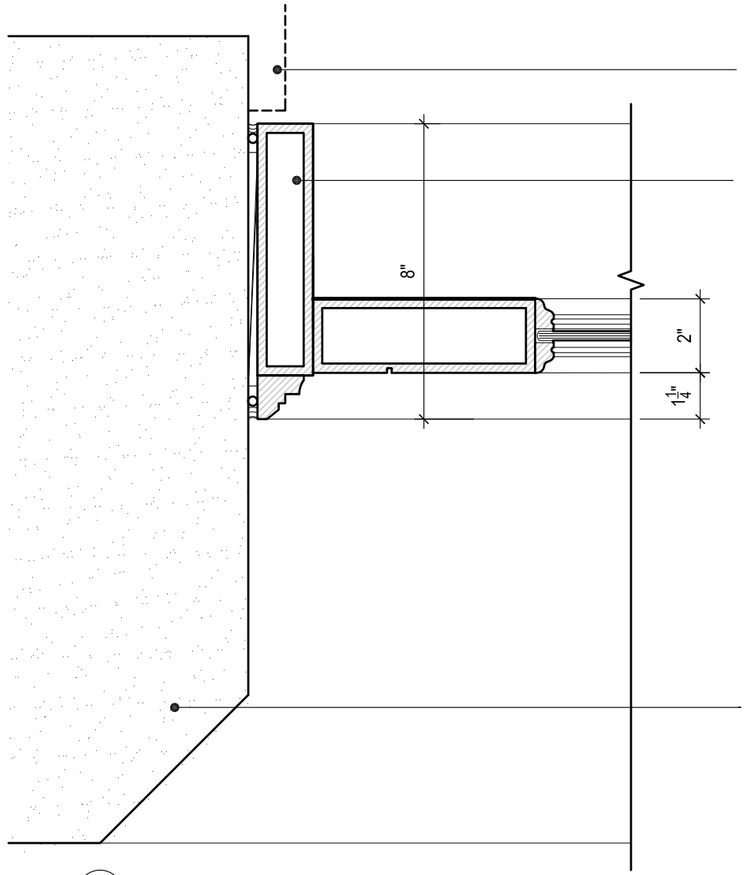
BRONZE FINISH DOOR HANDLE AND PUSH PLATE; REMOVE, RESTORE AND INSTALL IN NEW STOREFRONT DOOR

METAL DOOR WITH GLASS PANEL; REMOVE AND REPLACE WITH NEW STOREFRONT DOOR TO MATCH EXISTING TRIM

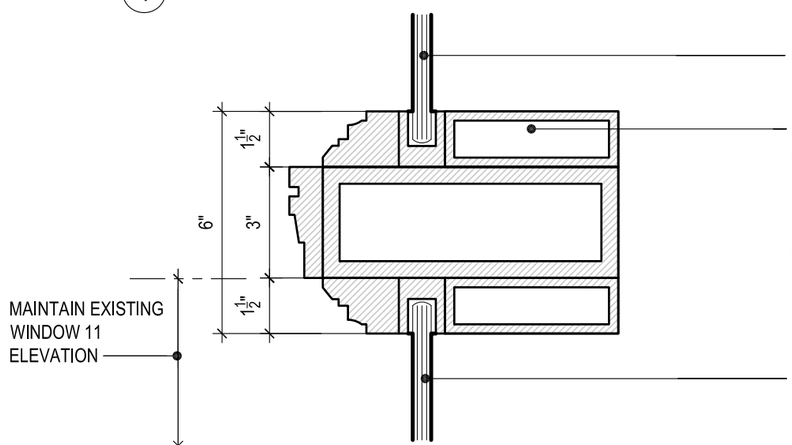
FLOOR SADDLE; REMOVE AND REPLACE WITH NEW SADDLE TO MATCH EXISTING PROFILE AND ELEVATION

PHOTOGRAPH OF EXISTING DOOR 7

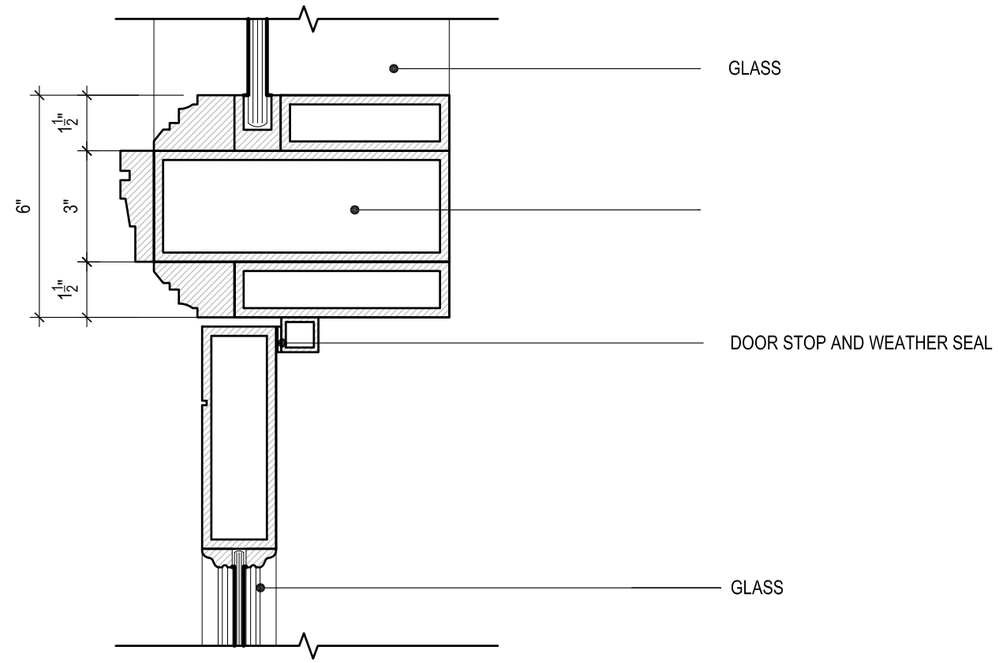
2. STOREFRONT OPENINGS: PROPOSED TYPICAL DOOR DETAILS

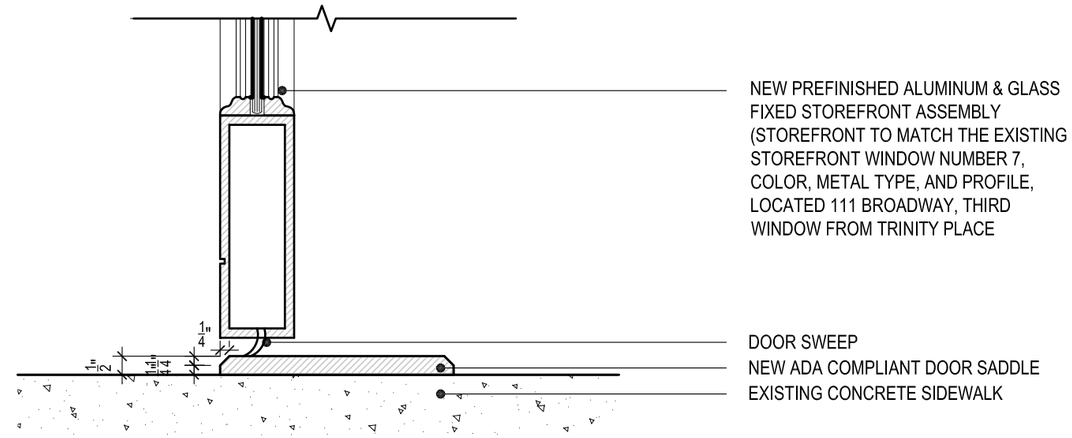


1 TYPICAL JAMB DETAIL



2 HORIZONTAL MULLION DETAIL





3 PROPOSED DOOR DETAIL

3. LIGHTING: BISHOP'S CROOK LIGHT AS AN EARLY SYMBOL OF NEW YORK (BASIS OF DESIGN FOR PROPOSED LIGHT FIXTURES)

BISHOP'S CROOK LIGHT AS SEEN ON BROADWAY AND PINE ST. INTERSECTION

Bishop's Crook Light (Early 1900's):
First introduced in early 1900's, it was considered a standard form of lighting equipment for Manhattan. It was a single iron-cast section ornamented with a garland on the fluted shaft and a ladder rest.

Bishops Crook Luminaire & Pole

Usage: Historic

The Bishops Crook was the first of a number of decorative street lights to be introduced as early as 1900 on narrow city streets. Bracket versions of the Bishops Crook were also attached to the facades of buildings. The reproduction of the Bishops Crook was introduced in 1980 at Madison Avenue and 50th Street outside the Helmsley Palace Hotel (now the New York Palace Hotel).

Applications

Selected historic districts, per LPC approval

Streets with roadway width of 36 feet or less

Lamp/Optics

155W maximum LED Teardrop: IES Type III or V

155W maximum LED Shielded Teardrop: IES Type III or V

Material/Color

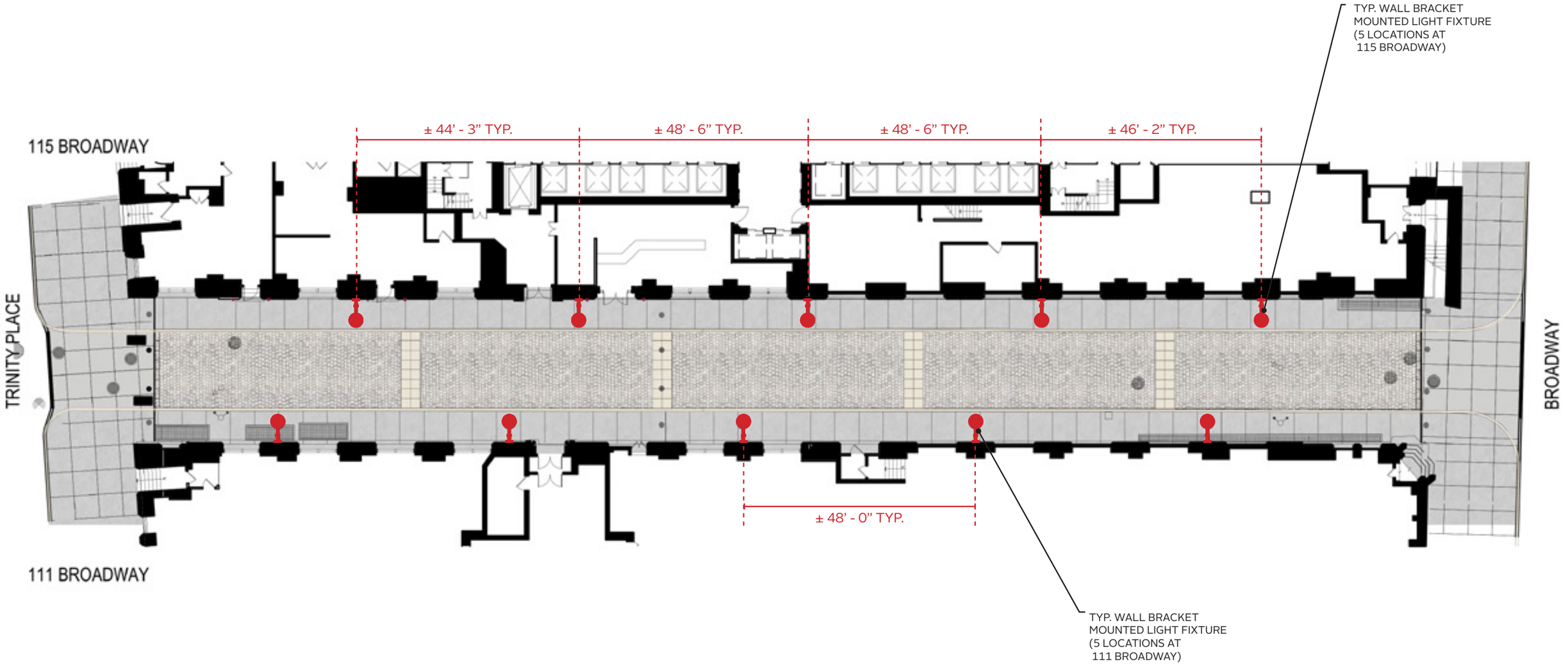
Ductile iron pole/black, brown, and green

Cost Compared to SS

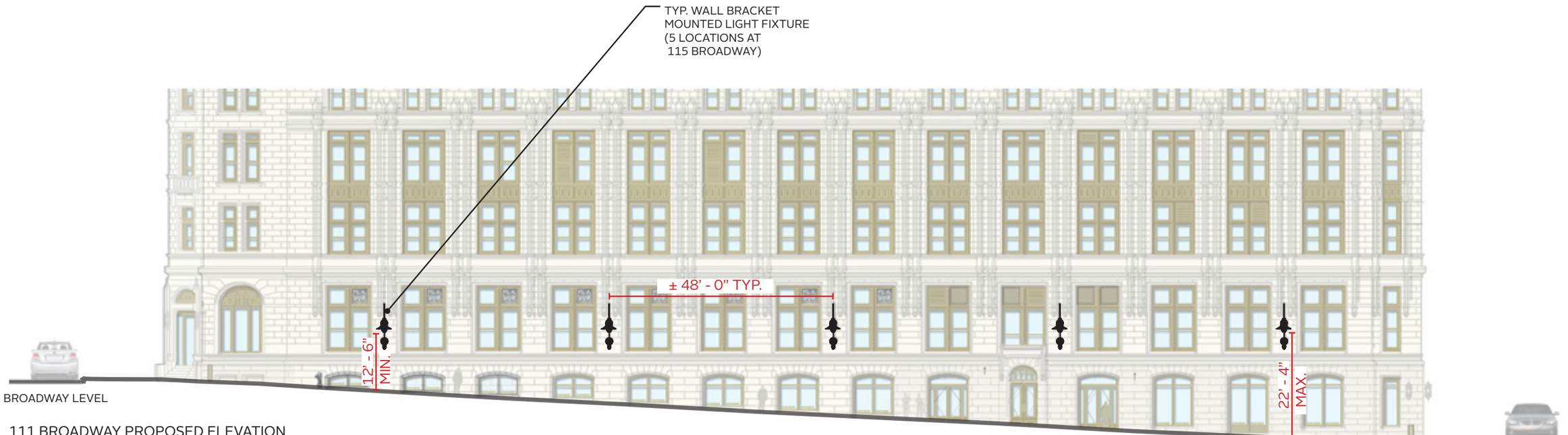
$$$$$

Historic Bishops Crook luminaire and pole: Nassau Street, Manhattan

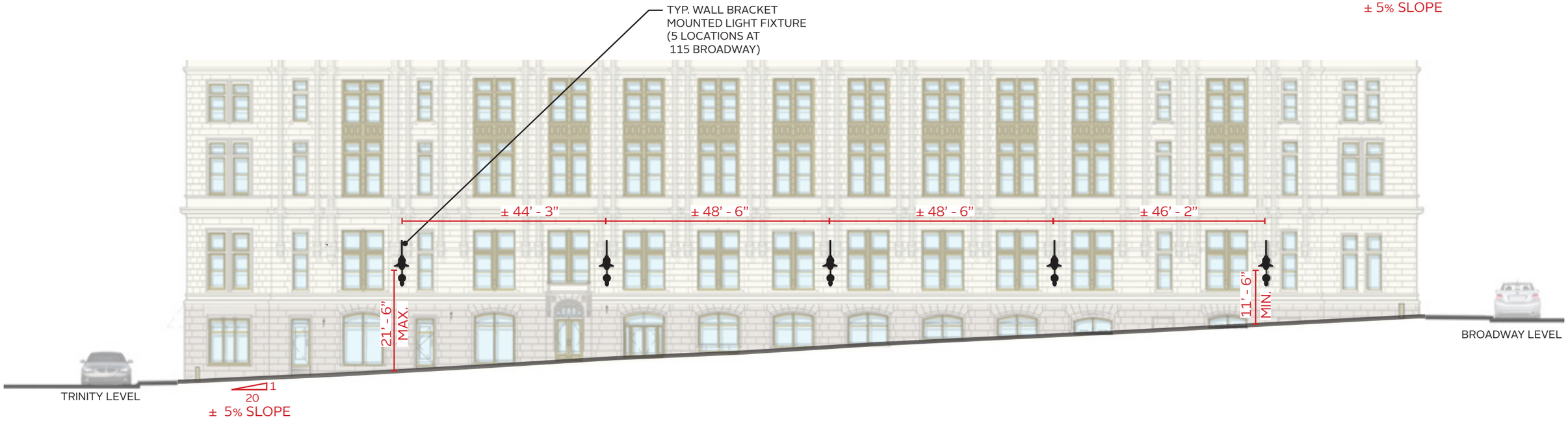
3. LIGHTING: PROPOSED LIGHT FIXTURE PLAN



3. LIGHTING: PROPOSED LIGHT FIXTURE ELEVATIONS

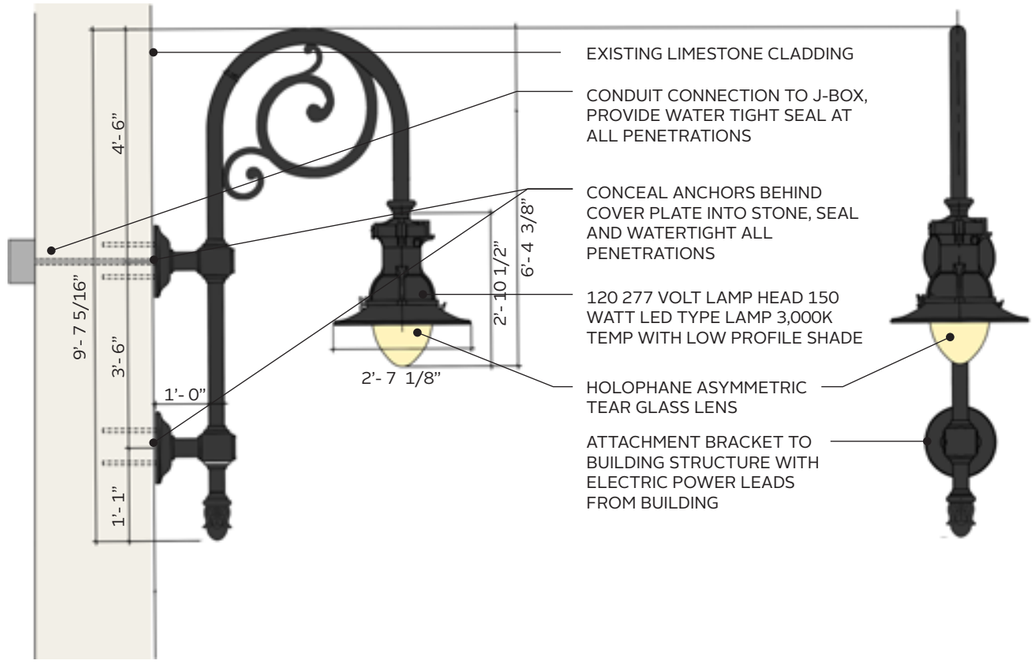


111 BROADWAY PROPOSED ELEVATION



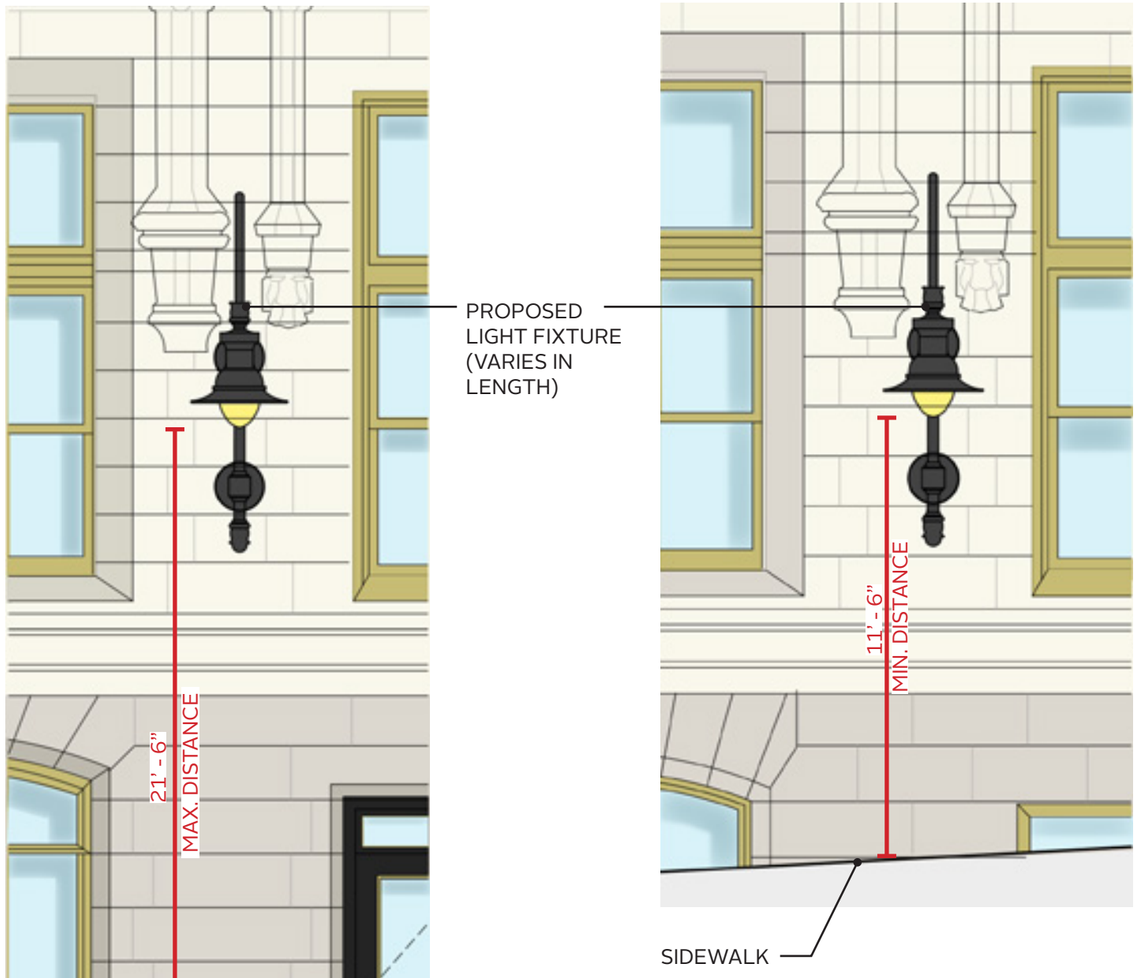
115 BROADWAY PROPOSED ELEVATION

3. LIGHTING: PROPOSED LIGHT FIXTURE



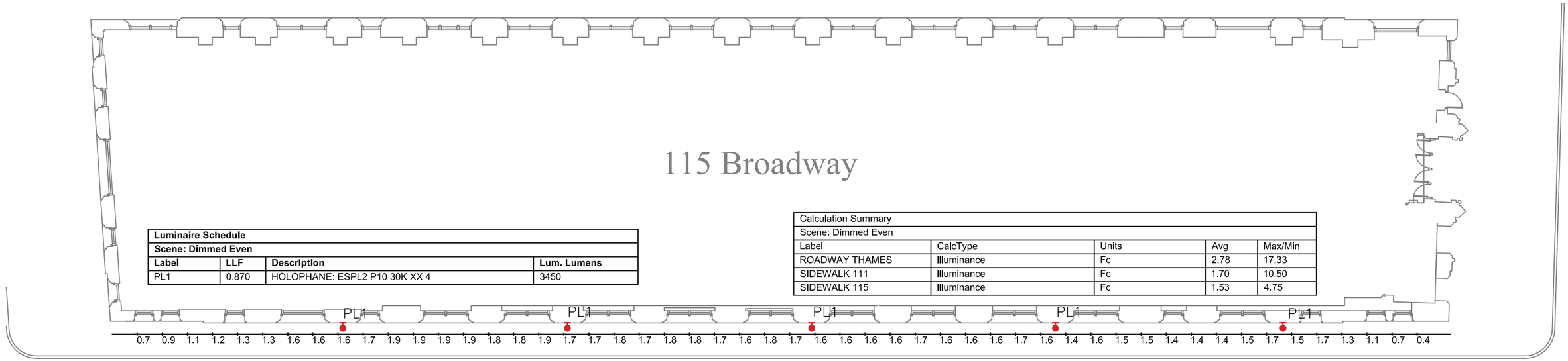
WALL MOUNTED FIXTURE SIDE AND FRONT ELEVATION

- New lights will utilize LED technology and will be controlled via dimmers to maintain even level of light distribution along the length of Thames Street.
- The proposed light levels are an average of 2 foot-candles on the roadway and sidewalks.



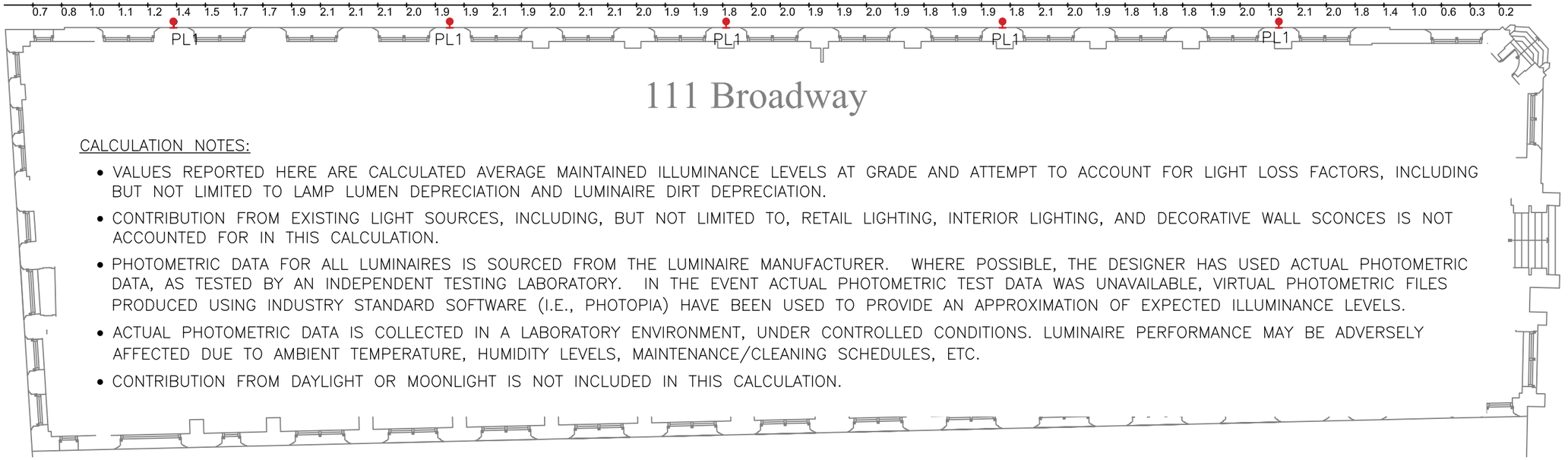
EXAMPLE OF MINIMUM AND MAXIMUM HEIGHT OF LIGHT FIXTURE ON SOUTH FACADE OF 115 BROADWAY

3. LIGHTING: PROPOSED LIGHTING CALCULATION PLAN



Luminaire Schedule			
Scene: Dimmed Even			
Label	**LLF**	**Description**	**Lum. Lumens**
PL1	0.870	HOLOPHANE: ESPL2 P10 30K XX 4	3450

Calculation Summary				
Scene: Dimmed Even				
Label	CalcType	Units	Avg	Max/Min
ROADWAY THAMES	Illuminance	Fc	2.78	17.33
SIDEWALK 111	Illuminance	Fc	1.70	10.50
SIDEWALK 115	Illuminance	Fc	1.53	4.75



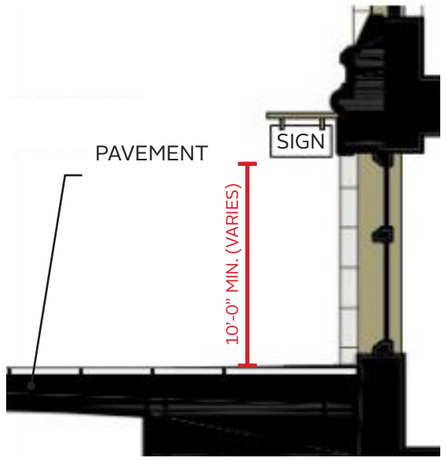
CALCULATION NOTES:

- VALUES REPORTED HERE ARE CALCULATED AVERAGE MAINTAINED ILLUMINANCE LEVELS AT GRADE AND ATTEMPT TO ACCOUNT FOR LIGHT LOSS FACTORS, INCLUDING BUT NOT LIMITED TO LAMP LUMEN DEPRECIATION AND LUMINAIRE DIRT DEPRECIATION.
- CONTRIBUTION FROM EXISTING LIGHT SOURCES, INCLUDING, BUT NOT LIMITED TO, RETAIL LIGHTING, INTERIOR LIGHTING, AND DECORATIVE WALL SCONCES IS NOT ACCOUNTED FOR IN THIS CALCULATION.
- PHOTOMETRIC DATA FOR ALL LUMINAIRES IS SOURCED FROM THE LUMINAIRE MANUFACTURER. WHERE POSSIBLE, THE DESIGNER HAS USED ACTUAL PHOTOMETRIC DATA, AS TESTED BY AN INDEPENDENT TESTING LABORATORY. IN THE EVENT ACTUAL PHOTOMETRIC TEST DATA WAS UNAVAILABLE, VIRTUAL PHOTOMETRIC FILES PRODUCED USING INDUSTRY STANDARD SOFTWARE (I.E., PHOTOPIA) HAVE BEEN USED TO PROVIDE AN APPROXIMATION OF EXPECTED ILLUMINANCE LEVELS.
- ACTUAL PHOTOMETRIC DATA IS COLLECTED IN A LABORATORY ENVIRONMENT, UNDER CONTROLLED CONDITIONS. LUMINAIRE PERFORMANCE MAY BE ADVERSELY AFFECTED DUE TO AMBIENT TEMPERATURE, HUMIDITY LEVELS, MAINTENANCE/CLEANING SCHEDULES, ETC.
- CONTRIBUTION FROM DAYLIGHT OR MOONLIGHT IS NOT INCLUDED IN THIS CALCULATION.

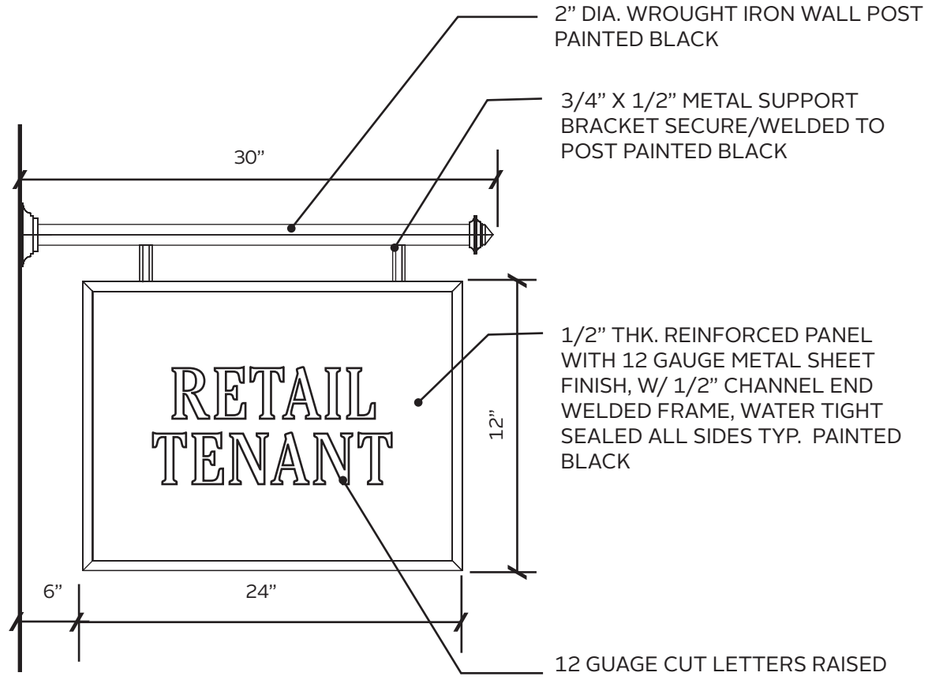
4. SIGNAGE: PROPOSED SIGNAGE DESIGN

LPC GUIDELINES:

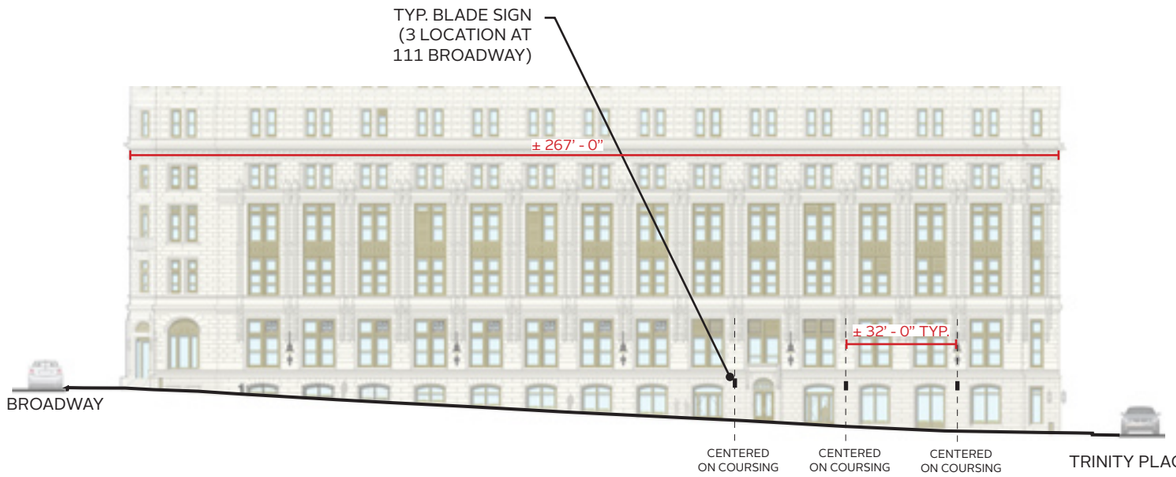
1. 12” X 24” AS THE MAXIMUM PERMISSIBLE BRACKET SIZE FOR COMMERCIAL DISTRICT WITH PROJECTION LESS THAN 40” FROM BUILDING FACADE.
2. 10’ REQUIRED MINIMUM DISTANCE BETWEEN SIDEWALK AND BOTTOM OF THE BRACKET SIGN.
3. ONE BRACKET SIGN PERMISSIBLE PER RETAIL ESTABLISHMENT.
4. FOR BUILDINGS WITH MULTIPLE RETAIL ESTABLISHMENTS, MULTIPLE BRACKET SIGNS CAN BE PROVIDED FOR A MAXIMUM OF 1 SIGN PER EVERY 25’ FRONTAGE.



① PROPOSED SECTION

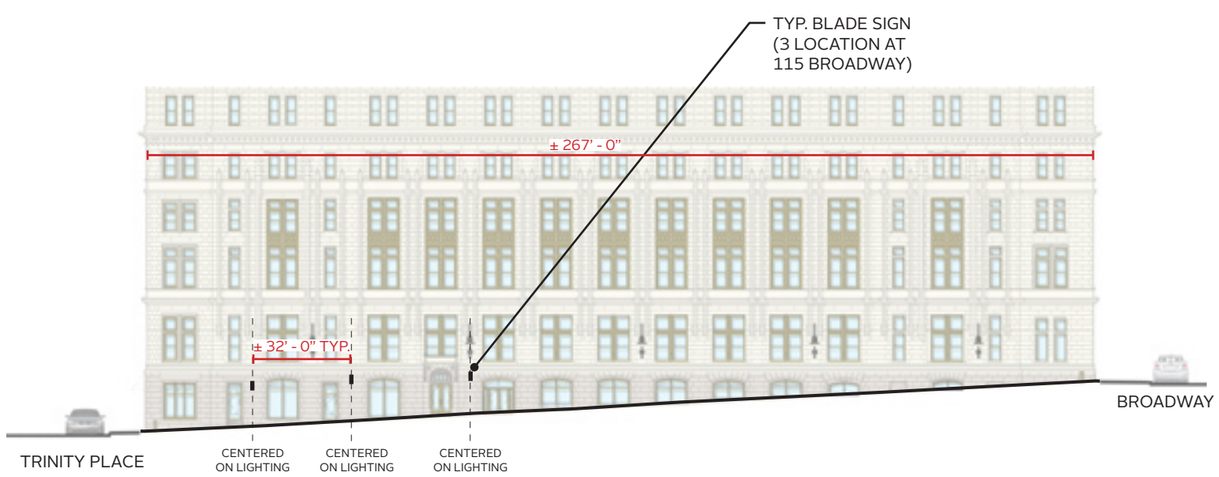


② PROPOSED SIGNAGE
(NO MOVING PARTS)



111 BROADWAY PROPOSED ELEVATION

TOTAL BUILDING FRONTAGE LENGTH: 267’
TOTAL NO. OF SIGNS PERMISSIBLE (PER 25’ OF FRONTAGE): 10
TOTAL NO. OF SIGNS PROPOSED: 3



115 BROADWAY PROPOSED ELEVATION

TOTAL BUILDING FRONTAGE LENGTH: 267’
TOTAL NO. OF SIGNS PERMISSIBLE (PER 25’ OF FRONTAGE): 10
TOTAL NO. OF SIGNS PROPOSED: 3

PROPOSED THAMES STREET RENDERING (LOOKING EAST)