



## 3400 DOUGHBOY SQUARE URBAN DESIGN PROGRAM

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13 DECEMBER 2012 - DRAFT

PREPARED BY

**LOYSEN + KREUTHMEIER** A R C H I T E C T S

FOR

The Lawrenceville Corporation

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DRAFT FOR REVIEW



# 3400 DOUGHBOY SQUARE URBAN DESIGN PROGRAM

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### ACKNOWLEDGEMENTS

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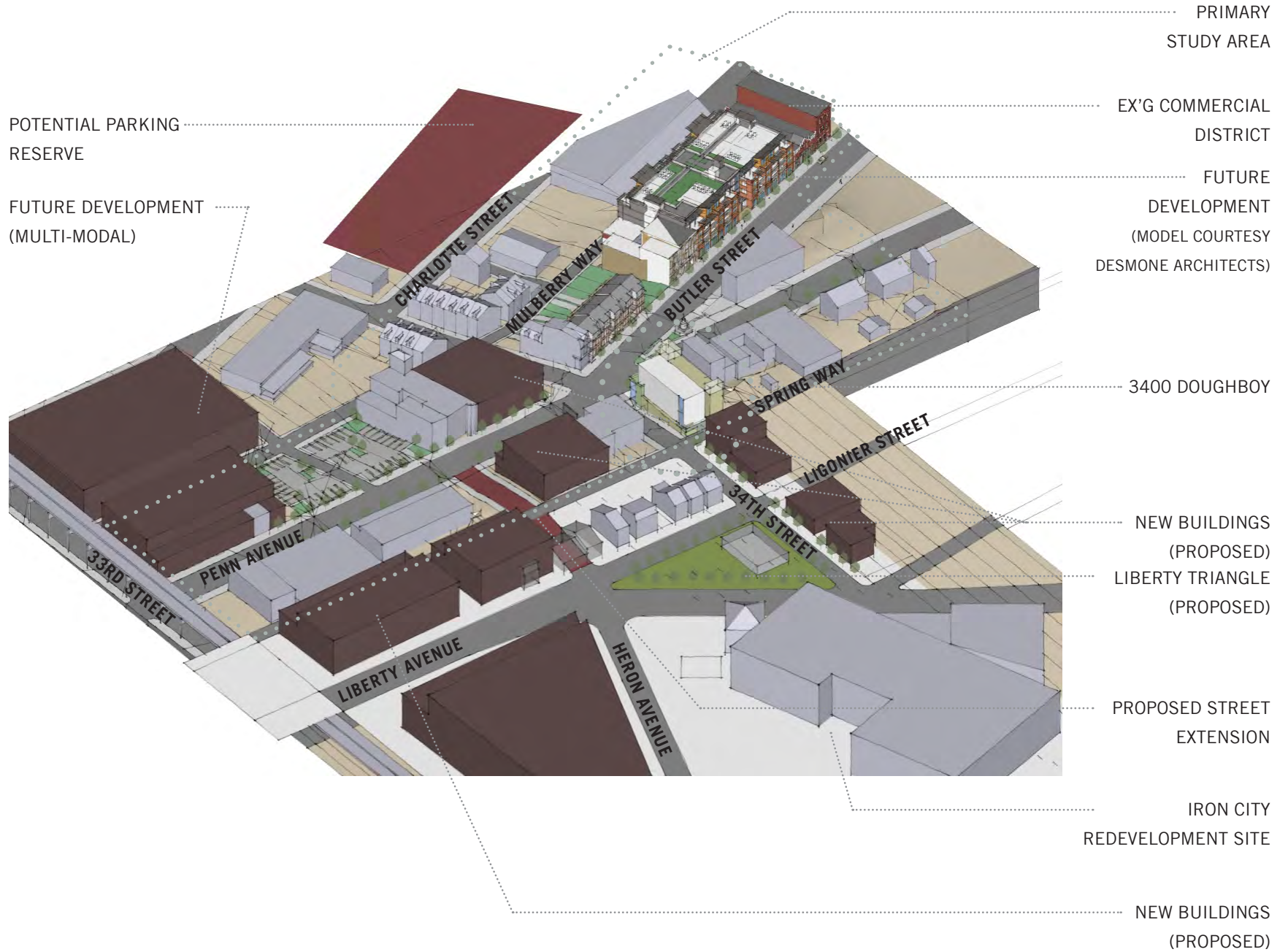
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## INTRODUCTION

In December 2011, Loysen + Kreuthmeier Architects was engaged by the Lawrenceville Corporation to perform an urban design study and develop building recommendations for the site located at 3400 Penn Avenue in Doughboy Square, referred to as 3400 Doughboy in this report. The study included developing an overall urban design vision for the district, which is roughly bounded by 33rd Street and 37th Street, and extends to Liberty Avenue to the south and Melville Way to the north.

Doughboy Square is an important gateway not only to Lawrenceville, but to the East End neighborhoods that abut Penn Avenue, including Bloomfield, Garfield, and East Liberty. The Square marks a significant transition from the urban industrial scale of the Strip District to the fine grained textures of these mixed-use communities. Beginning at Doughboy Square, Penn Avenue and Butler Street are characterized by a mix of residential and commercial uses with varied density of uses that define a series of linked commercial districts.

### Development Future

The Doughboy District is well located to take advantage of potential development to support the Allegheny Riverfront Green Boulevard project, proposed for the Allegheny Valley Railroad's right-of-way to the north of the site. The Green Boulevard, as proposed, will provide bike and transit connection to Downtown Pittsburgh from upriver communities. An additional component of the proposed network is a circulator trolley loop that will run on Butler and Penn. Opportunities for the transportation networks to intersect have been identified at 33rd Street adjacent to the rail trestle. Other planning efforts have

identified the 33rd Street corridor and rail trestle as a possible connection point for transit lines that could connect Lawrenceville to Oakland and the Second Avenue technology development sites located on the Monongahela River.

With these initiatives in mind, the team considered the potential impact of transit development on the district. Sites north of Penn Avenue lend themselves to commuter parking and could be planned to provide access to any of the proposed transit modes, as well as bicycle trails to Downtown, Oakland, and the North Side. Sites located near 33rd Street could support larger footprint development, with commercial office or residential on upper stories, and a desired for more neighborhood-serving uses on the ground floors. In addition, the proximity of Children's Hospital and the exponential growth of the healthcare systems based in Oakland, in combination with the enhancement of transit connections between the neighborhoods, make this area of Lawrenceville a natural location for related offices and support staff.

At Doughboy Square, the vision for a pedestrian scaled district remains the heart of the urban design proposal. The primary commercial district of Lower Lawrenceville is centered around the blocks of Butler Street from 36th to 39th Street, and does not yet extend to Doughboy Square. While previous plans have called for Doughboy Square to become a commercial center for the community, it appears that the market has not yet taken the lead in this direction. There is, however, a high demand for residential rental units in this area, which can help to support the existing commercial district on





DIAGRAM OF URBAN  
STRATEGY

PROPOSED ALLEGHENY  
GREEN BOULEVARD  
(MULTI-MODAL)

MULTI-MODAL STATION  
(PROPOSED)

DOUGHBOY SQUARE

LIBERTY TRIANGLE

POTENTIAL OAKLAND  
CONNECTOR

Butler Street and also foster a neighborhood base that will foster future commercial development.

Doughboy Square is located to capitalize not just on its strategic position on Penn Avenue, but also on the proximity of Liberty Avenue, which serves as another key connector to the communities of the East End and Smallman and Railroad Streets, which connect to Downtown. The urban design vision for the district proposes to look at Doughboy Square not simply as the intersection of Penn and Butler, but to broaden the thinking about the district to Liberty Avenue as well.

### **The Liberty Triangle**

The Liberty Triangle, currently occupied by a convenience store, is envisioned as a primary address in the Doughboy District. Previous plans call for this site to be developed as a mid-rise office or other commercial use. In the vision for the Doughboy District, the site is proposed as green space, creating a major address for the Iron City Brewery redevelopment, as well as redevelopment of other adjacent sites on 34th Street, Liberty, and Ligonier. Visibility of these redevelopment sites is greatly enhanced by the creation of a new green space, and the perception of an overall district is enhanced by promoting three significant addresses – the Liberty Triangle, Doughboy Square, and the Allegheny Green Boulevard.

### **The Parking Challenge**

One of the primary limitations to the development of Doughboy Square is inadequate parking to support retail and other commercial development. Limited lot size and block depth makes the provision of on-site parking extremely challenging, and it is not desirable to provide off-street surface parking on Penn or Butler due to the dense urban fabric that such development would damage. Plans for a structured public parking facility

(identified in previous planning studies ) have not yet come to fruition and are deemed unlikely until more intense market pressures come to bear on the district, increasing demand from both developers and residents.

The Project Team identified several strategies to provide parking to support development. These include:

- Provide integral parking that takes advantage of the topographical change from Liberty Avenue to Penn Avenue to support residential and/or office uses on the south side of Doughboy Square.
- Work with the owner of property located on Mulberry and Charlotte Way, between 34th and 35th, to develop a shared parking agreement which will provide free or low-cost public parking to support small scale retail and restaurant uses. This proposal includes developing a wayfinding system, potentially through a public art installation, to make connections from the parking to Doughboy Square.
- Long-term, provide structured public parking on former industrial sites north of Mulberry Way and adjacent to the proposed transit connections at 33rd Street. Potential sites may accommodate parking to serve both commuter vehicles (connecting to Downtown) and parking in support of new office development.



# EXISTING CONDITIONS

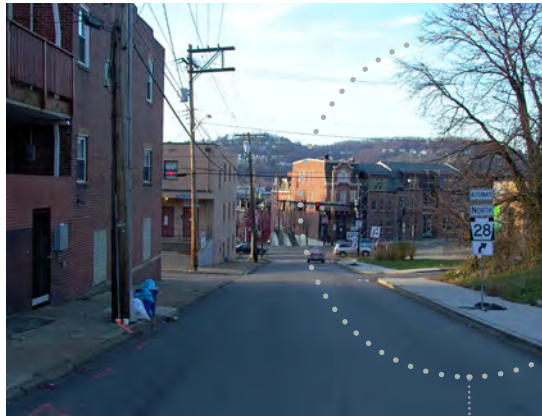
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3400  
DOUGHBOY  
SQUARE

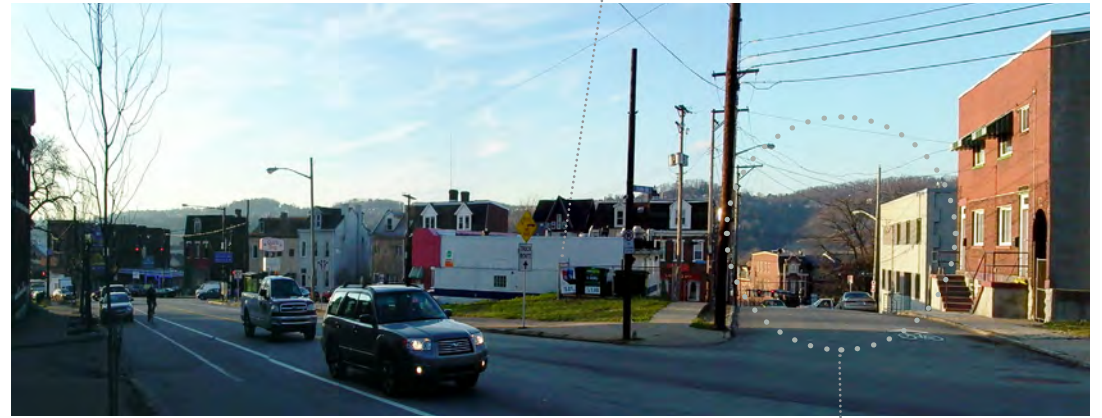


LIBERTY AVENUE

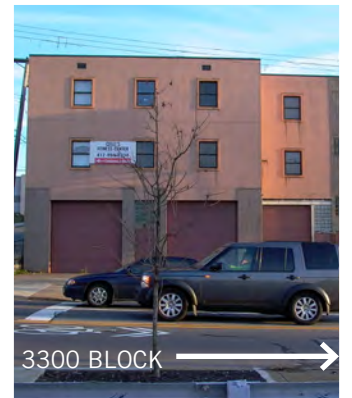
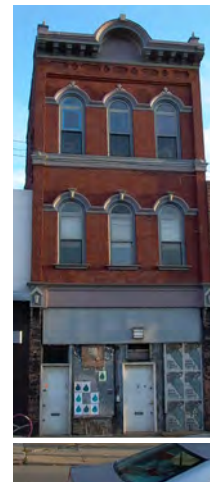
LIBERTY TRIANGLE SITE



34TH STREET



3400 DOUGHBOY AS VIEWED FROM 34TH STREET



FACADES OF ADJACENT BUILDINGS ON PENN AVENUE

3400 BLOCK

3300 BLOCK

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# URBAN DESIGN GOALS

**Enhance the visibility of Doughboy Square and broaden the perception of the Doughboy District beyond the identity of the Square.**

- Increase porosity across the neighborhood
- Enhance cross-connections perpendicular to Liberty – Penn – Butler
- Enhance intersections to develop “decision points”
- Increase the residential occupancy of the District

**Take advantage of the location of the Doughboy District in relation to existing transportation networks and on-going planning initiatives.**

- Promote multiple modes of travel, including transit, bicycles, pedestrians, and cars
- Make connections between different transportation modes, including the proposed multi-modal corridor
- Plan for parking to support both transit initiatives and new development
- Enhance connections to other neighborhoods, including Oakland, Polish Hill, Downtown, and eastern communities

**Create marketable addresses for new development.**

- Identify key sites where visibility can be enhanced
- Use a combination of built form and open space to create identifiable urban places within the Doughboy District
- Take advantage of the topography of the District to provide “upper” (Liberty Avenue edge) and “lower” (Penn Avenue edge) level addresses

- Develop cross-connections that promote these new addresses

**Provide flexibility for future development and changing market conditions.**

- Develop massing appropriate to multiple types of use
- Potential uses may include residential, office and retail
- Develop “universal” footprints and floor-to-floor heights that are easily adaptable
- Upper floors to have loft-like organization that can be adapted to residential, office, or live-work uses

**Maintain and enhance the eclectic character of the District.**

- Work with existing property owners to identify potential site improvements
- Identify opportunities to use public art to enhance sites, such as the Duquesne Light substation
- Promote green community and building initiatives that are accessible to both existing and new property owners and residents
- Develop district-wide parking strategy that supports small businesses and infill development in addition to “use specific” parking for larger developments



3400 DOUGHBOY AT PENN AVENUE AND 34TH STREET (LOOKING EAST)



ADJACENT SITES AT PENN AVENUE AND 34TH STREET (LOOKING WEST)

## SITE DEVELOPMENT OPPORTUNITIES

As a highly visible site at the heart of the Doughboy District, 3400 Penn Avenue is an important opportunity to set the stage for future development in the District and to establish a design vocabulary. In conversation with the client, and active developers and property owners in the community, demand is currently highest for quality residential rental units for one to two person households. There is limited demand for new retail spaces in the immediate vicinity of Doughboy Square, other than possible ‘destination’ uses such as specialty restaurants. The majority of new retail development is focused on the established retail blocks of Butler between 36th and 39th Street; Doughboy Square is currently separated from this district by vacant buildings and lots. Until development “fills the gap”, it is unlikely that Doughboy Square will be part of the larger retail district.

In discussion with the client and their partners, the Project Team identified the following likely uses for the site:

- Residential rental units (one and two-person occupancy);
- Destination restaurant (local examples include Verde and Salt of the Earth in Garfield, Tamari and Cure in Lawrenceville, and Legume in Oakland); and
- Office loft spaces for rent.

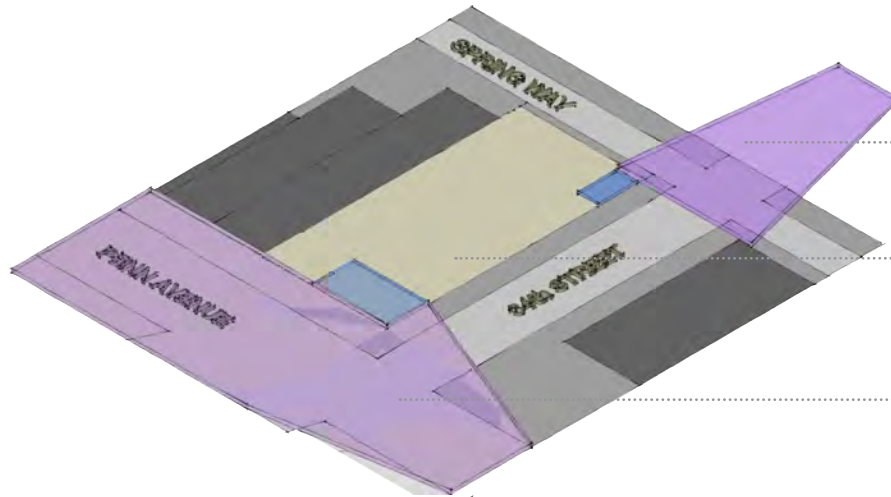
Simultaneous with the discussion of potential uses, the Project Team analyzed parking options for the site. By making use of the grade change from Penn Avenue to Liberty Avenue, and entering the site from 34th Street, parking for up to 11 cars can be accommodated on the site in a slab-on-grade structure housed beneath the overall building. This approach allows occupied space to be located on Penn Avenue and at the intersection of Penn and 34th Street. The building can be serviced from Spring Way.



# BUILDING FORM

∞

3400  
DOUGHBOY  
SQUARE



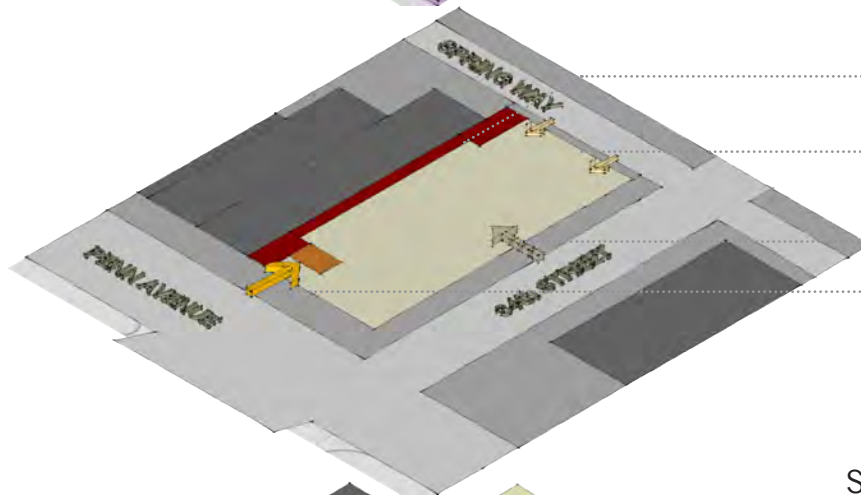
## FORM DEVELOPMENT

VIEW DOWN 34TH STREET

SITE

VIEW DOWN PENN AVE

## VIEW CORRIDORS



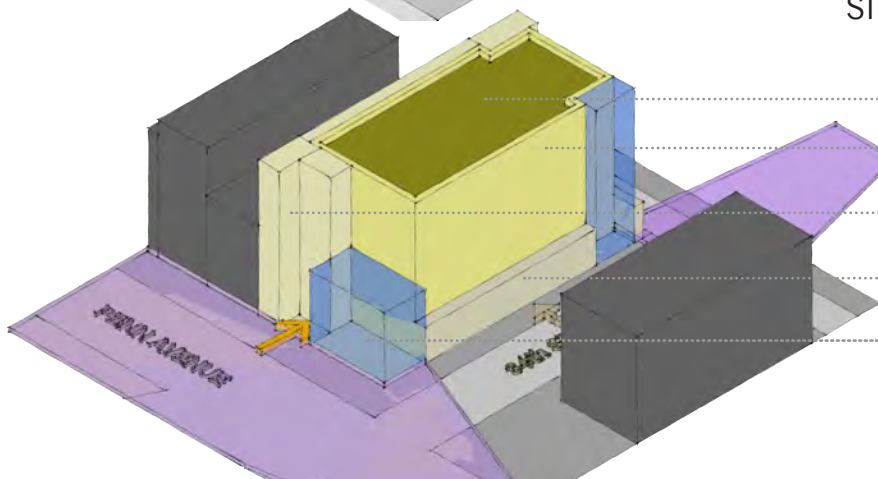
INTERNAL CIRCULATION CORE

SERVICE ACCESS

PARKING ENTRANCE

PRIMARY ENTRANCE

## SITE ACCESS & BUILDING CIRCULATION



GREEN ROOF

RESIDENTIAL

VERTICAL CIRCULATION

PARKING

COMMERCIAL

## USE MASSING

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## BUILDING FORM

The site is located the corner of 34th Street and Penn Avenue and is approximately 49 feet wide and 100 feet deep. The topography slopes down approximately 10 feet from Spring Way to Penn Avenue. It is located adjacent to a mix of two and three story buildings. Recent development includes the renovation of the former Turner Detective Agency building (now home to Bike Pittsburgh and Just Seeds), and plans are in the works to renovate the former Junction Climate Control building located at 3418 Penn Avenue.

The proposed building envelope creates a visual anchor at the intersection of Penn and 34th Street in order to take advantage of its visibility and to recognize the symbolic importance of the site. The width of the street and the topographic changes support form taller than its neighbors at four stories, while the setback from the street above the second floor and at the entrance to the residential units acknowledges the plane and scale of the adjacent facades.

Adjacent buildings in the district range from 2 stories to 4 stories, although differences in topography make these variations less noticeable to the casual observer. In order to maximize the number of units on the site, the proposed massing pushes the new building to 4 stories, with the possibility of additional stair and elevator penthouses in order to provide roof access should a green roof be pursued.

The height of the building is modulated by other massing moves:

- The creation of the two-story “node” at the northwest façade of the site is in keeping with the smaller scale of buildings within the same block;
- The plane shift of the entrance and stair tower to set back from the contextual build-to line reduces the overall mass of the building and articulates it as two structures rather than one mass;
- The set back of the upper stories along 34th Street above the parking level reduces the canyon effect that might be created by a monolithically tall mass along the length of that block.



SETBACK ZONE  
(NOT PERCEIVED FROM STREET)

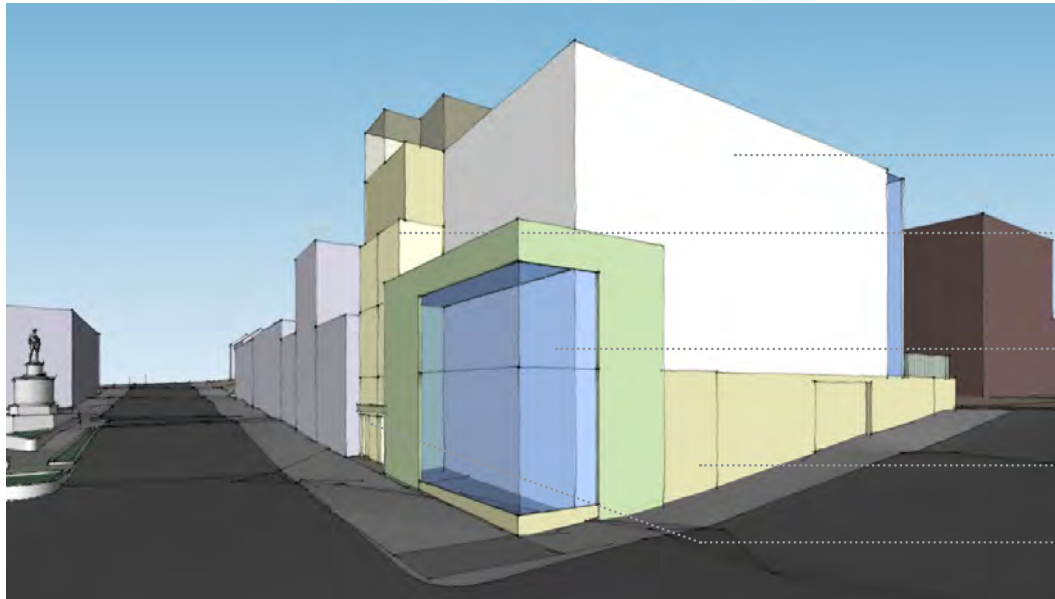
BUILDING HEIGHT/MASS  
(PERCEIVED FROM STREET)

CORNER

BUILDING BASE ZONE

LOOKING EAST ON PENN & BUTLER





- RESIDENTIAL
- PRIMARY VERTICAL CIRCULATION
- COMMERCIAL FRONTAGE
- PARKING BASE
- PRIMARY ENTRANCE

PENN & 34TH



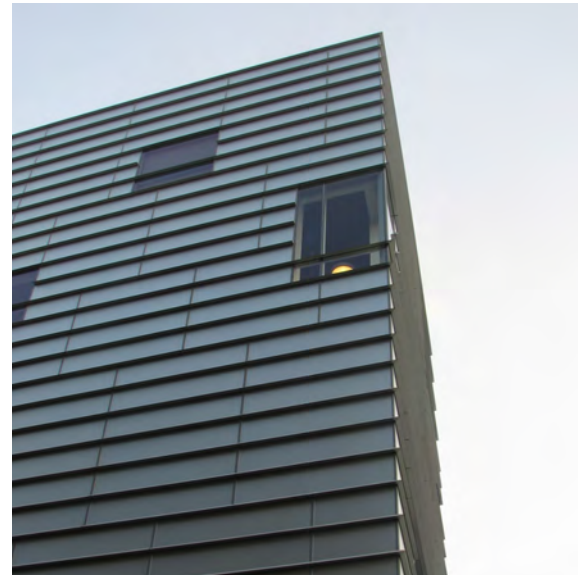
- RESIDENTIAL
- EGRESS STAIR
- DELIVERY & DUMPSTER
- PARKING BASE

34TH & SPRING

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TERRA COTTA RAINSCREEN (FEATURE MATERIAL)



METAL SIDING (SECONDARY MATERIAL)



CURTAINWALL GLAZING (FEATURE MATERIAL)



CORRUGATED METAL PANELS (SECONDARY MATERIAL) WITH GROUND FACE BLOCK BASE

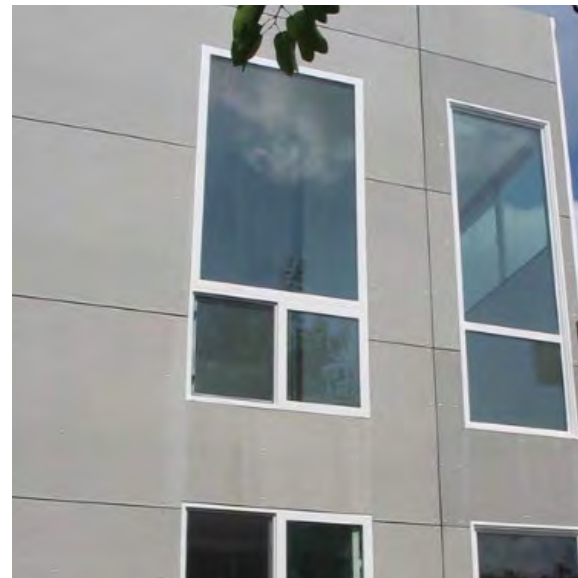
## BUILDING MATERIALS AND RESOURCES

A challenge with creating a prominent new building is effectively allocating construction dollars so as to maximize the positive impact of the facility while being sensitive to the realities of budgets. In the case of the 3400 Doughboy, the northwest façade and the corner of Penn Avenue and 34th Street are the most visible and prominent faces of the building, and will be seen from approaches on Penn, Butler and 34th see View diagram, page 8). It is proposed that these faces of the building be treated as a unique element and that budget resources be allocated to developing the design presence and material characteristics of this “node”.

The proposed massing of the building suggests that the node at the corner of Penn and 34th is recognized both in the form of the building and suggests that materials on these faces be special in nature (feature materials). The lower two-story corner element illustrated should be designed with high-quality materials that are of a fine-scale and texture, such as a terracotta cladding and curtain wall system.

A shift in the building mass along 34th Street allows for the possibility that less precious building systems (secondary materials) can be employed to clad the upper floors of the four-story volume, without diminishing the importance of the corner element. Similarly, by creating a break between the new building and the adjacent Wilson’s BBQ building, the mass and its materials may be of a different character than the adjacent structures.

It is recommended that the base of the building, which includes the parking along 34th Street, be a mass material, such as ground face block, which is indicated to continue as a building base along Penn Avenue.



CEMENT BOARD SIDING (SECONDARY MATERIAL)

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# SIGNAGE

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3400  
DOUGHBOY  
SQUARE



BILLBOARD  
(16' X 24')

EXTENSION ZONE  
(16' X 24')

AREA FOR GLASS  
APPLIED SIGNAGE

OPTION A



BILLBOARD  
16' X 12'

BANNER ADVERTISING  
3' X 30'

EXTENSION ZONE  
(16' X 24')

OPTION B

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## SIGNAGE OPPORTUNITIES

One of the charges to the urban design team was to identify opportunities to integrate advertising signage into the design of the building in order to accommodate the existing billboard leases. The team proposed several possible locations for the signage. Important to all of these possibilities is the idea that new signage be considered as a design opportunity rather than simply a traditional billboard structure. New technologies in building wraps, see-through perforated prints, printed shades, and surface applied signage mean that windows and walls can be “wrapped” in creative ways, which will enhance the impact of the signage while hewing with the overall design goals of the building rather than distracting from it.

As illustrated in the signage diagrams, the following opportunities on the building were identified:

- Exterior billboard structure located on 34th Street (option A)
- Exterior billboard structure located on the stair and elevator tower. (option B)
- Banner signage along 34th Street advertising the building’s tenants and other Doughboy Square businesses. (option B)
- See-through perforated print applied to glazing at the corner of 34th and Penn for building advertising.



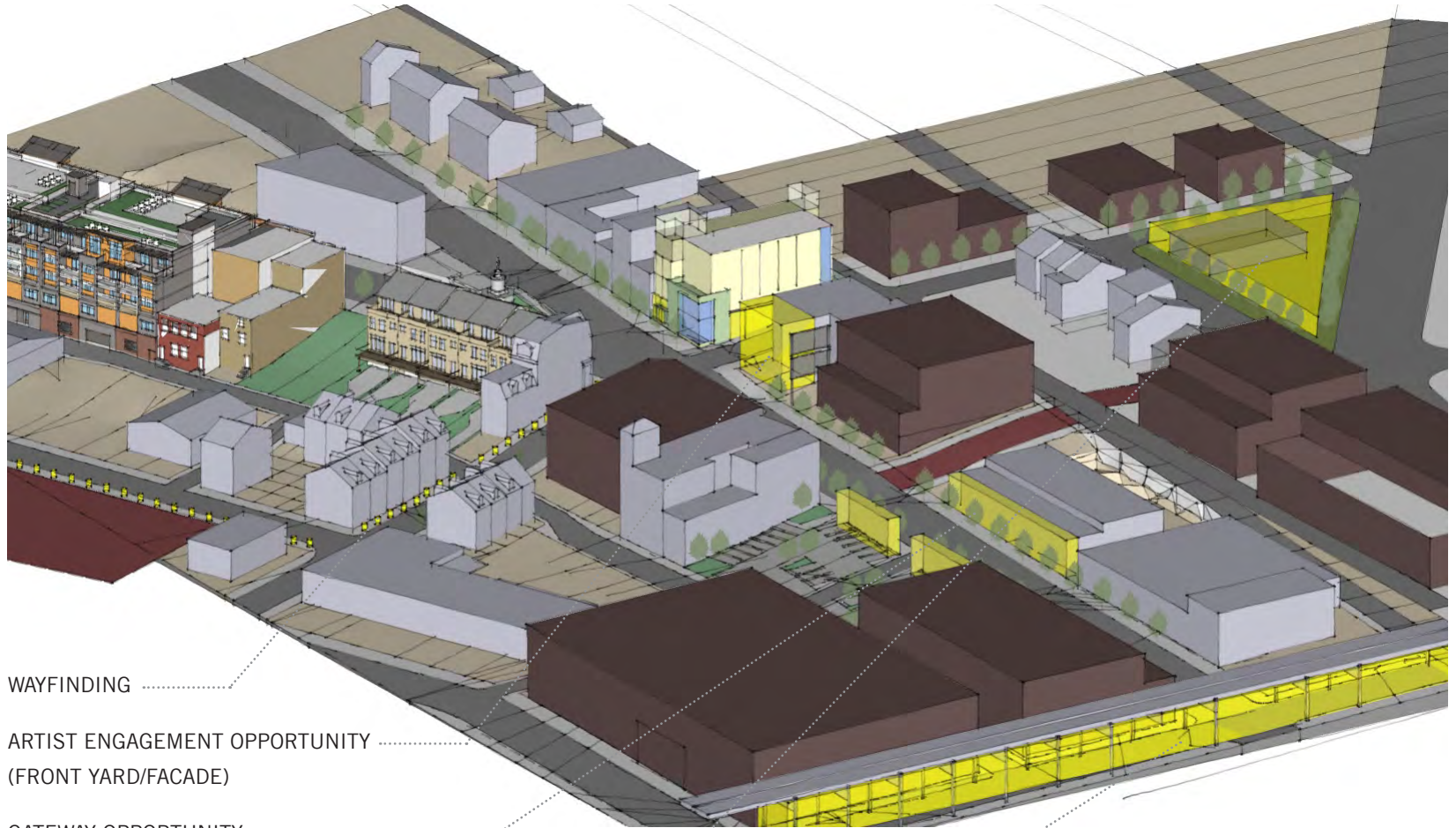
EXAMPLES OF NON-TRADITIONAL  
ADVERTISING SIGNAGE

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3400  
DOUGHBOY  
SQUARE



WAYFINDING

ARTIST ENGAGEMENT OPPORTUNITY  
(FRONT YARD/FACADE)

GATEWAY OPPORTUNITY  
(DUQUESNE SUBSTATION)

ARTIST ENGAGEMENT OPPORTUNITY  
(LIBERTY TRIANGLE)

INFRASTRUCTURE ENHANCEMENT OPPORTUNITY



## ENGAGING ART IN PLACEMAKING

Art plays an important role in enhancing the city and the community as a whole. As part of the development of the urban design program for 3400 Doughboy, opportunities for public art were identified both within the District and on the site. In addition to these opportunities, developers and design teams should be encouraged to include artists within their design process.

District-wide, public art should be incorporated:

- As an enhancement at the rail trestle at 33rd Street. Opportunities include lighting installation, surface applied illustration and/or paint.
- At the Duquesne sub-station site and as a gateway feature to the community. Many municipalities have actively worked with utility and infrastructure providers to incorporate art into their sites and enhance their properties. Opportunities for artist-designed site features, such as fencing, and site-specific installations that incorporate lighting should be explored for this site.
- As a way-finding feature to enhance connections from supportive parking to the heart of the district. Examples from other projects include artist-designed lighting, paving and walkways.
- At the Liberty Triangle, as a feature and gateway to the community within the newly created green space. An artist should be retained to be part of a design team for any improvements made on this site.

Specific to 3400 Doughboy, art can be incorporated in a variety of ways (see diagrams, page 20), including:

- Artist-designed building parts, including entrance

features such as canopies and custom door hardware, and flooring in public spaces.

- Surface treatment of the building base along 34th Street.
- Artist-designed screening for the corner of 34th Street and Spring Way.
- Lighting installation on the exterior of the building.

In keeping with the overall vision for the District, the developer of 3400 Doughboy should be encouraged to include an artist within their design and development team.



Sheila Klein, *Columnseum*, 2008  
paint on concrete  
King County Public Art Collection, photo by artist  
Roosevelt Park and Ride, Seattle, WA



Christian Moeller, *News Readers*, 2006  
Plastic, Chain link fence  
King County Public Art Collection, Photo by YaM  
Studio  
Seattle, WA



Peter Reiquam, *Metropolis Fence*, 2004  
Powder coated steel, King County Public Art Collec-  
tion, Photo by the artist  
King County International Airport, Seattle, WA

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## EXAMPLES OF PUBLIC ART IN URBAN PLACEMAKING

Examples of public art in urban placemaking are illustrated on these pages in order to show the range of possibilities and creative solutions that have been developed by artists in other contexts. It is recommended that the owner work with the Office of Public Art to develop an appropriate process for the bringing artists into the development process for both 3400 Doughboy and the broader Doughboy District context.

For additional examples of art in the public realm, refer to the following websites:

The Office of Public Art, Pittsburgh:  
[www.pittsburghartscouncil.org/public-art](http://www.pittsburghartscouncil.org/public-art)

Public art projects in King County, Washington:  
[www.4culture.org/publicart](http://www.4culture.org/publicart)



Carol DePelecyn, *ReTire*, 2008  
 Tires, aluminum, audio, King County Art Collection,  
 Photo by Steve McGehee  
 Seattle, WA

(photo needed)

Ned Kahn, *Articulated Cloud*, 2004  
 Polycarbonate and steel  
 with Koning Eizenberg Architecture  
 Children's Museum of Pittsburgh, Pittsburgh, PA

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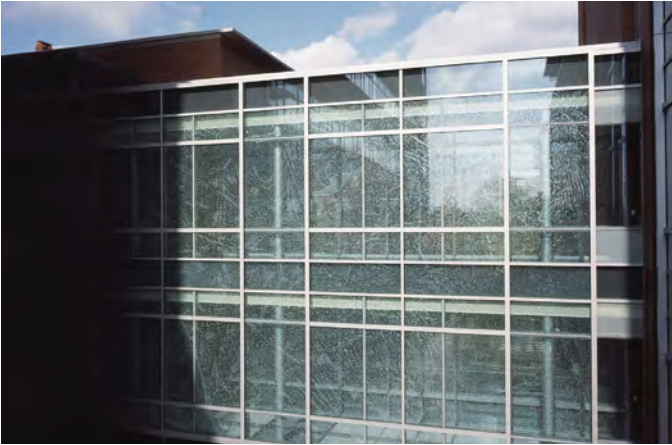
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Diane Samuels, *Line of Site*, 2006

Glass (magnifying glass, beads, prisms, disks)

Sidney E. Frank Hall for Life Sciences, Brown  
University, Providence, RI

Glenn Rudolph, *Stand of Firs, Cumberland*, 2007,

Sandblasted granite with white pigment, Photo by YaM  
Studio, King County Public Art Collection  
Seattle, WA

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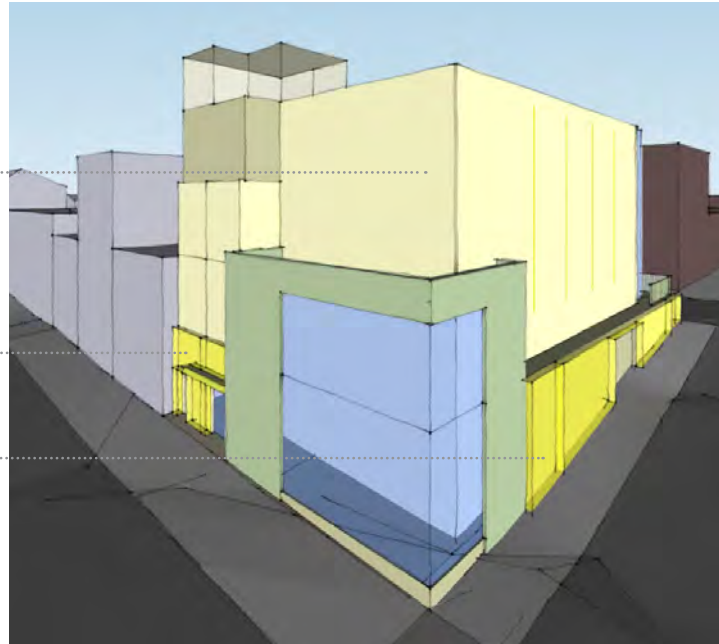


# OPPORTUNITIES FOR ARTIST DESIGNED BUILDING PARTS

LIGHTING INSTALLATION

ENTRANCE DESIGN  
(CANOPY, DOORS, FLOORING, ETC.)

SURFACE OF BUILDING BASE

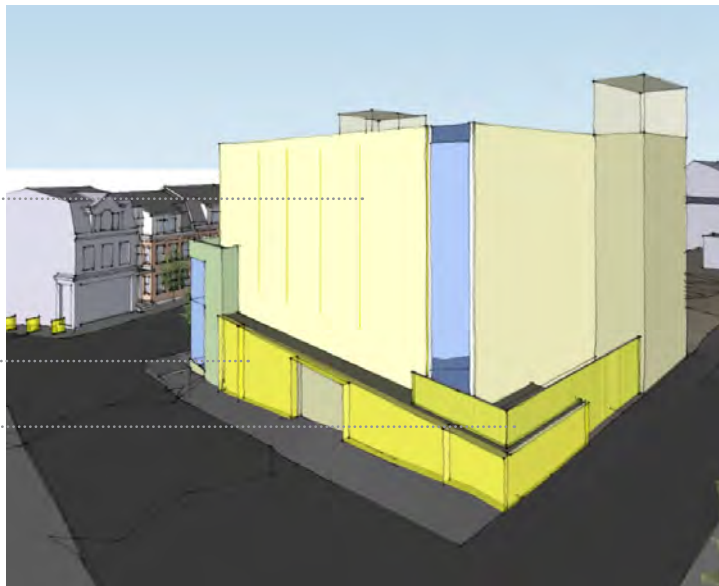


VIEW FROM PENN & 34TH

LIGHTING INSTALLATION

SURFACE OF BUILDING BASE

FENCE DESIGN



VIEW FROM 34TH & SPRING

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## BUILDING ORGANIZATION

## CONCEPTUAL FLOOR PLAN OPTIONS

Two different options for floor plan prototypes were developed in order to illustrate the potential for the site. In both cases, circulation is anchored to the east side of the site, with egress stairs located immediately adjacent to Penn Avenue and Spring Way. A double-sided elevator provides access to all floors, including the parking garage. This organization maximizes the amount of exterior wall available for window openings on all floors.

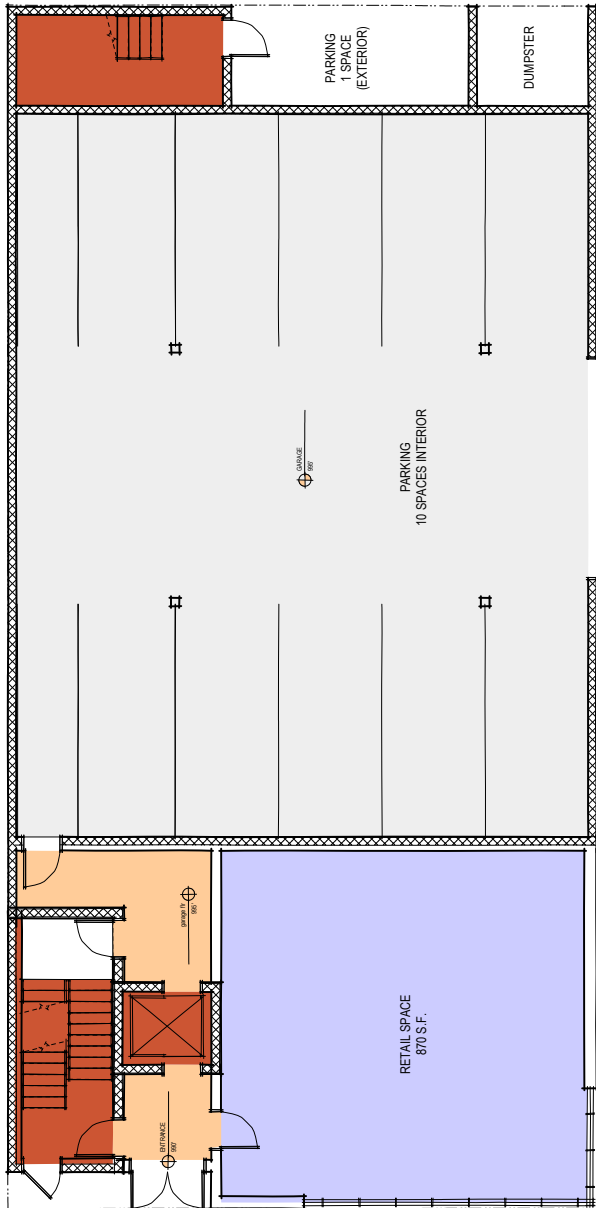
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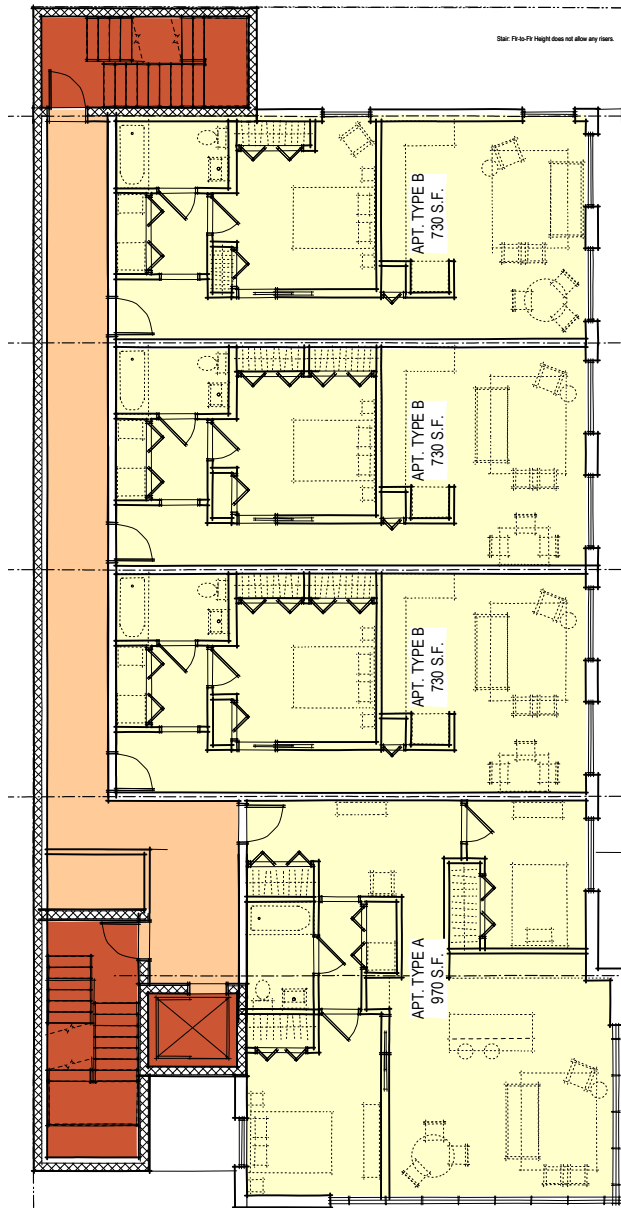
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ARCHITECTS

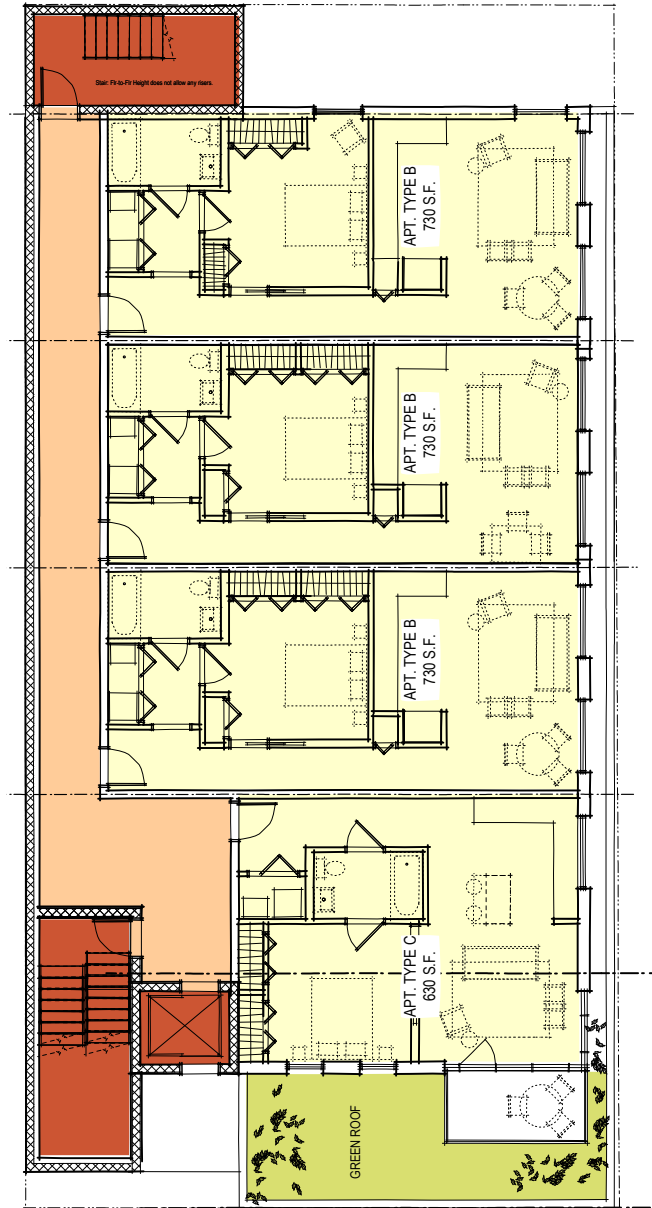
for  
THE LAWRENCEVILLE  
CORPORATION



OPTION A: FIRST FLOOR



OPTION A: SECOND FLOOR



OPTION A: THIRD & FOURTH FLOOR



## OPTION A: MAXIMIZE RESIDENTIAL

### Engage the District by Maximizing Residential Base

In this scenario, the residential units are maximized based on the parking provided (11 interior spaces and 1 exterior) to 12 units. The residential units range in size from 630 square feet to 970 square feet, and represent a mix of one- and two-bedroom units. On the ground floor, a limited scale commercial space of 850 square feet is created. The ground floor space could additionally be supported by cellar space, which would be appropriate to house storage or prep areas for a coffee shop or small-scale food oriented use. Parking would not be provided on-site for the retail space and would need to be accommodated elsewhere in the district.

The residential units could accommodate either a rental or for-sale condo model, depending on the preferred development model.

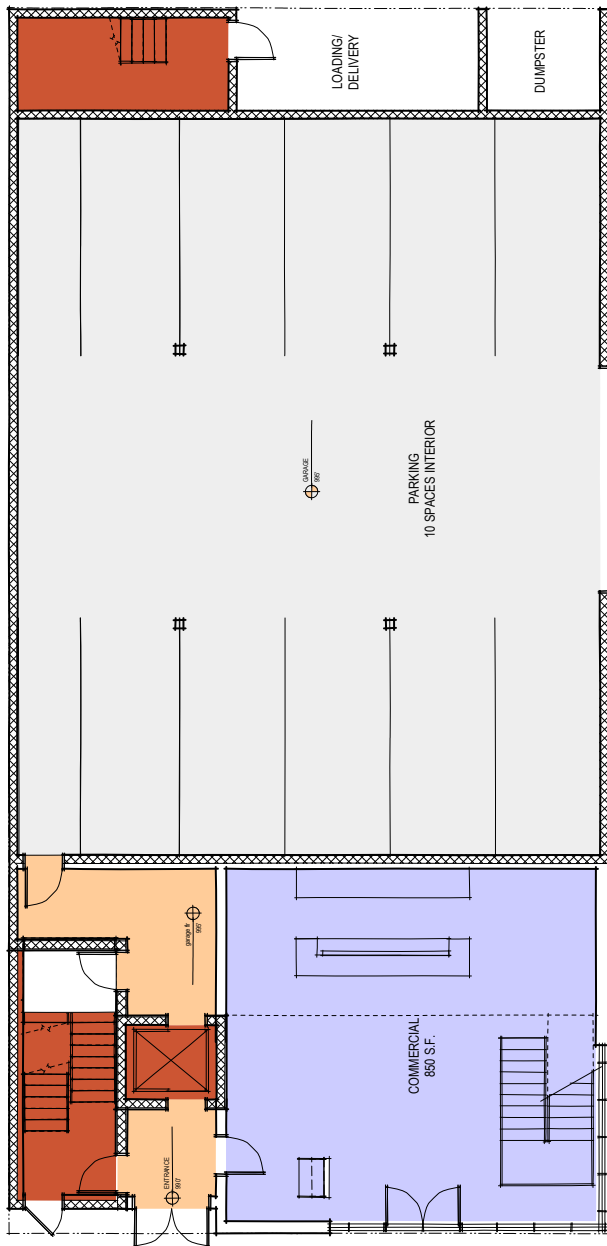
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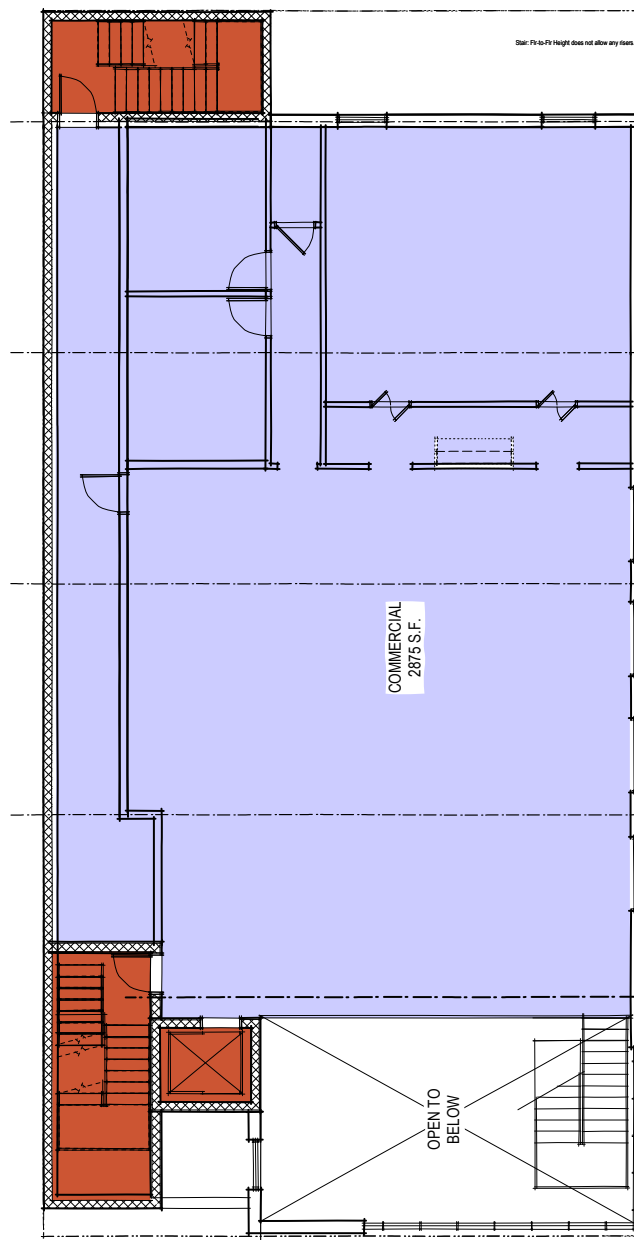
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ARCHITECTS

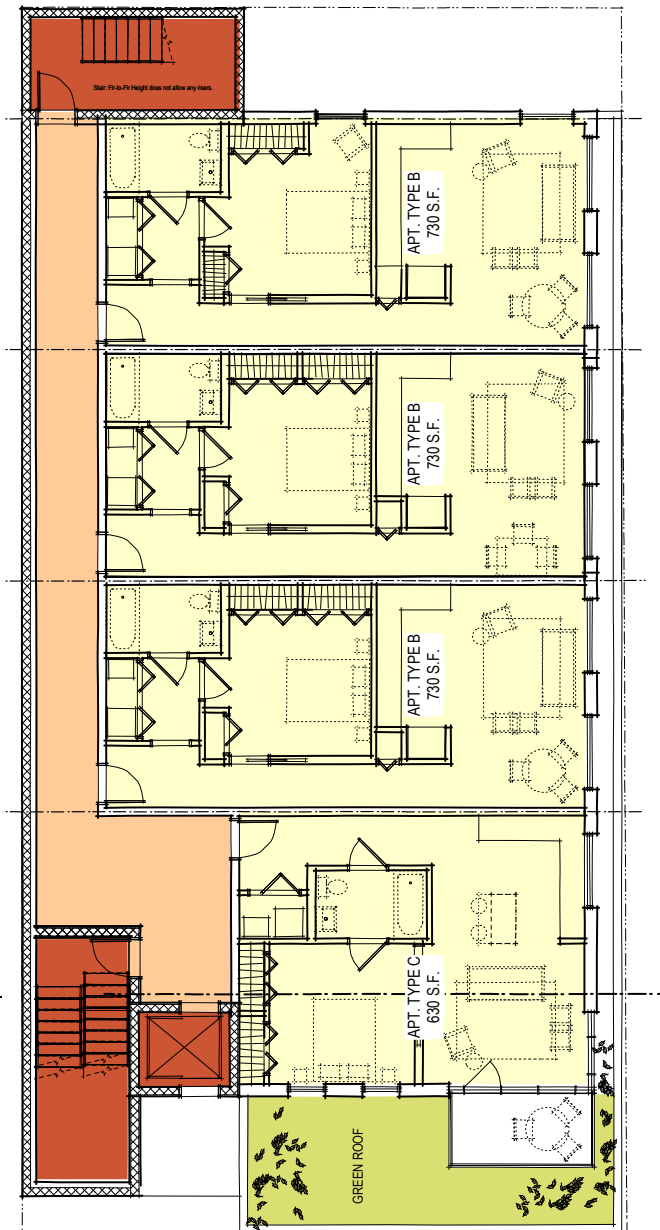
for  
THE LAWRENCEVILLE  
CORPORATION



OPTION B: FIRST FLOOR



OPTION B: SECOND FLOOR



OPTION B: THIRD & FOURTH FLOOR

## OPTION B: MAXIMIZE COMMERCIAL

### Activate the Site by Maximizing Commercial Development

In this scenario, the ground floor and second floor are envisioned as being occupied by a destination restaurant or retail space. Such a use takes full advantage of the visibility of the site and the proposed two-story volume that anchors the site at the northwest corner, while introducing an activating use to the heart of the district. Service to the second floor of the commercial use can be made from Spring Way, via a short exterior stair that would provide direct access to the back-of-house spaces.

Floors Three and Four of the building would consist of up to eight one bedroom and/or studio units. It is envisioned that these would be rental units in this development model. The rental units would be supported by integral parking accessed from 34th Street. Parking for the commercial use would need to be accommodated off-site, either through a shared parking strategy or district-wide parking plan.

### Mixed-Use Building Strategies, Building Code & Zoning

In both scenarios, fire-separation will need to be accommodated between the residential and commercial uses. Due to the scale and occupancy, the building will require fire protection via a sprinkler system. In addition, developers may wish to consider dealing not just with floor to floor fire-separations, but providing commercial/residential fire separation between the individual units in order to accommodate the possibility of using the units for either an office or residential use, or incorporating a live-work scenario. The potential for such scenarios will require further exploration with City building code officials.

Conceptual floor plans at 1/8" = 1'-0" are provided at the back of this report as an appendix.



NATURAL DAYLIGHT AND VIEWS



PHOTOVOLTAIC ROOF PANELS



GREEN ROOF



SHORT- & LONG-TERM BICYCLE PARKING

photo courtesy Bike Pittsburgh



## GREEN BUILDING OPPORTUNITIES

One of the goals for the development of the site is to highlight green building as a key feature of both the building and the greater Lawrenceville neighborhood. Recommendations for the site include:

- Incorporating a green roof. A green roof scenario can greatly reduce stormwater runoff, a major concern in the Pittsburgh region, and also provide increased energy efficiency for the building through reducing heat loads. In addition, it can provide an amenity for the building inhabitants and increase the marketability of the rental units.
- High energy efficiency for both the residential and commercial uses. The use of a highly-efficient mechanical system and a well-designed thermal envelope will greatly reduce the energy consumption for the building.
- Increase natural ventilation for occupants. The use of operable windows that can be controlled by residents will improve the overall air quality and reduce the need for mechanical cooling in summer months. Windows should be designed to be fully operable, and allow a variety of air flow patterns that can be manipulated by the occupants. The addition of ceiling fans in the living spaces will also assist with airflow.
- Promote daylight and views throughout the building. By increasing daylight and making use of the north and west facades for extensive windows, reliance on electrical lighting may be reduced. In the residential units, interior walls may extend only to 8 feet, stopping 2 feet clear of the ceiling. With the addition of simply interior light-shelves, daylight would be able to penetrate to the sleeping areas as well as open plan living spaces.
- Encourage bicycle use for transportation. By creating secure enclosed bicycle storage for occupants of the building, the project can apply for a parking requirement reduction with Zoning, and will also be reducing reliance on car use. Additional bicycle parking for support commercial traffic should be provided in or adjacent to the right-of-way for ease of use. In addition, collaborate with Bike Pittsburgh to develop a district-wide bike parking program that addresses both short-term and long-term bike parking.
- Make use of regional materials. Given its geographic location, construction in Pittsburgh is particularly well positioned to make use of materials that are harvested and manufactured within a 500 mile radius. Materials that are easily identified in the Pittsburgh region include: steel (both structural and non-load bearing); gypsum wallboard and interior finishes; concrete; multiple siding options; masonry systems, including concrete block and brick; various rainscreen systems, including terracotta and cement board; and many other material options.

# ZONING

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3400  
DOUGHBOY  
SQUARE

DRAFT FOR REVIEW

# ZONING

The current zoning for the site is Local Neighborhood Commercial. The required Site Development Standards for such a structure include:

<b>Minimum Lot Size:</b>	no minimum
<b>Maximum Floor Area Ratio:</b>	2:1
<b>Maximum Lot Coverage:</b>	90%
<b>Minimum Front Setback:</b>	none required
<b>Minimum Rear Setback:</b>	
when adjacent to a way:	none required
<b>Minimum Ext. Sideyard Setback:</b>	none required
<b>Minimum Int. Sideyard Setback:</b>	none required
<b>Maximum Height:</b>	45 feet
	(not to exceed 3 stories)

In order to achieve the desired building massing and mix of uses, it is likely that several dimensional variances and/or special exceptions will be required through the Zoning Board of Adjustment. These include:

- 1. Height Variance**  
Allowable is 45 feet, 3 stories; Proposed is 4 stories, 54 feet, plus penthouses to green roof
- 2. Floor Area Ratio Variance**  
Allowable is 2:1; Proposed is 3.5:1
- 3. Maximum Lot Coverage Variance**  
Allowable if 90%; Proposed is 93%
- 4. Alternate Parking Plan, Special Exception**  
Plan provides parking for 11 residential units, no parking for commercial use. Special Exception required including incorporating district-wide

parking recommendations and shared parking

In general, dimensional variances are more amenable to the reviewing bodies as a contextual argument can be made that illustrates that such variances are reflective of existing historic patterns.

The size of the site (approximately 4,800 s.f.), will require Site Plan Review by the Design Review staff at the Zoning office. Staff may refer the project proposal to the Contextual Design Advisory Panel (CDAP) for additional input. The review by Design Review staff and CDAP would be shared with the Zoning Board of Adjustment for any variances or special exceptions for which the project applies.

## Use Regulations in the LNC District

Multi-Unit Residential uses are permitted by-right in the LNC district, and can be approved over the counter.

Restaurant uses above 2500 s.f. will require a Special Exception review, while other commercial uses that may be considered for the site vary in their review requirements.





## NEXT STEPS

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NEXT STEPS

33

LOYSEN +  
KREUTHMEIER  
ARCHITECTS

for  
THE LAWRENCEVILLE  
CORPORATION

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