

Oakridge DP Application # 3

Transit Plaza, Main Mall Entry & New NE Office

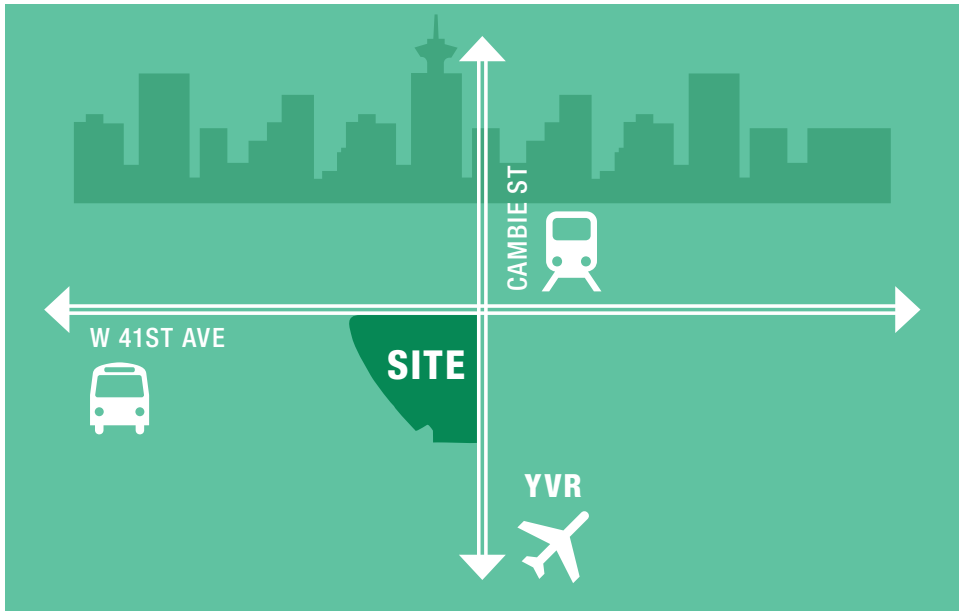


HENRIQUEZ PARTNERS ARCHITECTS



April 2022

Comprehensive Development



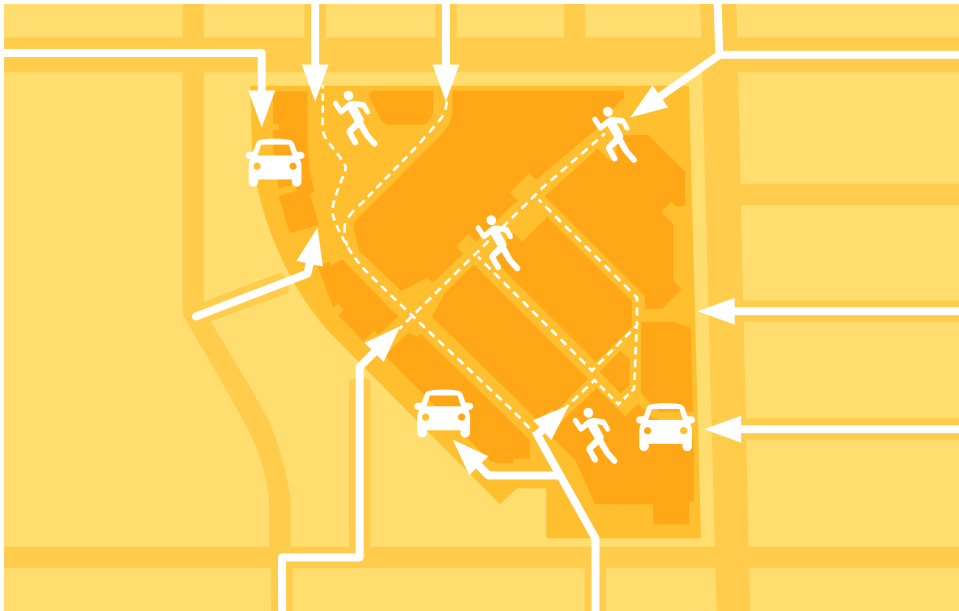
Transit Hub Density

Oakridge is located at the geographic centre of Vancouver at the crossing of West 41st Avenue and Cambie Street, two major city transportation routes. The Canada Line station at this location connects the downtown core with the airport. The site acknowledges it's unique central location by creating a high density, multi-use community consisting of residential, office, retail and civic uses that will serve the neighbourhood and the city.



Public Park

A multilevel public park blankets the site, covering the roof of the mall and spilling down to grade surrounding the site. The park will provide spaces for contemplation, sport, play, performance, and urban agriculture and will be activated by the surrounding civic, retail, office, food, and residential uses surrounding it.



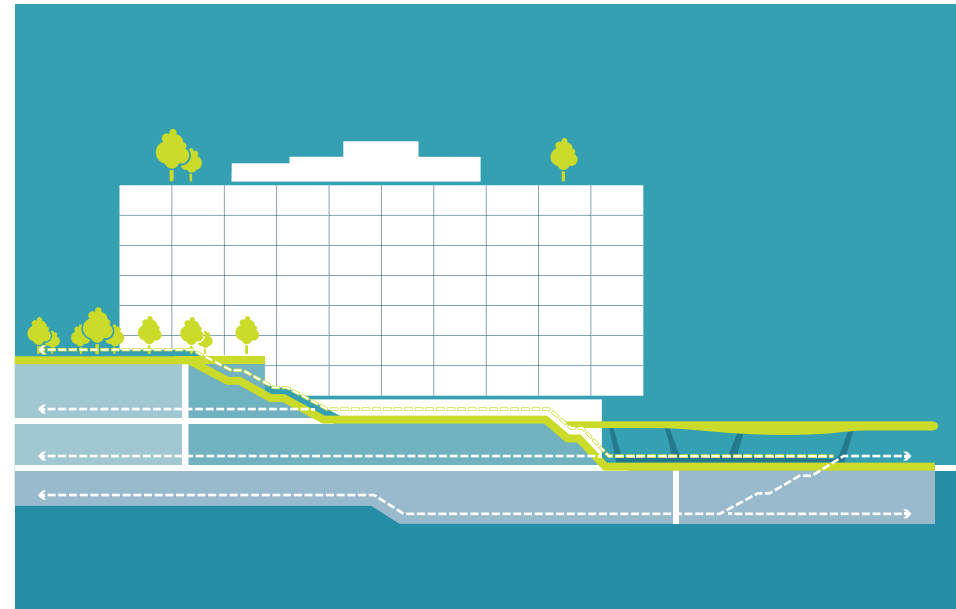
Connectivity

The buildings on the site both reinforces the surrounding urban context and creates a network of interior and urban throughout the site. A mix of pedestrian and vehicular streets, generous park accesses, and mall entries throughout the site ensure the building is permeable and public.

DP-3 – Transit Plaza, Main Mall Entry & New NE Office



Transit Plaza Gateway



Transit & Park



Continuous Rain Protection



Streetscape Scale



Permeable Retail Entry



Office Use

DP-3 Context

DP-3’s scope connects the DP-1 and DP-5 extents and completes the retail and public realm along the two major arteries of Cambie and West 41st.

In order for the mall to maintain operations during construction, the project is proposed to be built in two phases:

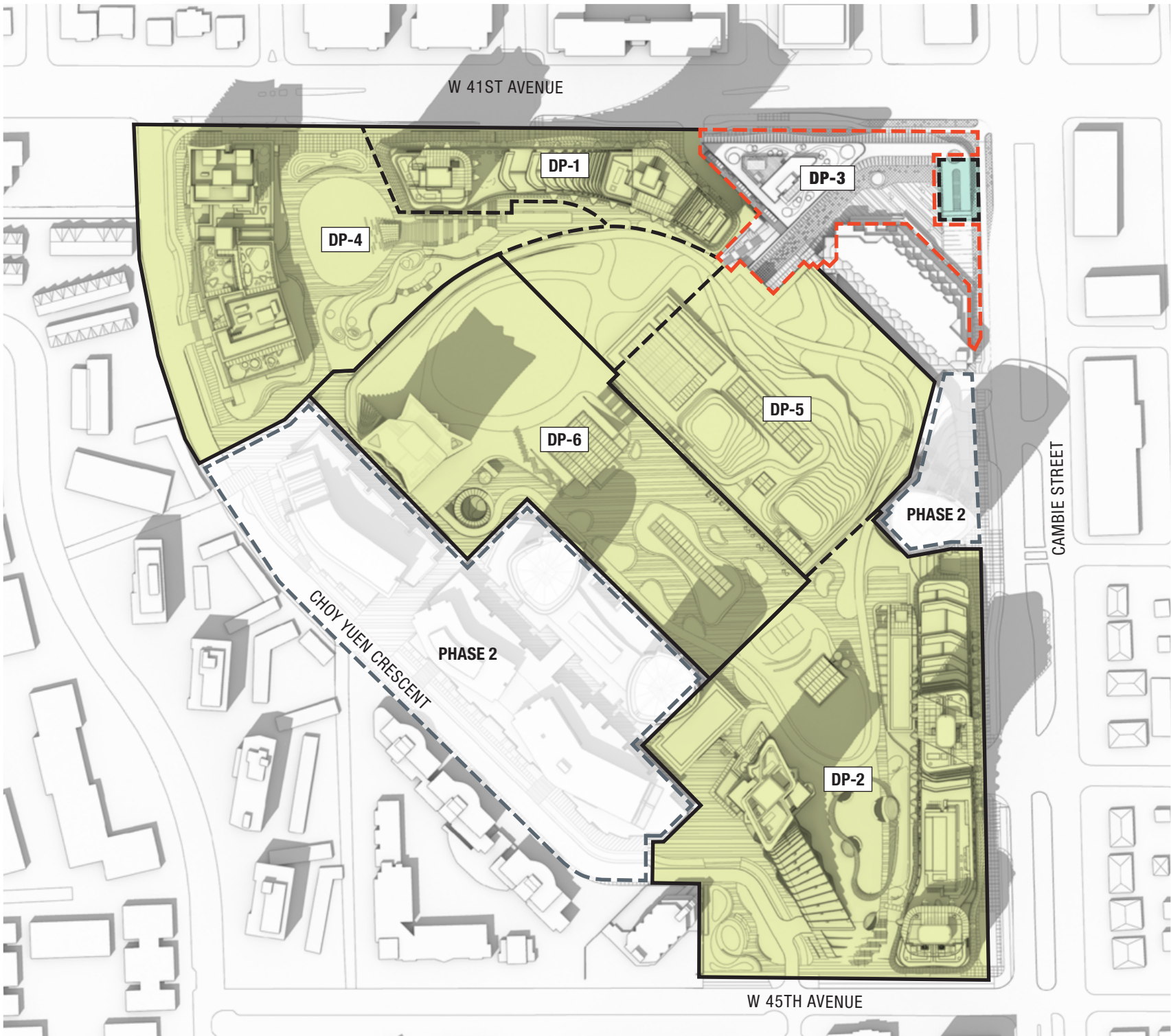
- **Phase 1**, consisting of the northwest and southeast edges of the site
- **Phase 2**, consisting of the southwest portion of the site and a north Cambie site

The DP Report provides rationale for the DP-3 Northeast Office Tower and Mall Entry scope as well as for a future DP-3 Transit Plaza Amendment. Both scopes are intrinsically connected, but each have differing process requirements.

The DP-3 Transit Plaza Amendment consists of the Transit station head house, which will require TransLink approval to be finalized. The design process is ongoing with TransLink staff. It is anticipated that the Transit Plaza scope can be incorporated into DP-3 through a DP Amendment once TransLink provides approval.



Site aerial plan



Phase 1 Scope

- Phase 1
- Phase 2
- DP-3
- DP Extents
- DP-3 Transit Plaza Amendment

New Civic Heart

Oakridge has been the retail centre of Vancouver's west side community since the 1950s, but the opening of the Canada Line in 2010 created an opportunity to re-envision the site as a new civic heart for the neighbourhood beyond its commercial role.

The introduction of significant residential, office, community amenities, a 9-acre public park, and public art has the potential to transform the site from a local mall into a vibrant, complete community that attracts visitors from all over Vancouver and beyond.



Aerial View looking East

Urban Design

Oakridge offers the opportunity to build Vancouver's only Municipal Town Centre. This opportunity facilitates an architectural response with numerous functional, poetic and visionary aspirations.

The architectural expression is both urban and topographical, combining multiple positive attributes in the history of cities. Fundamental principles were distilled from planning movements such as Ebenezer Howard's Garden City movement, Le Corbusier's Radiant City, Italian hilltop towns and the urban streetwalls of Europe. Each of these principles considers the relationship between nature and the urban fabric. The resulting concept is a contemporary, street-oriented, urban experience. Nature and topography are integrated into an organic expression of architecture emerging from the landscape.



The project's design genesis is the reintroduction of the lost forest that was removed by the original Oakridge development. The project then sculpts new retail streetwalls to define the perimeter of the site and High Street. This knits together the surrounding urban fabric. Retail gallerias and public spaces are sculpted into this new landscape to define the edges of the park above. From this foundation of parks and plazas, office and residential towers emerge from the landscape. The design culminates with iconic towers that mark the gateways to the project and capture views in all directions.

Oakridge visitors will be citizens in a new, organic micro-city. The project will be one of the world's most sustainable models for suburban mall redevelopment, featuring a range of sustainable strategies: rapid transit connections north to downtown and south to the airport; community gardens; reduced vehicle reliance with pedestrian and bicycle networks; and provisions for future District Energy connections.

Park Design Concept

DRAFT – Work with Vancouver Park Board is ongoing

Oakridge features a 9-acre city park that is located over structure. The park concept has been developed with the Vancouver Park Board and has included an in depth public consultation process.

The park will provide a diverse series of spaces with both active and quiet areas. The park will connect to the rest of the site with a pedestrian pathway network and will feature the characteristics of Pacific Northwest landscape.

- | | |
|----------------------------------|---------------------------------|
| 1 Children's Play | 11 Performance Stage |
| 2 Open Lawn | 12 Park Washrooms at Park Level |
| 3 800-metre Running-Walking Loop | 13 Mixing Chamber Park Access |
| 4 Interactive Water Feature | |
| 5 Pavilion | — Park Area |
| 6 Outdoor Dining Terrace | ▶ Park Access |
| 7 Community Learning Gardens | ⬆ Elevator |
| 8 Pollinator Gardens | ⬆ Escalator |
| 9 Dog Off-Leash Area | ⬆ Stairs |
| 10 Grand Stairway | |



Park Components

DRAFT – Work with Vancouver Park Board is ongoing

The park is organized around six key spaces:

1. Civic Centre Park

- A large open lawn area to serve as a flexible outdoor recreation and gathering space and serving the Civic Centre programing requirements;
- A major children's play facility;
- An outdoor covered pavilion for public gatherings, events and exercise classes.

2. Upper Green

- A large open lawn space for recreation and public gathering with a lush treed backdrop;
- A covered park pavilion for gatherings, events and exercise classes;
- An off leash dog area;
- Informal meeting spaces.

3. The Commons

- A combination of urban plaza and lawn areas that provides for a range of active uses, including children's play, youth recreation, fitness, lawn games such as badminton and volleyball, a covered stage for events, entertainment, and a wide range of outdoor classes, for example Tai Chi, yoga, dance, exercise;
- A variety of seating and gathering spaces;
- Situated next to restaurants with outdoor dining terraces.

4. The Meadow Garden

- A wildflower and grass meadows that support food and habitat for the birds and pollinating insects;
- A terraced community garden and orchard trees;
- Support functions and facilities such as indoor and outdoor gatherings, educational classes, tool storage, composting, kitchen, covered outdoor dining terrace and washrooms.

5. The Woodland

- An urban forest showcasing Pacific Northwest forest ecology;
- A green quiet and restorative space with access to nature.

6. The Pocket Park

- A neighbourhood park at street level;
- Small neighbourhood gathering and meeting space;
- Children's play space.



DP-3 Program

The scope of the DP-3 application marks the primary entry into the project from the Transit Plaza at the corner of Cambie Street and West 41st Avenue. The scope includes the Northeast Office Building and the main pedestrian entrance to the park and mall.

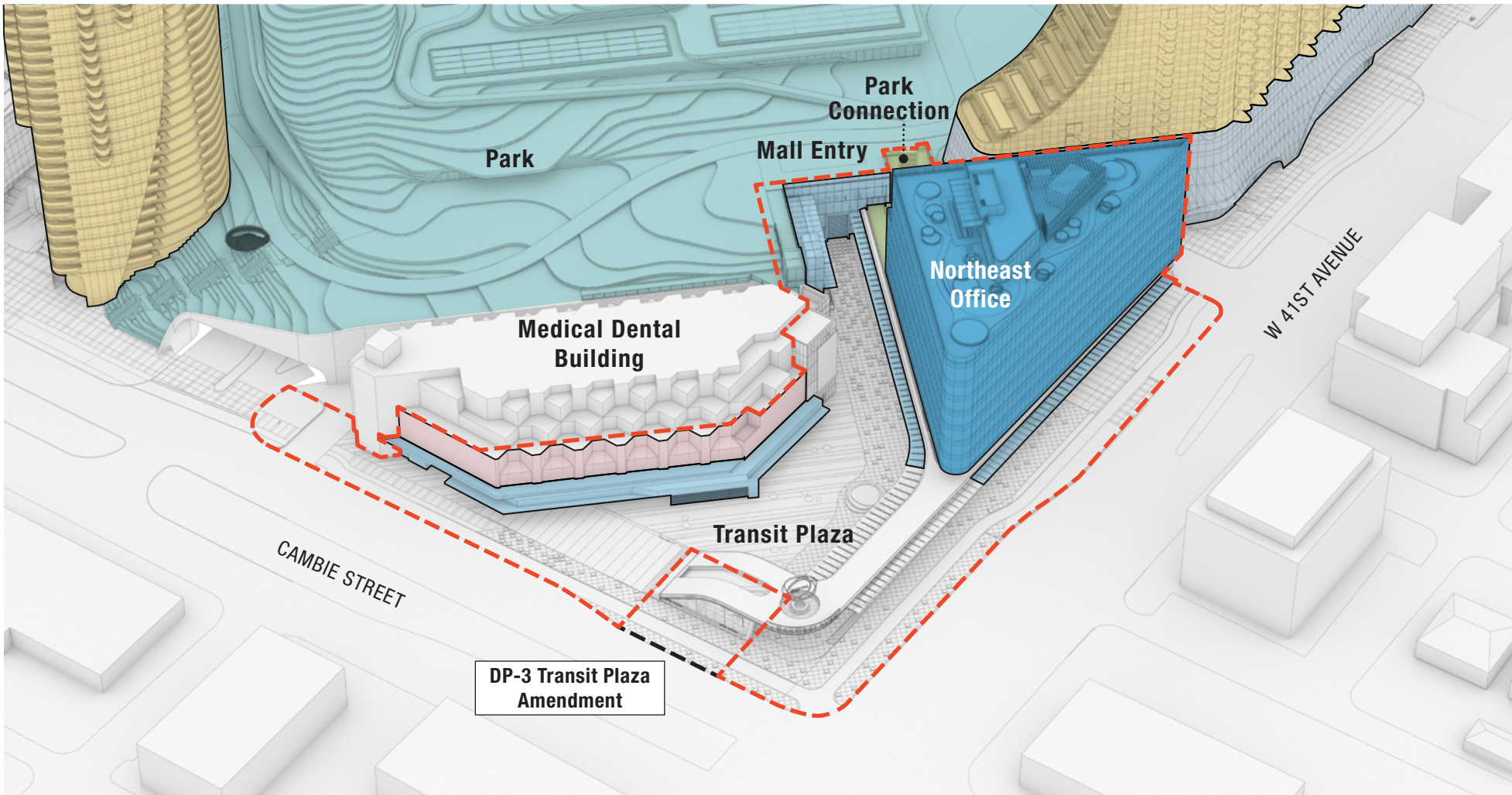
The DP consists of 5 main program components:

- 1. Transit Plaza
- 2. Northeast Office
- 3. Main Mall Entry
- 4. Medical Dental Building offices and retail
- 5. Park Connection

Located at the transit hub of the Cambie Street-West 41st Avenue intersection, the Transit Plaza is the principal project access point for Canada Line users, bus riders and pedestrians. The location marks the project’s symbolic “front door”. This prominence is celebrated with a Transit Plaza that accommodates flexible programming for informal gathering, community events and performances. The Transit Canopy both marks the entrance to the plaza and extends to provide continuous weather protection to the Northeast Office and Mall Entry.

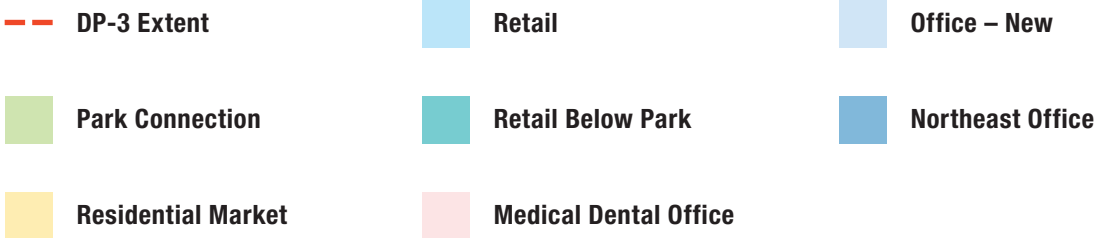
The Northeast Office building and existing Terraces offices are directly connected to the Transit station both above and below grade allowing easy access for workers and visitors.

The Transit Plaza is designed in accordance with the *Cambie Corridor Plan*, which aims for “new urban plazas and key community facilities” to become the “life and soul” of the Oakridge Municipal Town Centre.



Program Diagram

All drawings / renderings are approximate and are subject to change.



DP-3 Statistics

Area Summary

Program	Gross Area (m²)	FSR Area Proposed (m²)
Retail	10,791.35	10,068.93
Office	12,571.03	12,571.03
Healthcare Office	4,770.06	4,770.06
Civic Centre	N/A	N/A
City Amenity (Park Services)	0	0
Residential – Market	N/A	N/A
Residential – Rental	N/A	N/A
Residential – Non-Market	N/A	N/A
Total	28,132.45	27,410.03

Office / Retail Statistics

	NE Office	Terraces	Mall Entry	Totals
Equivalent Storeys	10	6	2	–
Geodetic Elevation of Roof Slab at Uppermost Habitable Floor	Permitted: 130.680 m Proposed: 130.380 m	Existing: 107.78 m	Permitted: 112.90 m Proposed: 103.380 m	–
Geodetic Elevation at Top of Mechanical Appurtenance	Permitted: 141.030 m Proposed: 135.345 m	N/A	Permitted: 120.50 m Proposed: 110.100 m	–
Average Tower Floor Plate	N/A	N/A	N/A	–

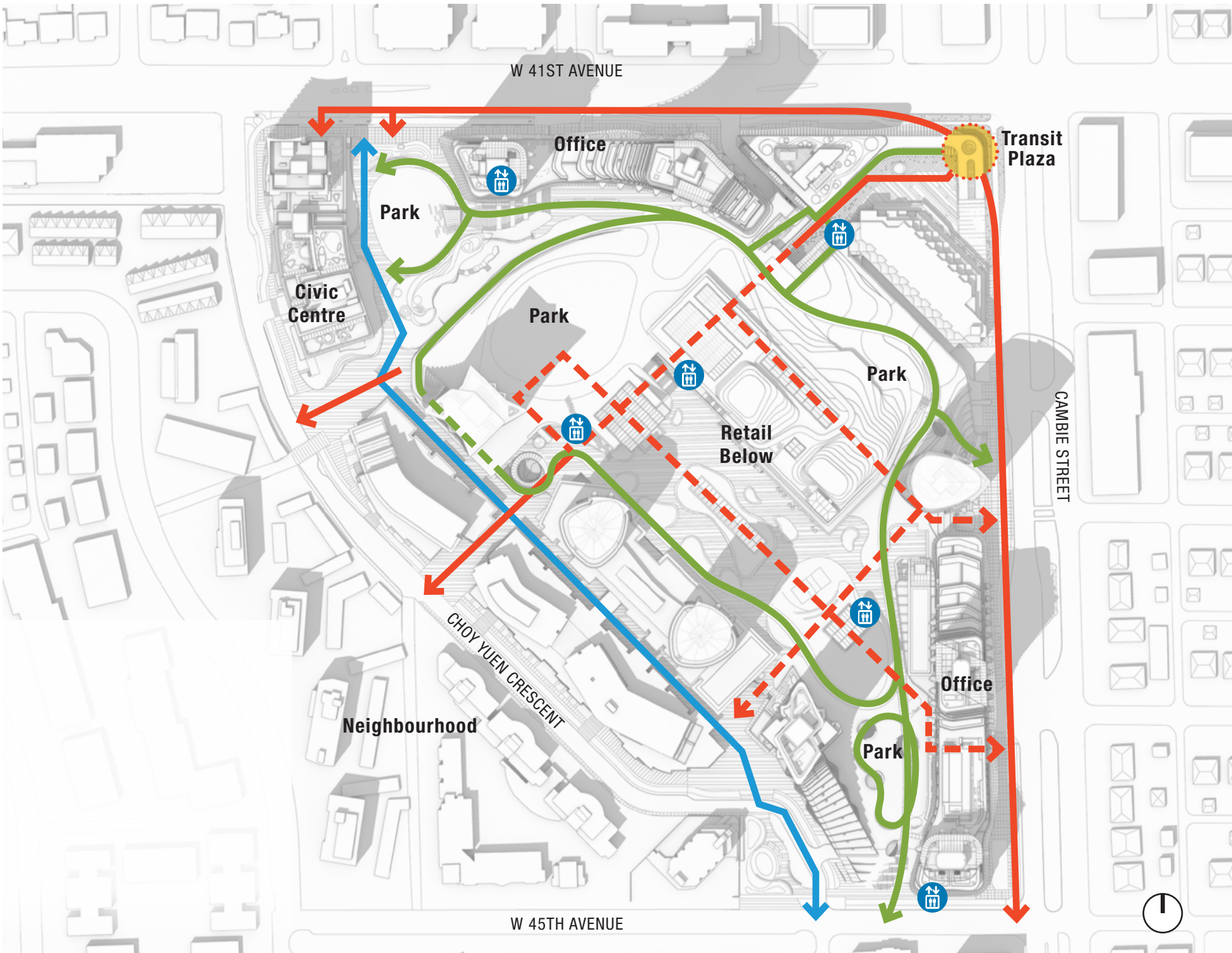
Transit Plaza Gateway

The corner of West 41st Avenue and Cambie Street is the intersection point of two major E-W and N-S bus and commuting arteries. The station is located along the Canada Line, which connects the airport to downtown.

The Transit Plaza acts as the gateway to the project as well as being a major public space as designated in the Cambie Corridor Public Realm plan. It is at the intersection of multiple modes of transit including, the Canada Line, bus lines, and bicycle routes. The project team is currently in discussion with TransLink regarding the Transit Station and head house design proposal. The proposed design and integration with the rest of the project is subject to TransLink approval.

The *Cambie Corridor Plan* identifies this corner as a major future plaza. The plan's principles for plaza use and design are flexible open space for community events, informal enjoyment and large public gatherings. The plaza is to have visual and physical openness to Cambie Street, the ability to accommodate a performance stage, minimized shadow from adjacent buildings, informal seating arrangements, trees and plants, public art and integrated bicycle access.

- Mall Access
- High Street
- Park Circulation
- Park Elevator Access



Transit Plaza Connections



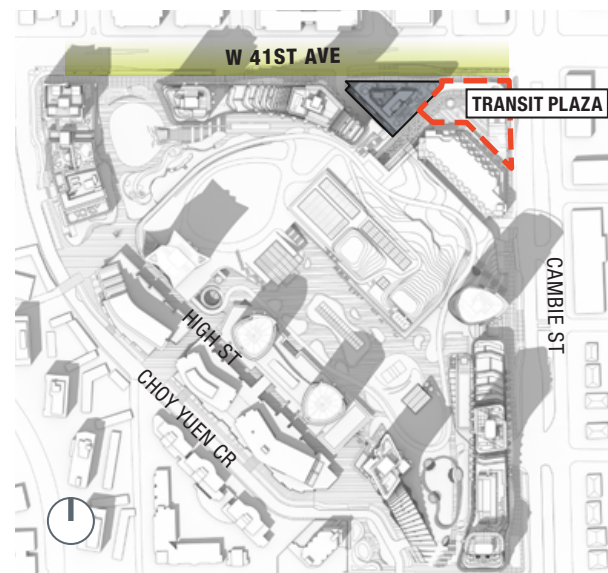
View from Transit Plaza looking West

Transit Canopy

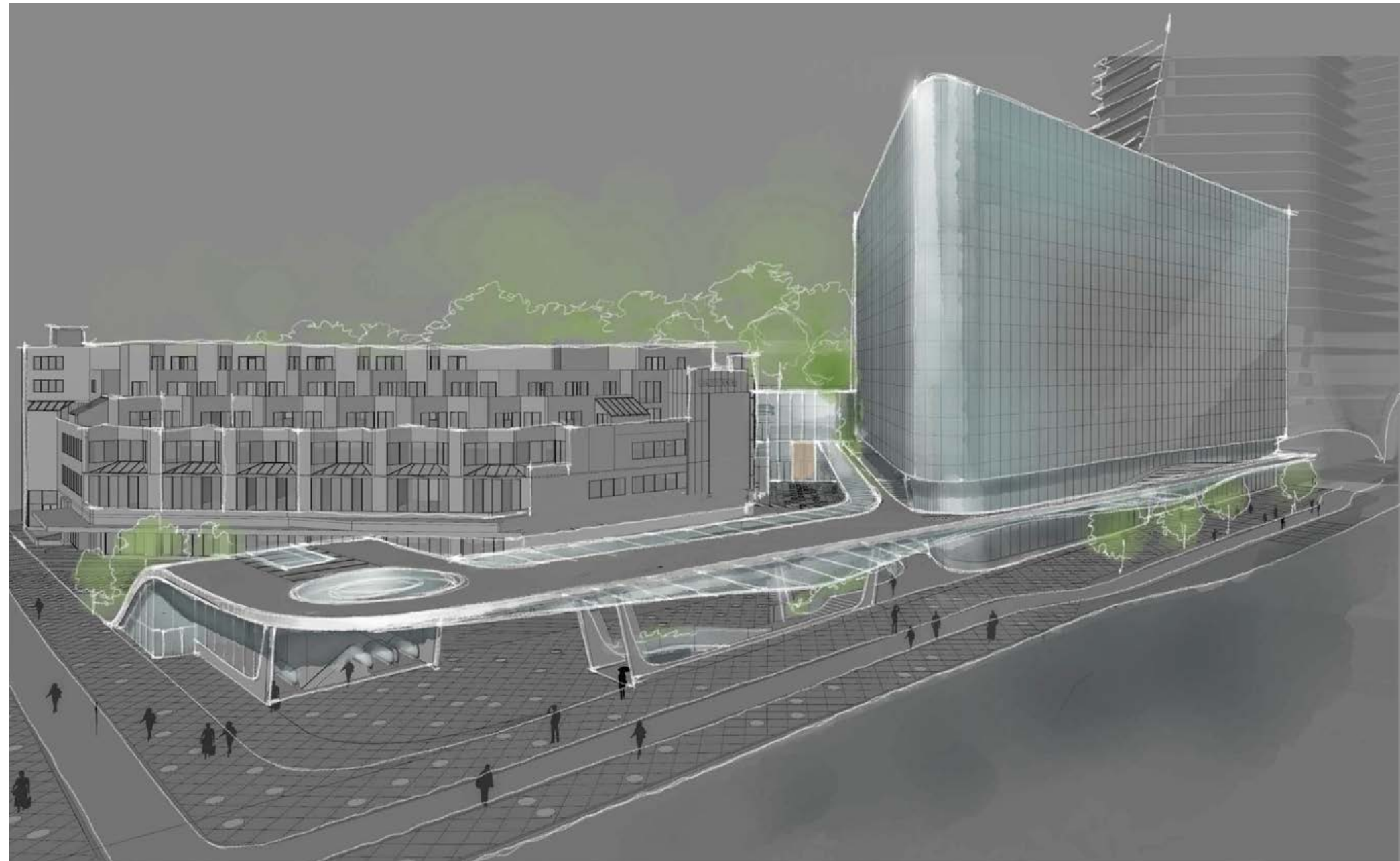
The Transit Canopy is conceived as a continuous ribbon that covers and connects the Transit Station, bus stop, Mall Entry storefronts and the Northeast Office building, while providing continuous weather protection.

The perimeter edges of the ribbon are extended with glass canopies that provide cover and natural light below. The canopy extends out towards the West 41st Avenue bus stop and also extends to mark the Northeast office building entry.

The Transit Plaza and Main Mall Entry connect visitors to multiple levels of the project including the Canada Line. They also provide legible access to the various parts of the site and to multiple modes of transportation.

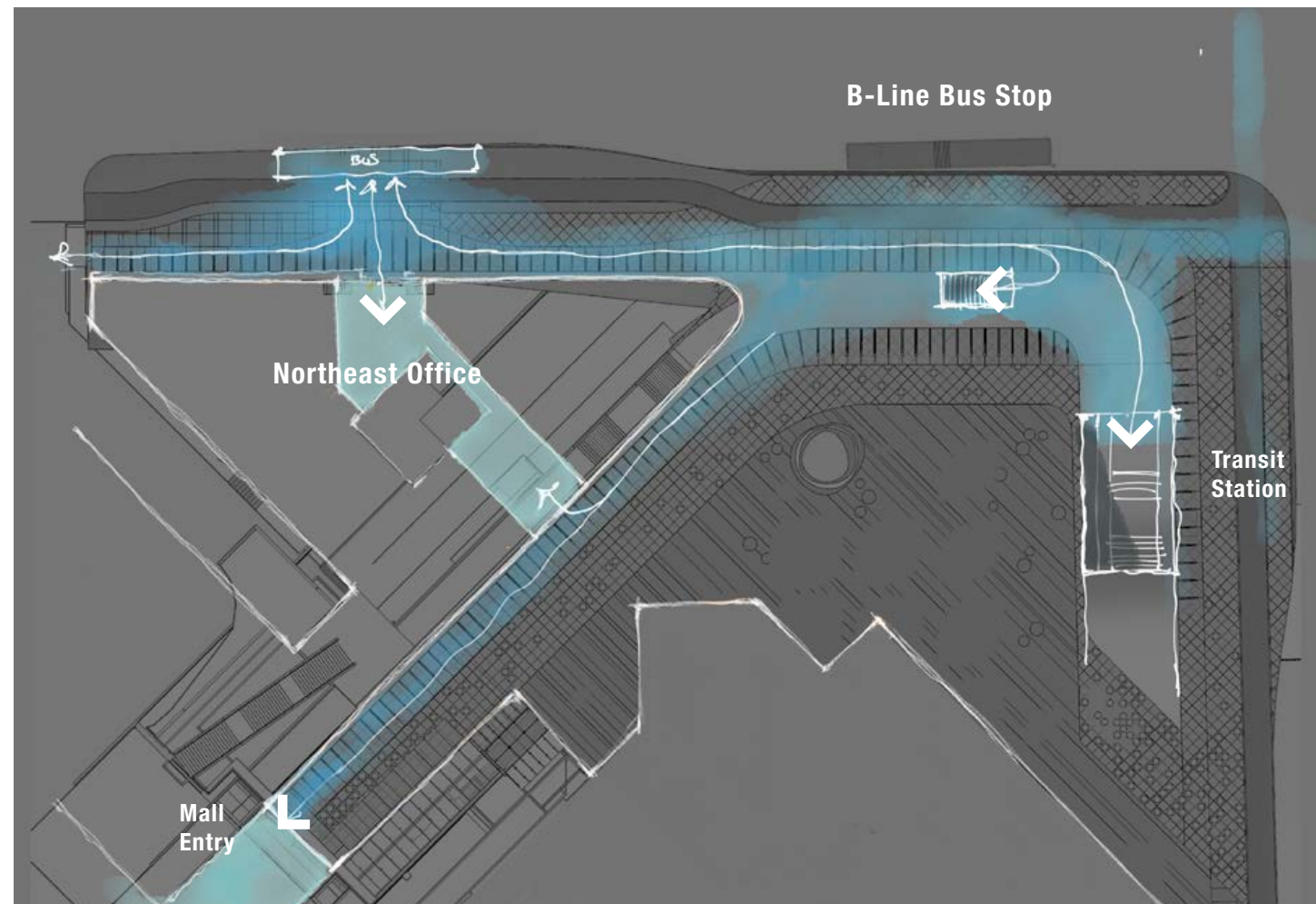


Key Plan



Aerial View of Transit Plaza

Transit Canopy



Transit Connections



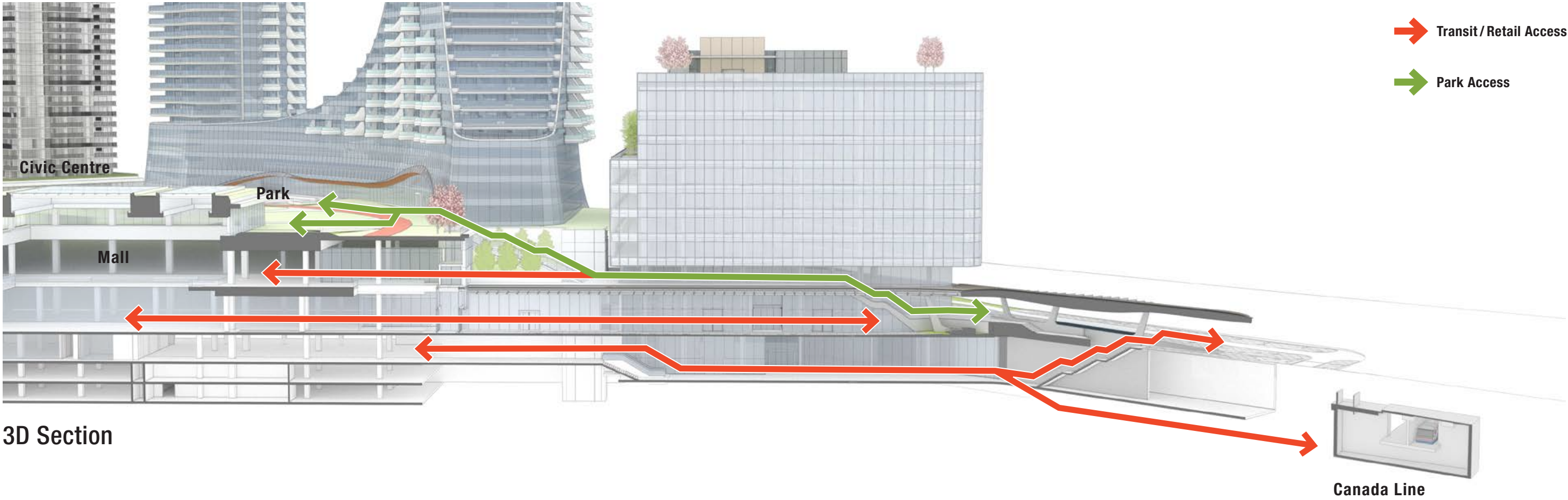
Bringing daylight into the Canada Line station

Multi-Level Interconnections

The Transit Plaza and Main Mall Entry connect visitors to multiple levels of the project. They also provide legible access to the various parts of the site and to multiple modes of transportation.

At Cambie Street, the below-grade Canada Line Station connects directly to the mall's P1 level, and to a City-proposed underground passageway from the northern side of West 41st Avenue. To connect to bus stops serving crosstown east-west and north-south corridors, the Canada Line station directs visitors up to the corner of Cambie Street–West 41st Avenue with a staircase and escalator. Bike lanes travel along

both street edges. At grade, a continuous canopy connects the Transit Plaza to the lobbies and retail of the existing Northeast Office and Medical Dental Building, and leads to the Main Mall Entry. A weather-protected staircase travels along the façade of the Northeast Office, leading visitors with planted greenery as they connect to the rooftop park.





View from Transit Plaza looking Southwest

Permeable Mall Entry

Activating urban space with retail – reconsidering the mall’s inside-outside relationship.

The project blurs the boundary between interior and exterior urban experience by establishing exterior retail storefronts that extend into the Mall Entry. Typical of suburban malls, the current Oakridge mall establishes a clear delineation between the interior retail and the surrounding context. By eliminating the entry facing the Transit Plaza and relocating it further inside of the mall, the plaza is activated by the exterior retail.

An example of the retail-and-park relationship is the Transit Plaza. The plaza acts as habitable program, but also as supporting circulation for the park, retail and office buildings. The Transit Plaza offers space for informal socializing, community events and performances.

- Original Mall Entry

Proposed Mall Entry

Office Lobbies

Retail

Mall Concourse
- Architectural site plan of Level 1. The plan shows a large retail area (light blue) and a mall concourse (yellow) at the bottom left. A red dashed line indicates the 'Original Mall Entry' leading from the concourse into the retail area. A blue solid line indicates the 'Proposed Mall Entry' leading from the concourse into a new retail area that extends further into the mall. Office lobbies are shown in pink. To the right of the retail area is the 'Transit Plaza' with a circular feature. Further right is the 'Transit Station' with an arrow pointing towards it. The plan is bounded by 'W 41ST AVENUE' at the top and 'CAMBIE STREET' on the right. Various trees and landscaping are depicted throughout the plaza and entry areas.
- Level 1
- OAKRIDGE DP APPLICATION #3 Transit Plaza, Main Mall Entry & New NE Office



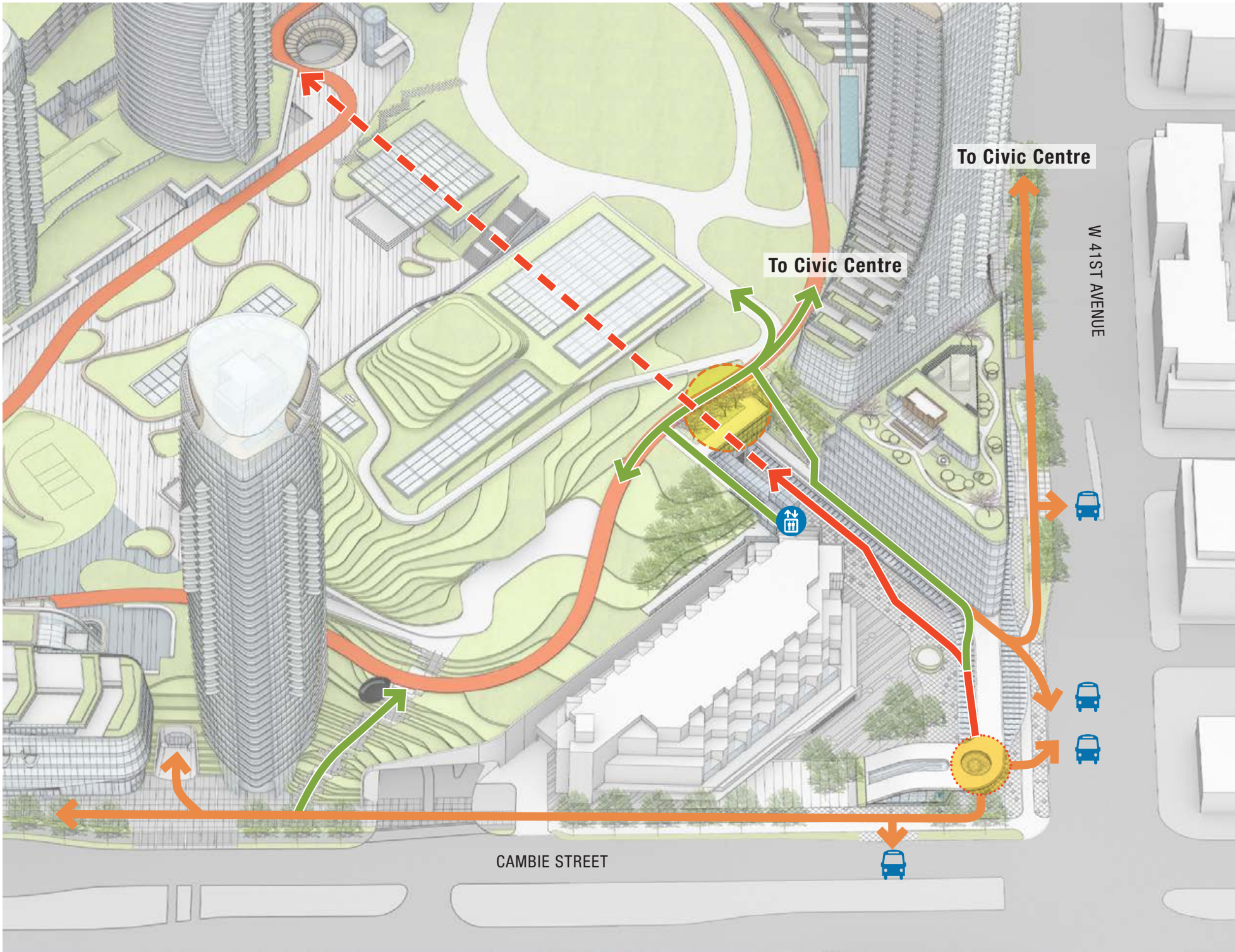
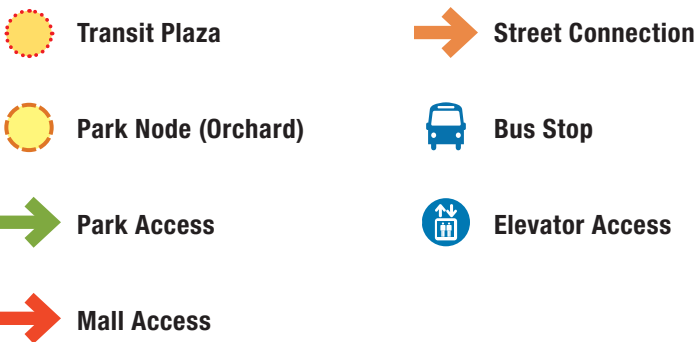
The proposed Transit Plaza establishes an active mall entry, blurring exterior and interior.

Park Connection

Multiple modes of transit converge at the Transit Plaza, connecting visitors to the 9-acre park on the podium roof.

An external staircase along the facade of the existing Northeast Office, as well as two glazed elevators on the south edge of the Mall Entry, connect the Transit Plaza up to the park. This links the plaza to an orchard at the intersection between the upper park, community garden and running loop.

Planters along the Northeast Office façade and terraced plants along the staircase act as wayfinding that guide visitors to the park.



Park and Mall Access



View of Main Mall Entry and Park Connection

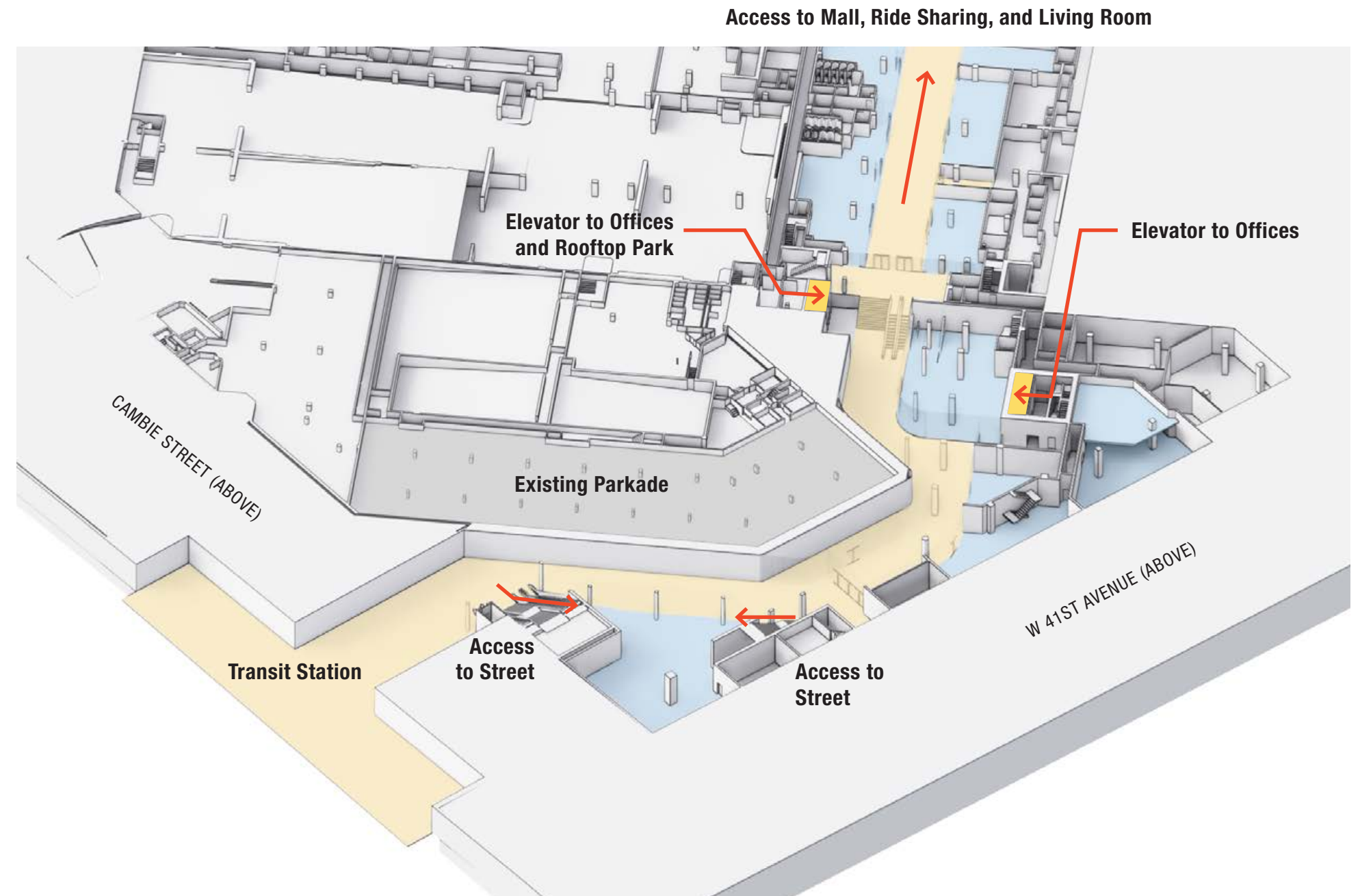
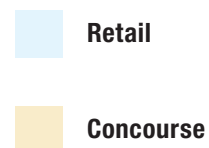
Transit Concourse

The below-grade Canada Line Transit Station connects directly into a retail concourse that allows all weather access to and from the redevelopment.

CRU's line both sides of the concourse with secondary stair access from the Transit Plaza above. The route of the concourse respects the existing Terraces parking structure adjacent.

The concourse is fully connected to the buildings and spaces above grade. A below grade lobby provides access to the Northeast office building elevators. Public Park elevators also terminate on this level.

The Concourse terminates at the central pick up and drop off where taxis and ride sharing complete the alternative transportation continuum. The Living Room mixing chamber above is the central public interior space with escalators and elevators connecting the concourse to the mall, Food Hall and park above.



Concourse

Office Use

The Northeast Office and Medical Dental Offices are located adjacent to the Transit Plaza, providing convenient connections to the Canada Line, major bus stops and the 9-acre park. These connections will also provide office workers and the public with efficient access to the building's services.

The Northeast Office building consists of three levels of retail including storefronts on the Transit Concourse level and 7 levels of Office use above. A shared amenity meeting room is located on the roof for tenants.

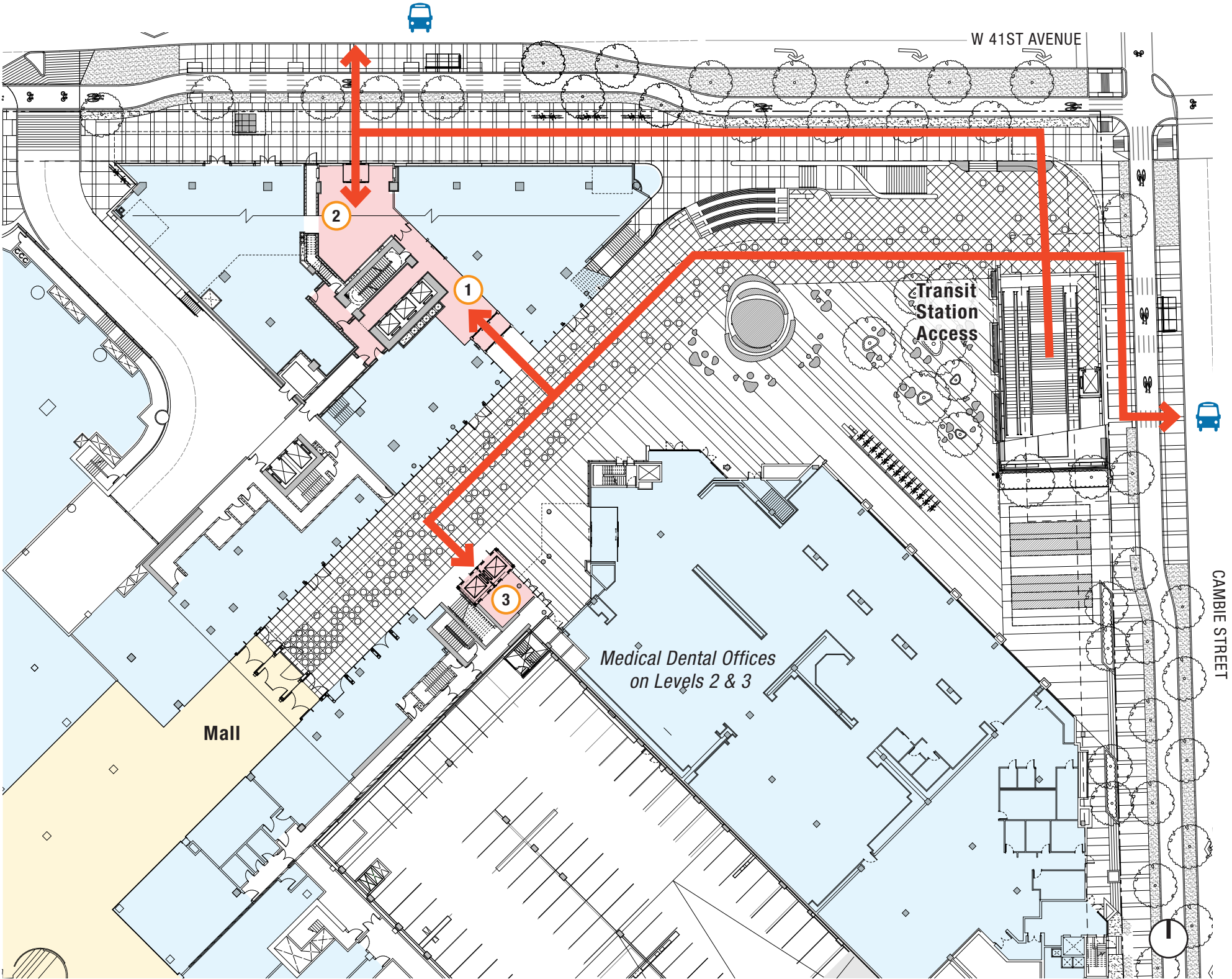
The two office levels of the Medical Dental Building will remain in operation while their access points are reconfigured.

- Office Lobbies
- Retail
- Lobby Access
- Bus Stop
- 1

Level 1 Lobby
- 2

Level 2 Lobby
- 3

Lobby for Terraces Offices above



Level 1

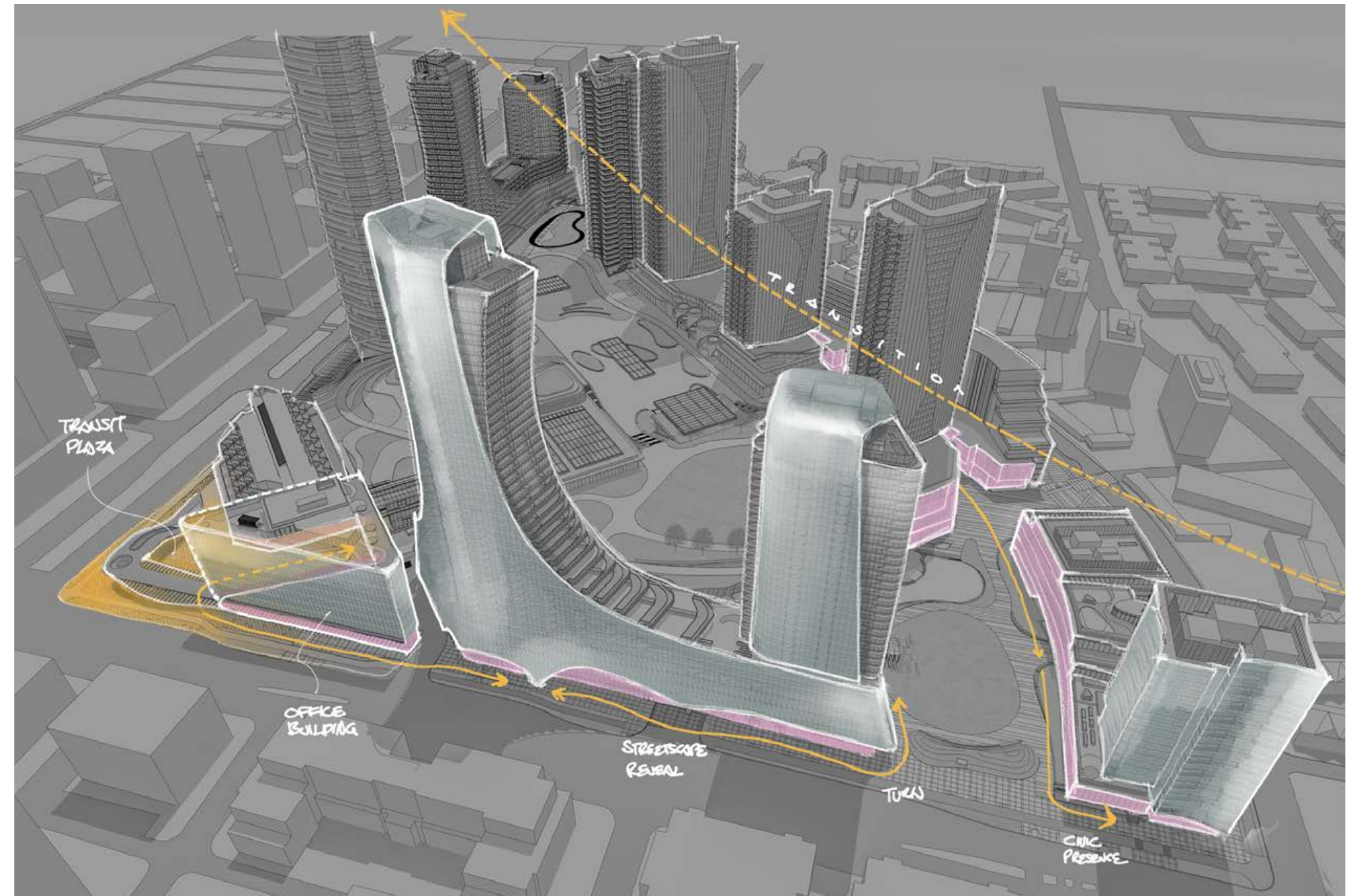
Streetscape Scale

The renovated Northeast Office continues the “veil” tectonic of the adjacent Buildings 3 & 4. The architecture incorporates a capless, curtain-wall skin that wraps around the two primary facades.

The skin projects out over the sidewalk and provides weather protection for the retail storefronts, and the staircase leading up to the park. At the rooftop parapet, the glazing extends past the building edges to form a guardrail for the rooftop deck.

The Medical Dental Building will require renovation in the areas where the building’s existing atrium has been removed. The façade facing the Main Mall Entry will be clad in a capless glass skin that is similar to the Northeast Office skin. The Medical Dental Building is also proposed to have a digital screen facing the plaza for events and advertising.

The architectural language of recessed structural glass storefronts continues throughout DP-3, wrapping along both edges of the Main Mall Entry passage and into the entry itself.

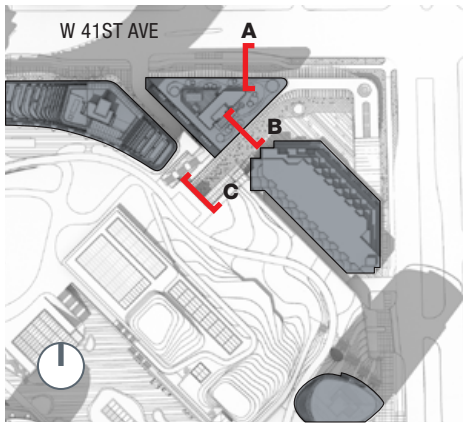


West 41st Avenue Streetscape



View from West 41st Avenue looking South

Building Base Reveal

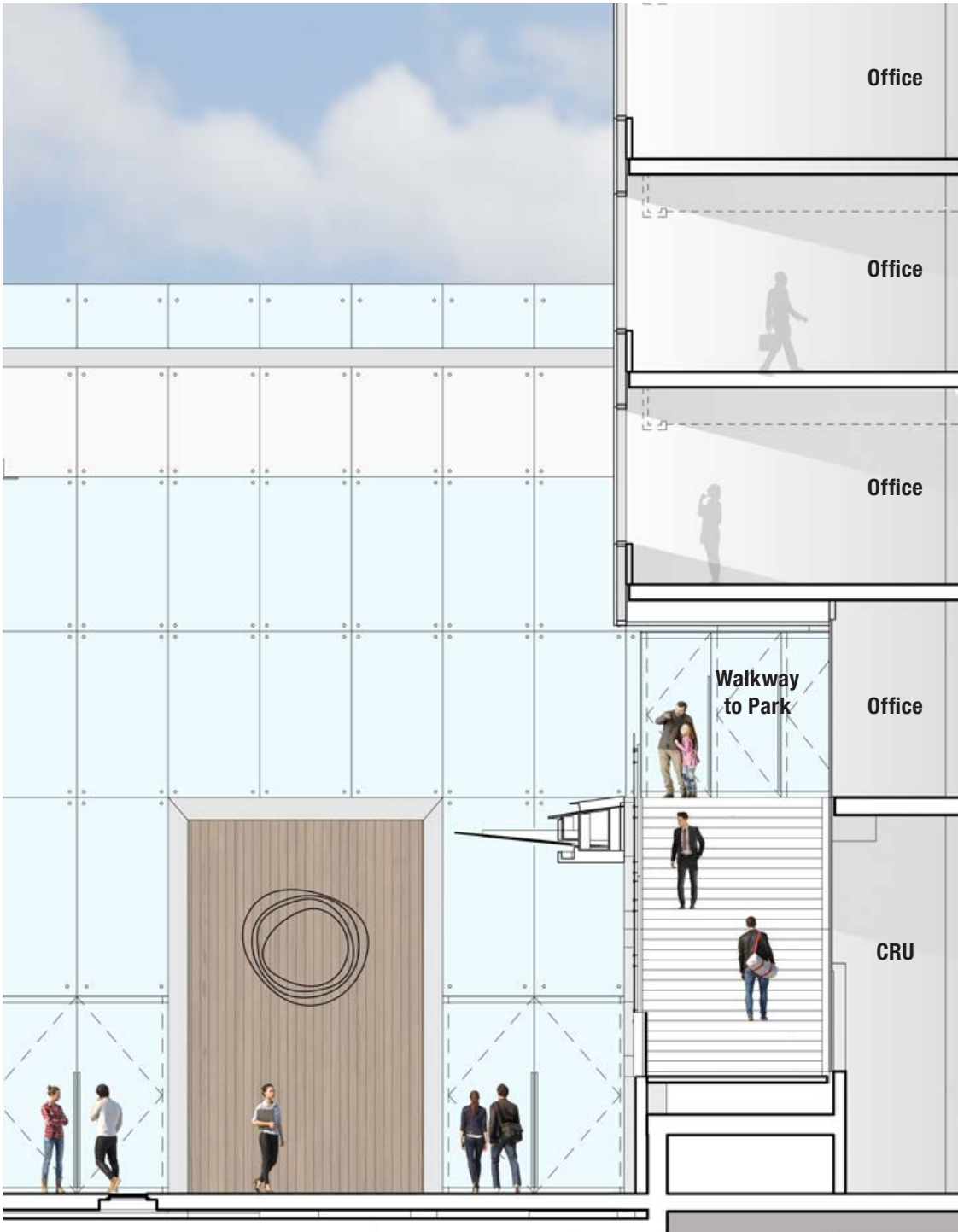


Key Plan

Not to Scale

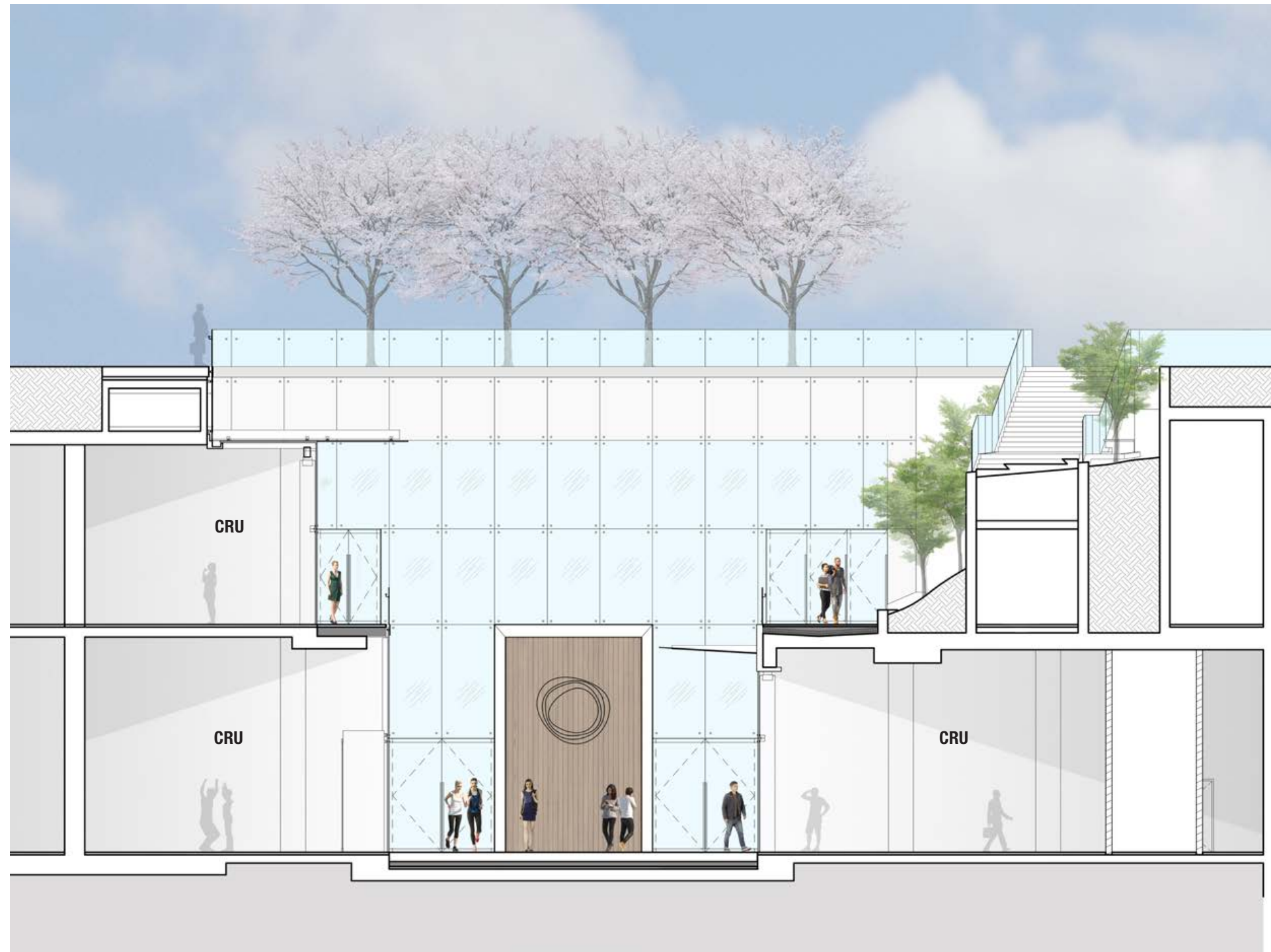


Section A – West 41st Avenue



Section B – Retail at Transit Plaza

Building Base Reveal

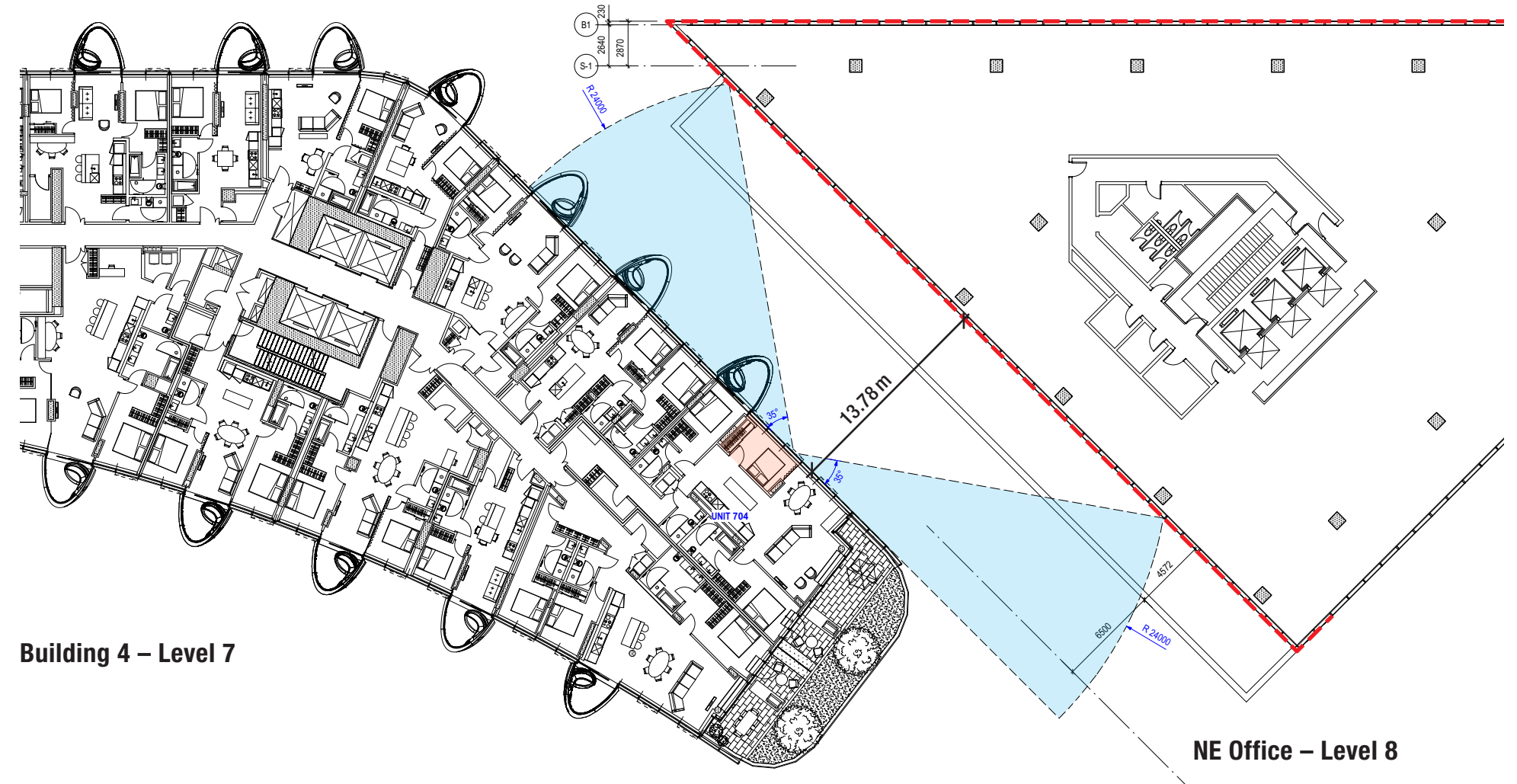


Section C – Mall Entry

Stepped Massing

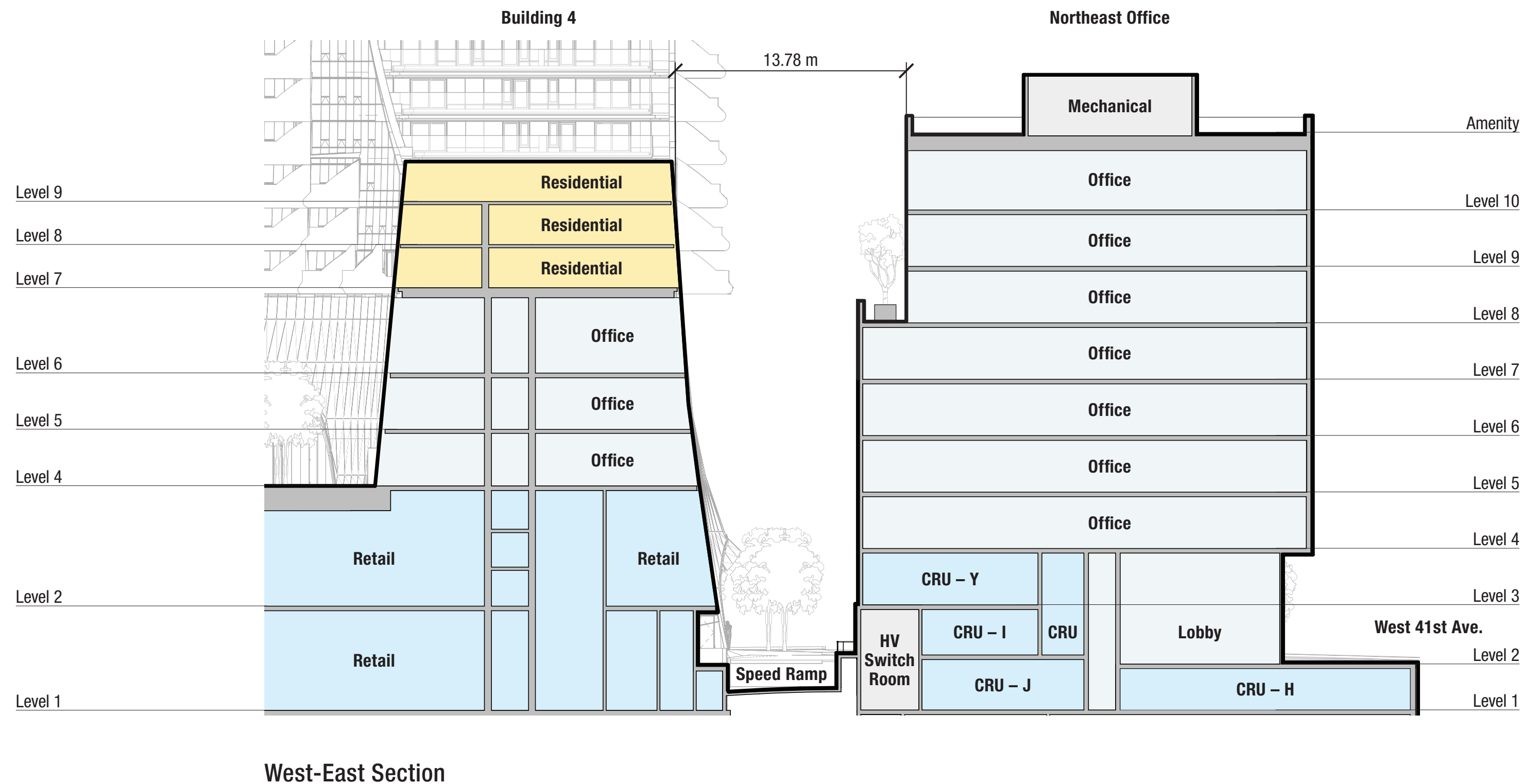
The south facade of the Northeast Office facing Building 4 is recessed at the upper floors.

The Northeast Office Tower footprint is constrained by the proximity to the residential units in Building 4. Building 4 is composed of two retail levels at grade, 4 office levels and residential above. The top three floors of the Northeast Office building face projects up opposite the residential levels and has been set back in order to maintain the Horizontal Angle of Daylight for rooms within the units. The lower levels opposite the Office and retail in Building 4 project 8' and will have planters.



Horizontal Angle of Daylight Analysis

Stepped Massing



Medical Dental Building Upgrades

The Medical Dental Building façade facing the Main Mall Entry will be re-clad as a result of the atrium removal.

The existing building Medical Dental Building consists of two distinct and independent stratas:

- Levels 1 to 3 – Retail and Medical Dental Office
- Levels 4 to 6 – Terraces Residential

The Terraces strata levels are under separate ownership and are not part of the CD-1(001) zoning that applies to the Oakridge project. The project is unable to make any alterations to those floors without permission. All alterations proposed are to the strata lot owned by the applicant and the common property such as the building envelope. The building will be separated by a 4-hour rating from the remainder of the project through fire separations to provide enhanced protection.

The removal of the existing atrium requires the replacement or establishment of the building envelope. Existing brick facing the Mall Entry path will be removed and replaced with metal panel or curtainwall glazing to ensure the cladding meets current seismic restraint requirements. The interior facades exposed by the atrium removal will be weather protected with a new exterior curtain wall envelope around the lobbies at each level.

The existing Medical Building elevator will be replaced by two new elevators that can be accessed from the Transit concourse below as well as the Mall Entry level and provide access to the park above.

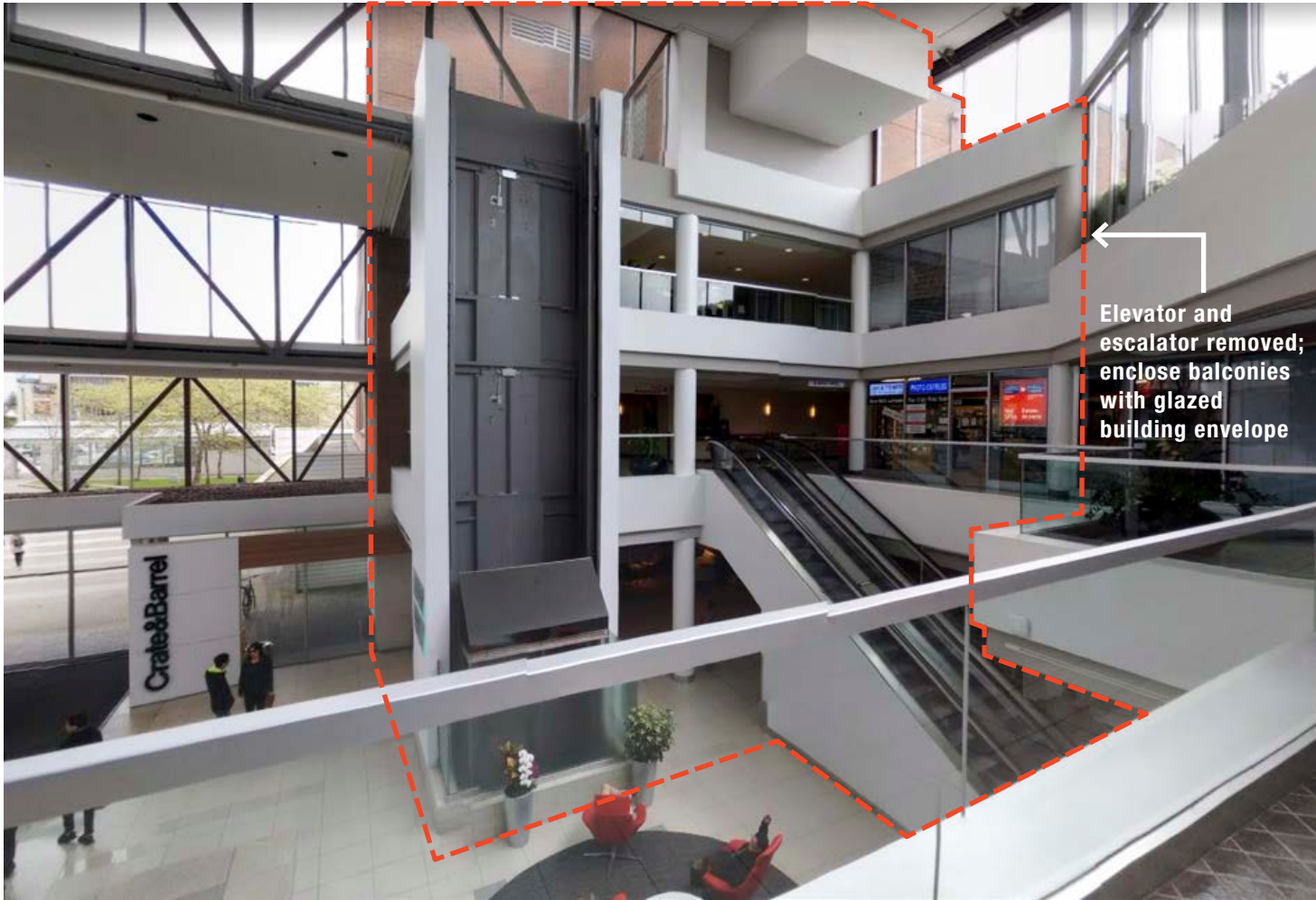


Aerial view of Mall Entry

Medical Dental Building Upgrades



View of Northeast Office and Atrium



View of Northeast Office Atrium

Landscape Public Realm

DP-3 includes a portion of the proposed Transit Plaza, which is a primary public space for gathering, community events and informal enjoyment.

The public realm, exclusive of the 0.35-acre portion of the proposed 9-acre city park, includes the West 41st Avenue and Cambie Street streetscapes and the western portion of the proposed Transit Plaza (located at the West 41st Avenue and Cambie Street corner).

WEST 41ST AVENUE & CAMBIE STREET

The City of Vancouver has prepared design guidelines for the streetscape treatments of West 41st Avenue and Cambie Street. These include: the delineation of separated pedestrian and bicycle circulation; the selection of paving materials including asphalt for the bicycle network and scored concrete with coloured banding for the pedestrian realm; and, the location of two rows of street trees set in conditions of grass or shrub areas with some areas located within tree grates and paving at bus stops.

Street trees will be selected in conjunction with the Vancouver Park Board, who oversees the tree selection and maintenance of City Street trees.

TRANSIT PLAZA

The Transit Plaza is a primary public space that provides opportunities for gathering, community events and informal enjoyment. The plaza provides a centre stage and flexible open space, exceeding 1000 m², which can accommodate large groups of people for informal social gathering, events and celebration. Potential event programing opportunities for the Transit Plaza include:

- Neighborhood festivals and concerts accommodating up to 2,200 people (standing) or 900 people (seated).
- Mall-oriented fashion shows accommodating up to 2,000 people.
- Farmers and / or night markets
- Outdoor movie nights

The plaza is visually and physically ‘open’ to Cambie St and 41st Avenue, and it offers active edges at plaza grade, with retail unit entries and frontages oriented toward the plaza. The plaza edge to the streetscape is defined by partial enclosure of the Canada Line Station and stairs integrated with iconic “Arch” green roof canopy. Informal groups of trees, space, other plantings and seating ‘frame’ the plaza while maintaining flexible space for events. Unit concrete paving is the main surface type material. Plaza bicycle parking and ‘Bike-Share’ stations are located at south edge of plaza, so does not conflict with flexible use of plaza space.

A main feature of Transit Plaza is a broad stairway/seating terrace, that overlooks the central gathering space. Tree plantings serve as an edge which provide shade, and stepped shrub plantings are integrated with seating. This landscape provides a visual ‘anchor’ point for wayfinding up to the park stairway on level 2 and the park landscape on level 3.

Transit Plaza Paving

Transit plaza paving at grade is composed of three types of paving:

1. Feature pre-cast “lighted glass” paving

The feature pre-cast glass paving band consists of 1000 mm by 1000 mm reinforced pre-cast concrete paver with backlit which form a paving ‘Matrix’ around feature ‘Insert’ paving band.

2. General Transit Plaza paving field

The general Transit Plaza paving field is composed of precast unit concrete paving, similar to all plaza space at Oakridge, however the alignment of transit plaza paving field is rotated 45 degrees to align with adjacent existing buildings and to be parallel to the mall entrance off the plaza.

3. Feature canopy paving band

A feature ‘Canopy Paving Band’, which extends from the south terminus of the ‘Canopy’ to edge of the existing “Terraces” building, consists of cast-in-place concrete paving bands which continues the paved banding ‘expressed’ within a ‘green or planted’ roof on the canopy itself, and then transitions down onto plaza level and is ‘expressed’ as the opposite with ‘green or planted’ bands within paved plaza surface. Tree planting is proposed both in the plaza and on the canopy within the green band, and this is repeated as ‘green pieces or fragments’ within the main plaza paving fields.

Landscape Public Realm

Transit Plaza Planting

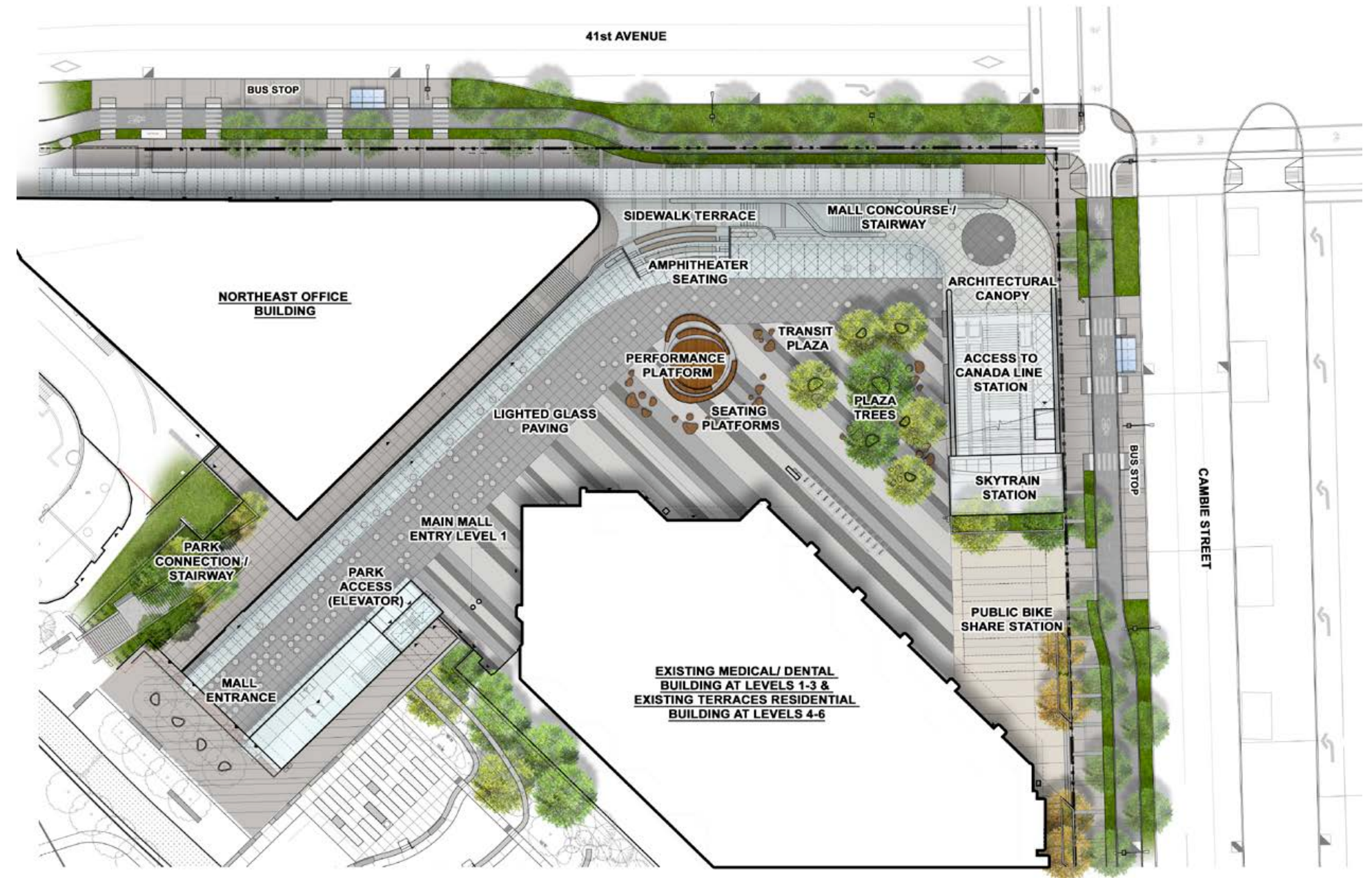
Plaza trees are located in stairway planters as well as in stairway treads and risers. Specimen trees are arranged informally at the edges and provide a green canopy and shade. They define the edge and integrate with the plaza and the 'Arch' canopy.

Transit Plaza Site Furnishings

Wood seating is provided on most planter walls and stairways.

Seating platforms are provided within the plaza, which mimic the form of the glass paving, with sizes of 750 mm, 1200 mm and 1500 mm in diameter.

A feature plaza 'Stage' is located in the centre of the plaza, and is approximately 9m wide in diameter, constructed of up to 2 stepped sitting wall "rings". Sitting walls shall step up starting at outside ring at 400mm, then at height 400mm. A performance stage is located in the centre of concentric rings, and is constructed as wood surface. Power supply outlet(s) are provided for "plug and play" performance opportunities.



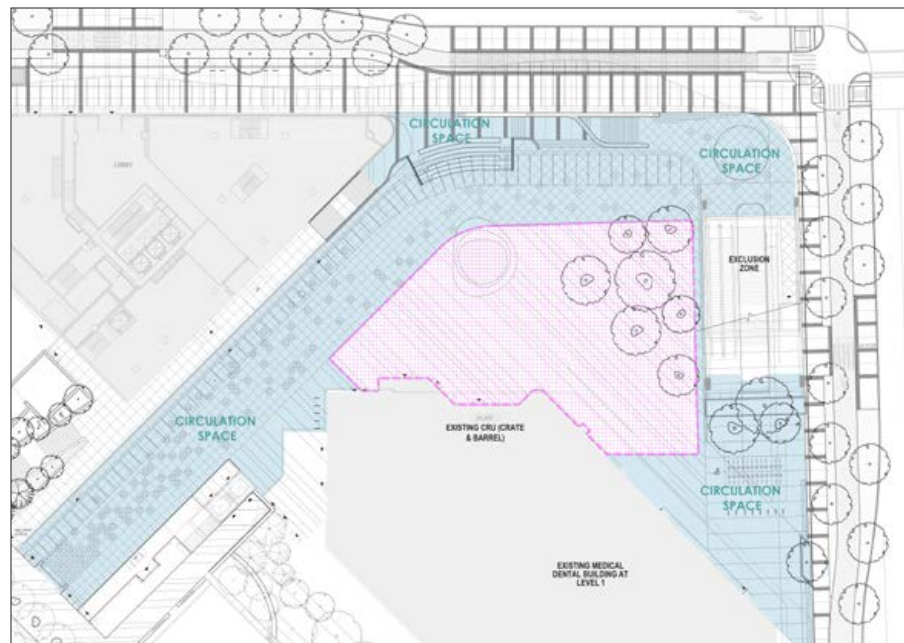
Transit Plaza Landscape Plan

Transit Plaza

Transit Plaza Programming

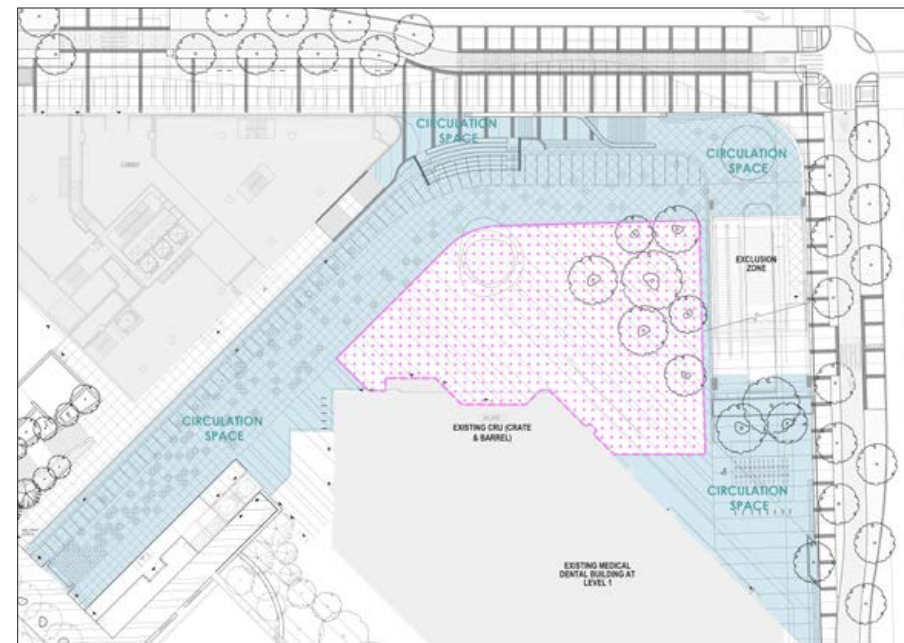
A. Basic plaza capacity

- Transit Plaza programmable area, approximately = 1,010 m²
- Circulation space, approximately = 1,925 m²
- Potential stage space, approximately = 65 m²
- Standing crowd density = 0.5 m²/person
- Sitting crowd density = 1.2 m²/person
- Casual crowd density for daily use = 5.0 m²/person



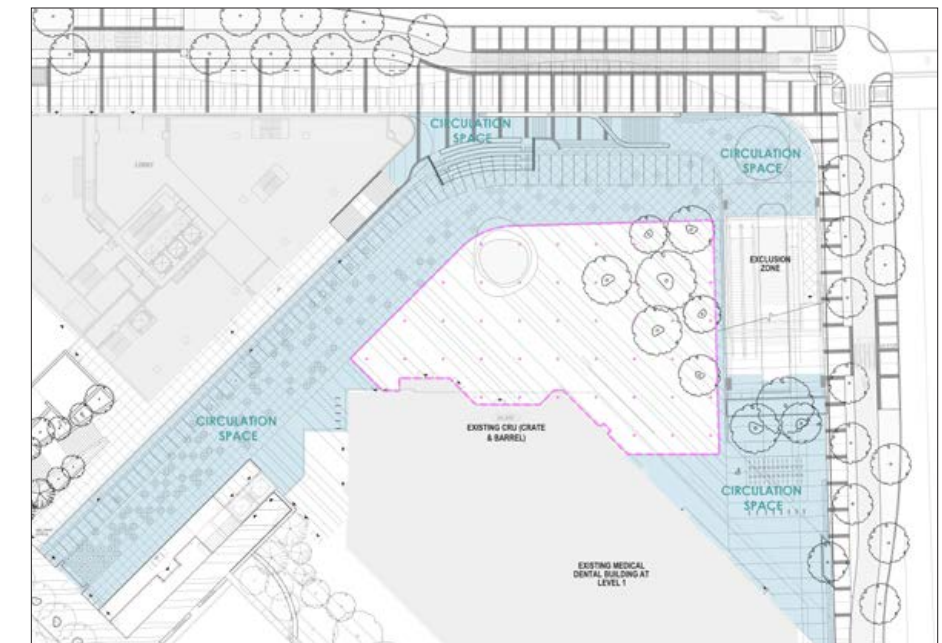
Standing Crowd

- Maximum standing crowd capacity within the programmable area: $1,010 \text{ m}^2 / 0.5 = 2,020$ people



Sitting Crowd

- Maximum sitting crowd capacity within the programmable area: $1,010 \text{ m}^2 / 1.2 = 840$ people



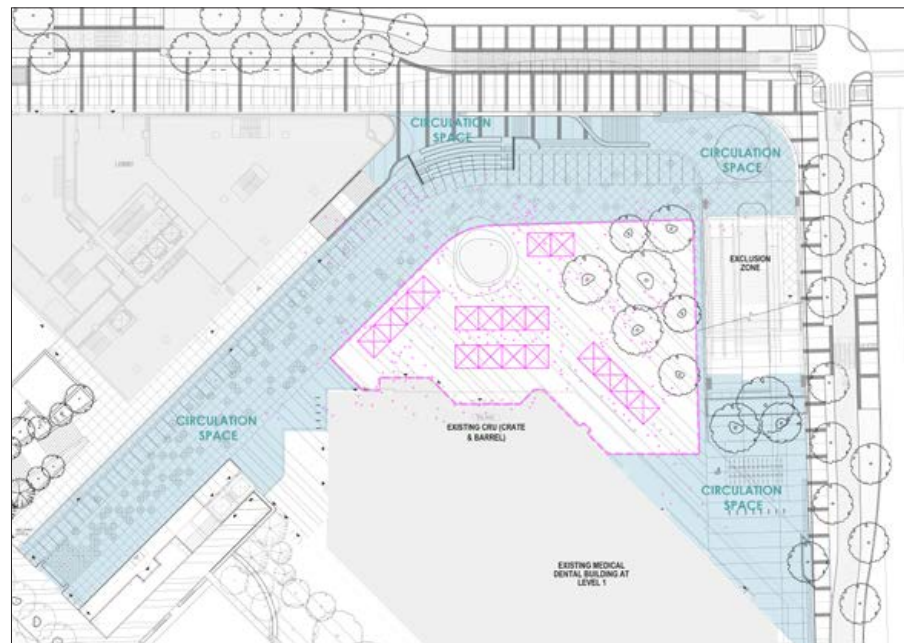
Casual Crowd

- Maximum casual crowd capacity within the programmable area: $1,010 \text{ m}^2 / 5.0 = 202$ people

Transit Plaza

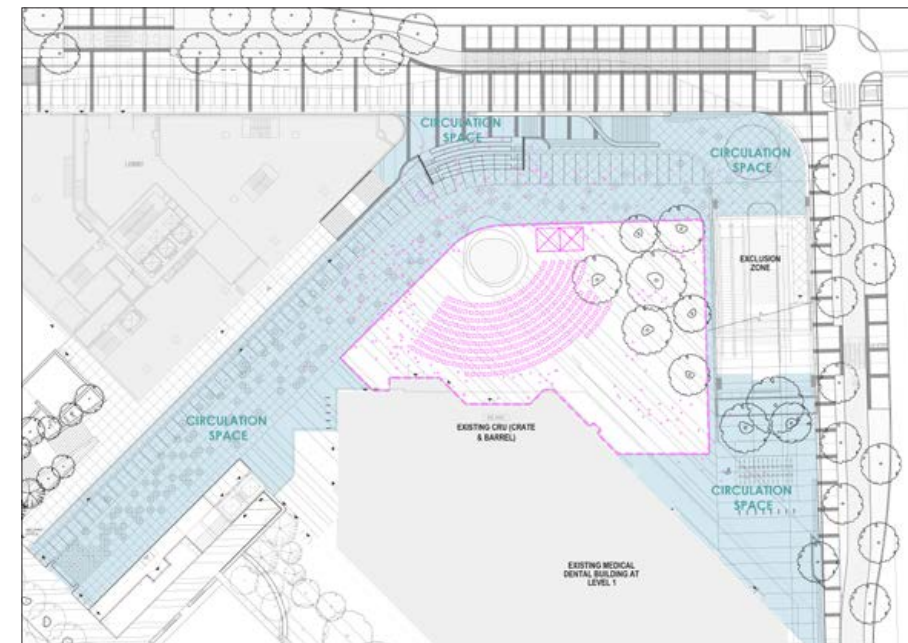
Transit Plaza Programming

B. Potential programming opportunities



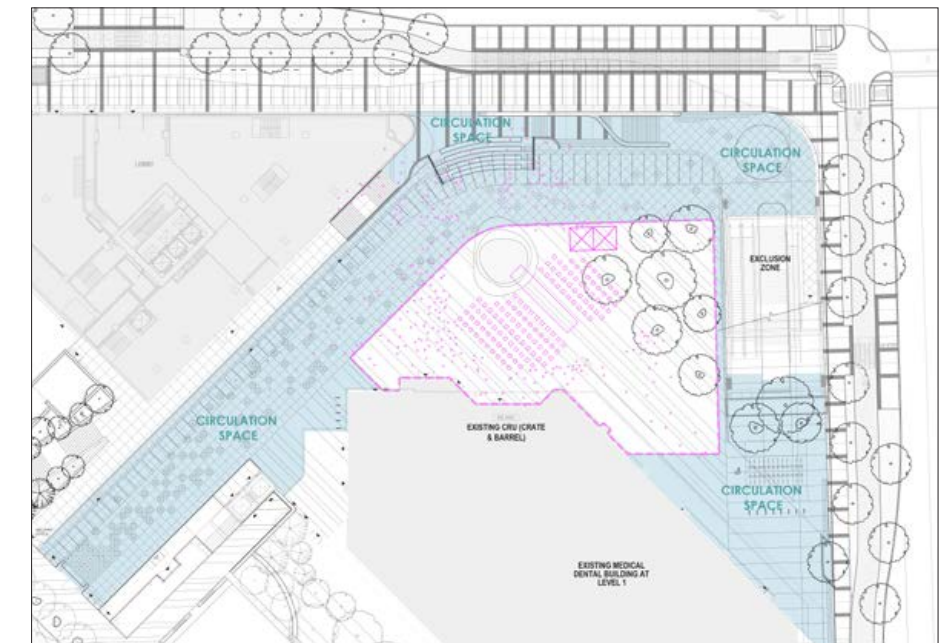
Farmers Markets & Night Markets

- Maximum standing crowd capacity: $695 \text{ m}^2 / 0.5 = 1,390$ people
- 27 portable market tents (10' $\times$ 10')



Neighbourhood Festivals and Concert Performances (small size)

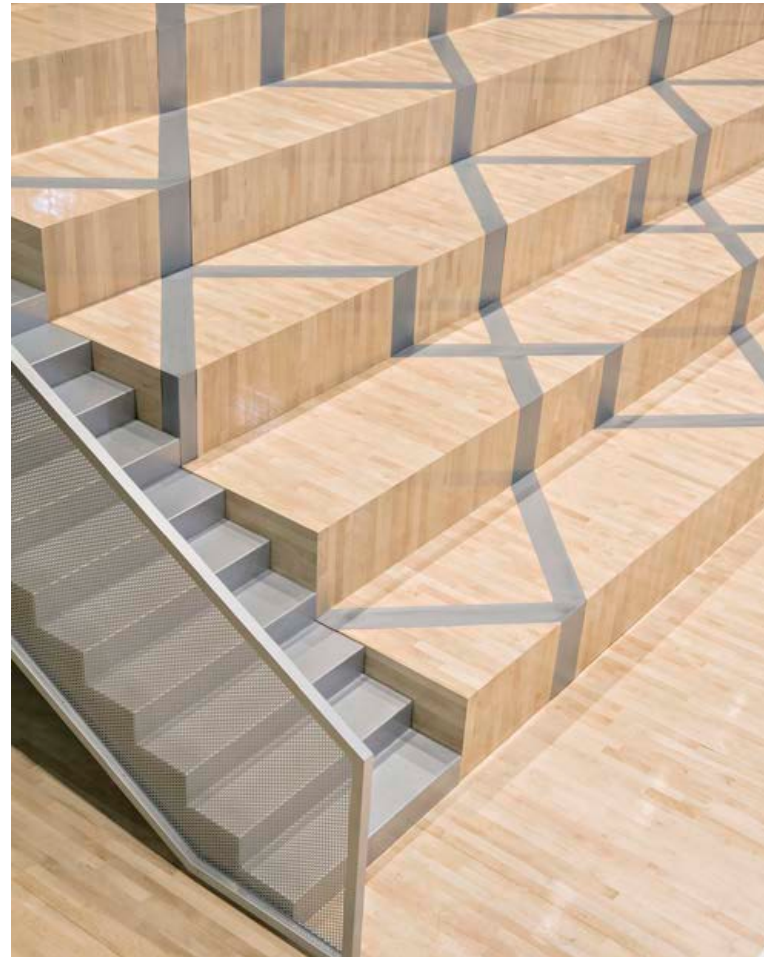
- Maximum standing crowd capacity: $945 \text{ m}^2 / 0.5 = 1,890$ people
- Maximum sitting crowd capacity: $945 \text{ m}^2 / 1.2 = 788$ people



Mall-Oriented Fashion Shows

- Maximum standing crowd capacity: $930 \text{ m}^2 / 0.5 = 1,860$ people
- Maximum sitting crowd capacity: $930 \text{ m}^2 / 1.2 = 775$ people

Transit Plaza



Transit Plaza Site Furnishings

Access to Upper Park

For this DP, the total area of park access and park spaces accounts for 0.05 acres of the park's total 9 acres. Included within this area is one of the six access “ways up” to the rooftop park on the upper levels.

Park ‘Connection’

A ‘bridge-like’ folded plate metal and concrete staircase connects the Mall Entry on level 2 to the rooftop park on level 3 and provides seating opportunities ties along its access. The landscape is heavily planted on both sides of the staircase with evergreen trees, deciduous trees and shrub masses. Coniferous trees serve to screen the base of the proposed Northeast Office Building and provide a buffer to the commercial terraces of Building 4 to the west.

In addition to the park staircase, two glazed elevators on the south edge of the Mall Entry provide an accessible connection to the Upper Park, while also connecting to the below-grade Transit Concourse.



Park Plantings

Access to Upper Park



Park Plantings



Stairway Seating



Park 'Connection' Stairway

NE Office

The Northeast Office Building that flanks the Transit Plaza’s west side is included in DP-3.

At-Grade Office Frontage

At grade, the level 1 office entrances are oriented toward West 41st Avenue and the Transit Plaza’s west edge to provide active edges. Level 2 office unit entrances on the Northeast Office’s east side are oriented to overlook the Transit Plaza from the west.

Mall Entryway

The Main Mall Entryway via the Transit Plaza’s western edge includes at-grade retail frontages to provide active edges onto the plaza. Visitors in the adjacent cafés can ‘spill out’ of the interiors and onto plaza spaces, with tables and chairs. Signature paving in the Main Mall Entryway portion of the Transit Plaza features lighted glass paving, all of which contribute to the wayfinding of the Main Mall Entry. The mall entry along the east edge of the Northeast Office Building includes an extension of the 41st Avenue sidewalk paving to the base of a staircase access to level 2, contributing to the public wayfinding to the “Park

Connection Stairway”. On Level 2, the paving features a 1,200 mm by 1,200 mm white terrazzo which signifies access to the mall and continues from the “Park Connection Stairway” landing to the Main Mall Entry.

On the east side of the Main Mall Entry, the level 2 entry provides elevator access to the ground level and park level and has 1,200 mm by 1,200 mm white terrazzo paving that continues into the mall.



L2 Mall Entryway

Rooftop Landscape

An outdoor amenity on the rooftop of the proposed Northeast Office building features a social patio space, cherry tree bosque’s, and Intensive Green Roof shrub masses and ground cover, including signature ‘Plate Metal’ cylindrical planters planted with evergreen shrub masses and ornamental ‘tall’ grasses. The social patio has fireplace hearth settings, an outdoor kitchen, dining area with a large harvest table, and an outdoor patio setting. A pedestrian walkway surfaced with crushed stone and inset stepping stones, provides access to the rooftop garden.



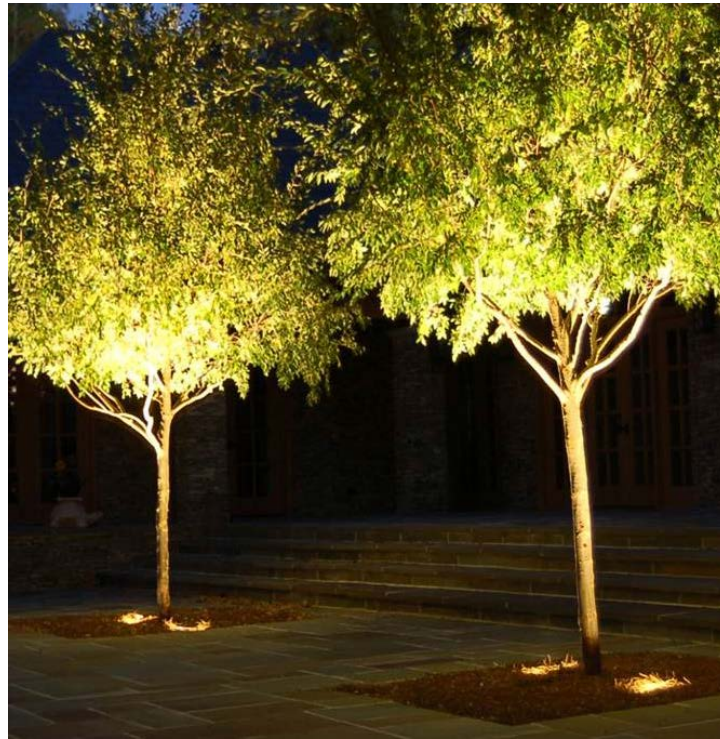
Northeast Office Building Rooftop

NE Office



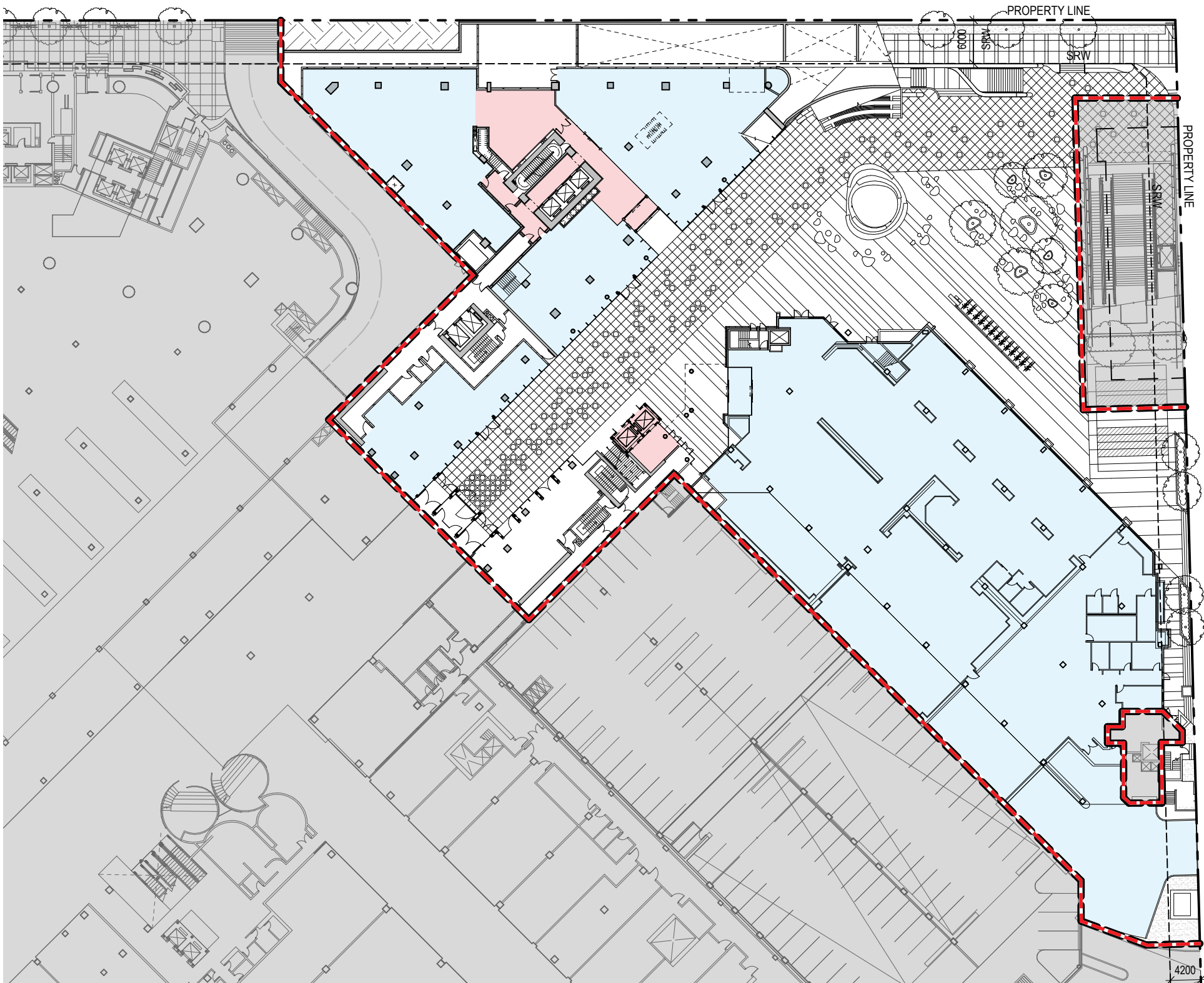
Office Rooftop Landscape Plan

NE Office



Rooftop Landscape

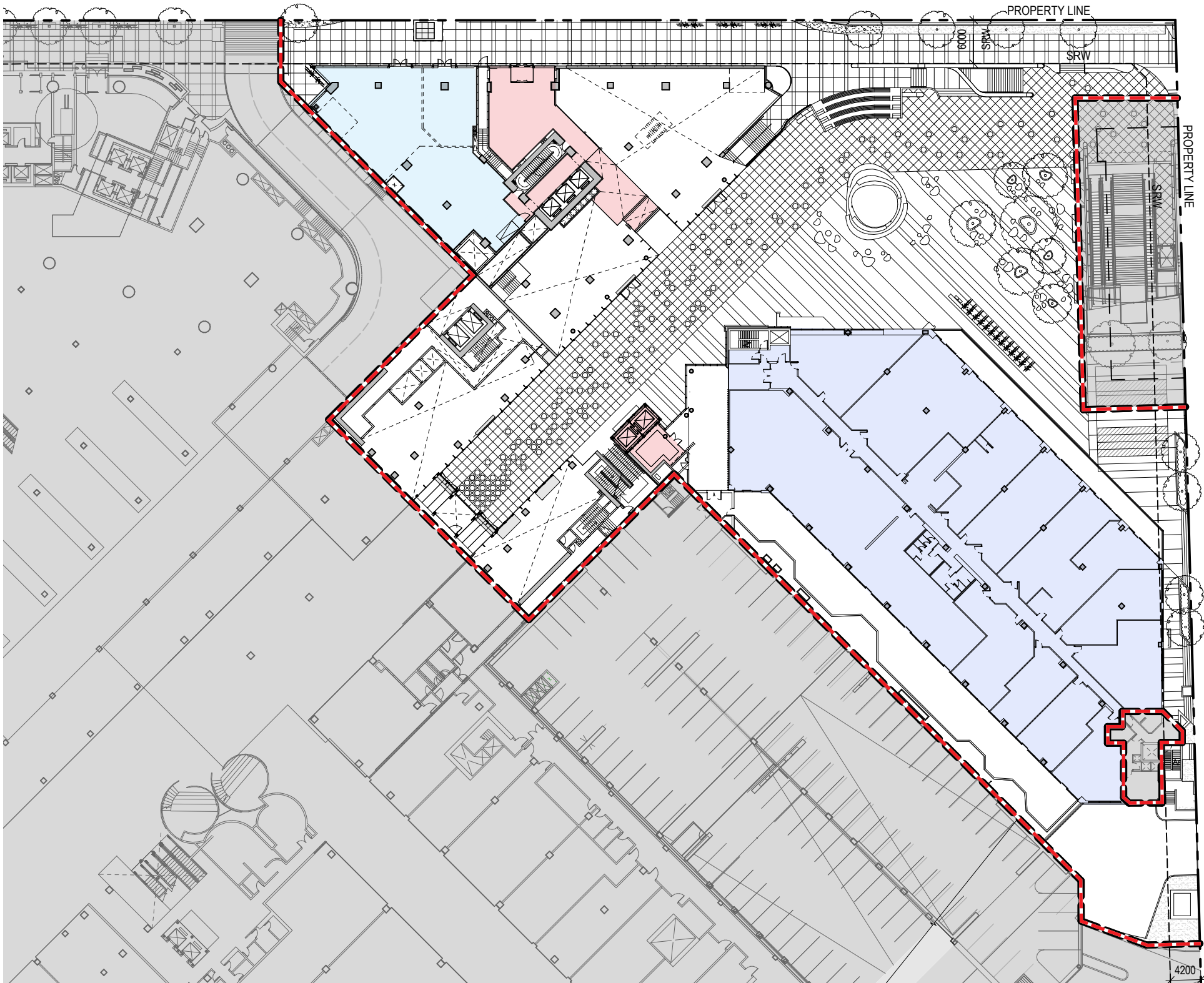
Floorplans



- Office Lobbies
- Retail
- DP-3 Extent

Northeast Office Level 1 /
Mall Level 1

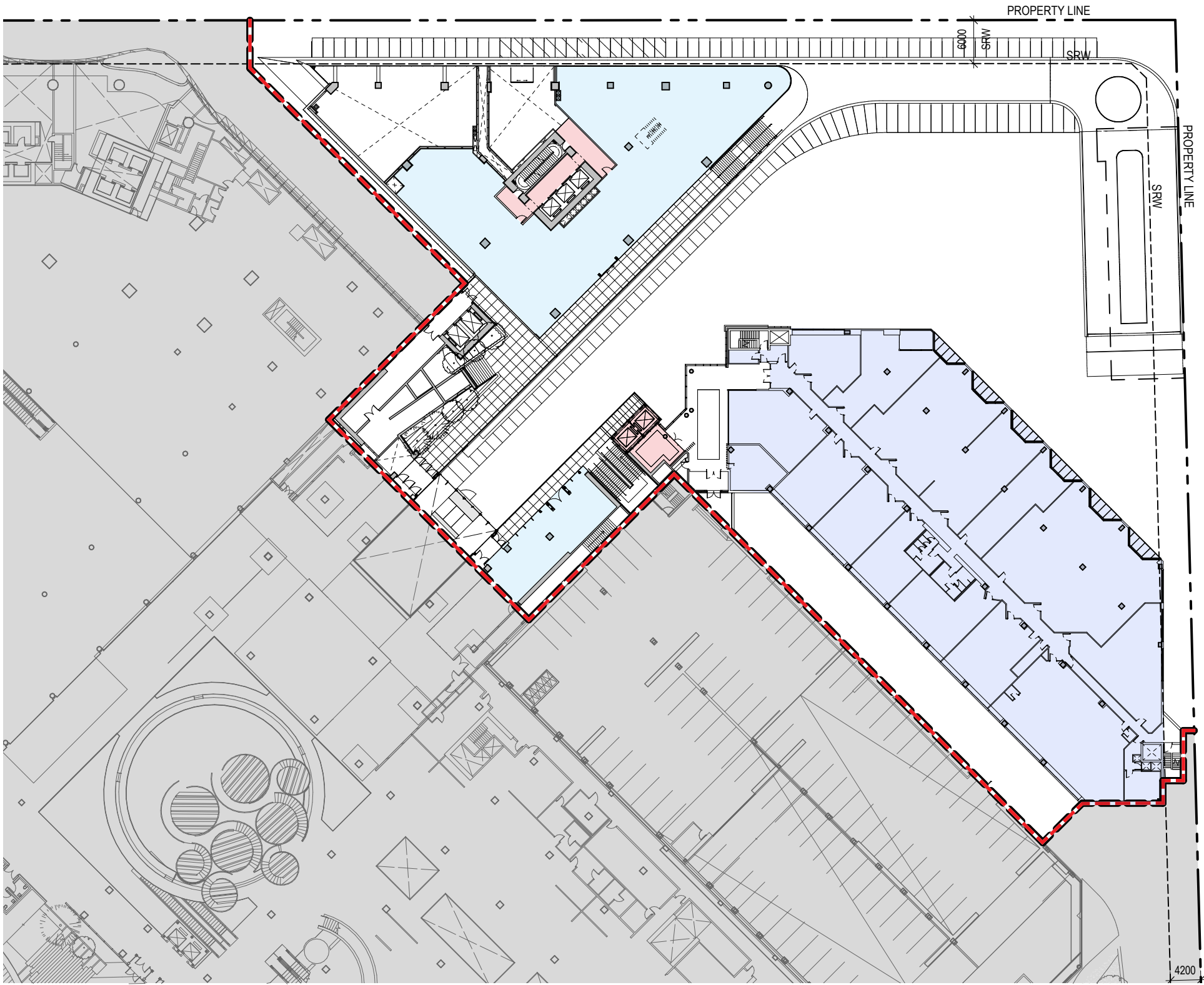
Floorplans



- Office Lobbies
- Retail
- Office
- DP-3 Extent

Northeast Office Level 2 /
Medical Building Level 2

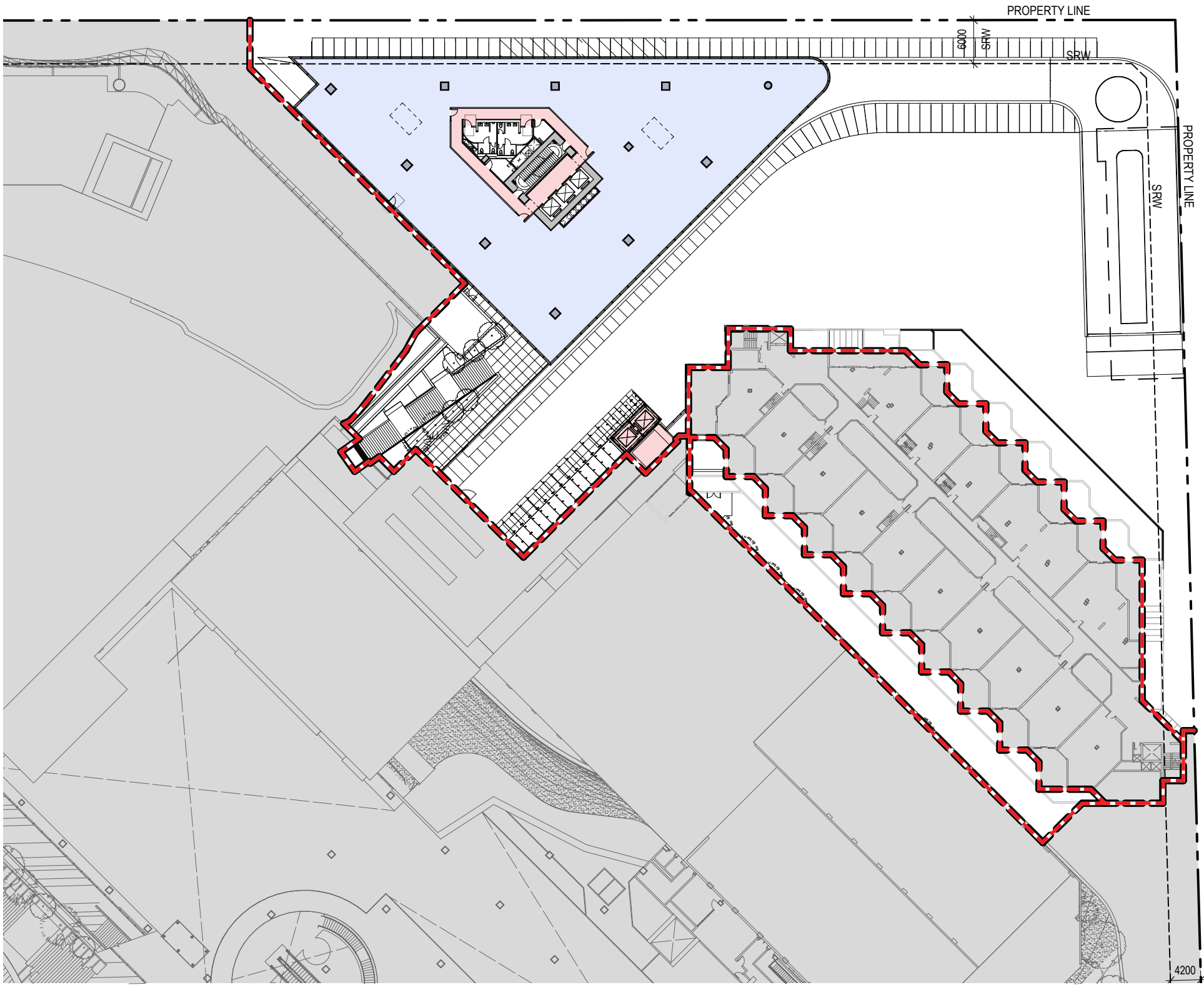
Floorplans



- Office Lobbies
- Retail
- Office
- DP-3 Extent

Northeast Office Level 3 /
Mall Level 2 /
Medical Building Level 3

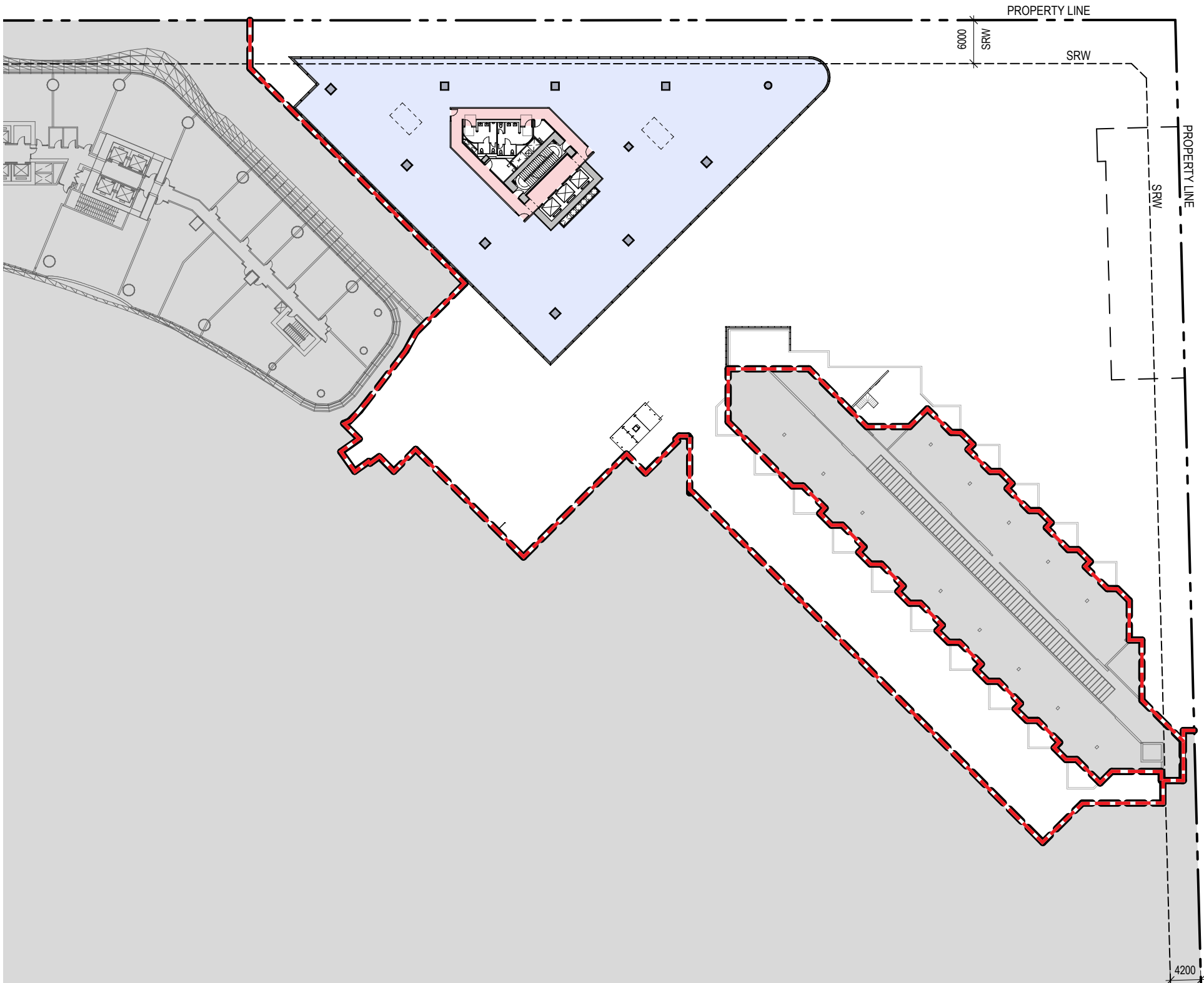
Floorplans



- Office Lobbies
- Office
- DP-3 Extent

Northeast Office – Typical Office Plan /
Mall Level 3

Floorplans

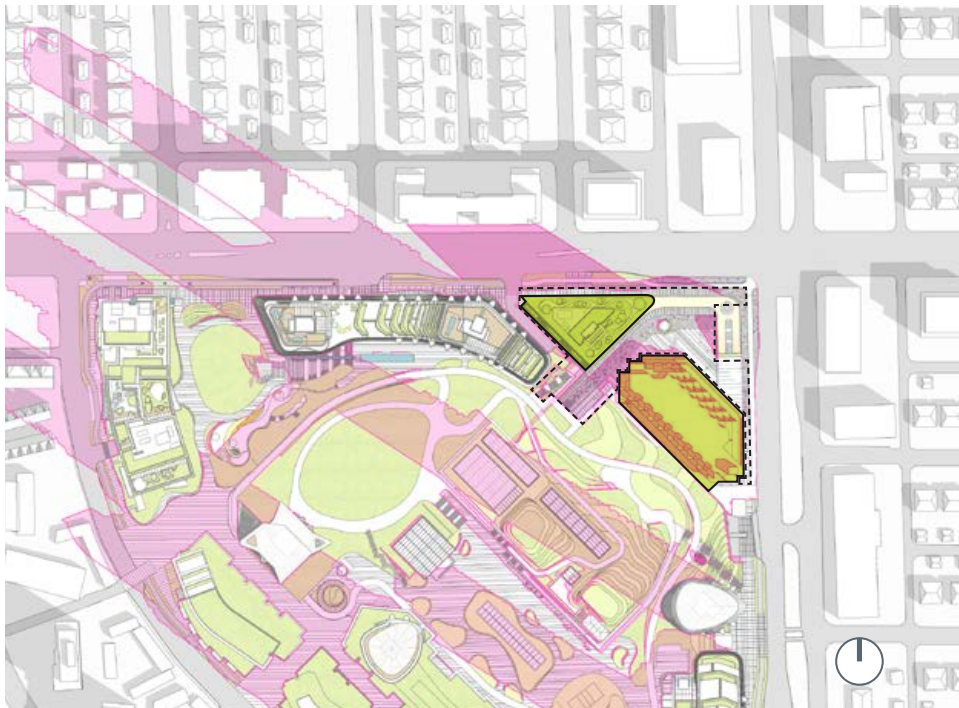


- Office Lobbies
- Office
- DP-3 Extent

Northeast Office Level 7 /
Mall Roof Level

Shadow Studies

Vernal Equinox – March 21



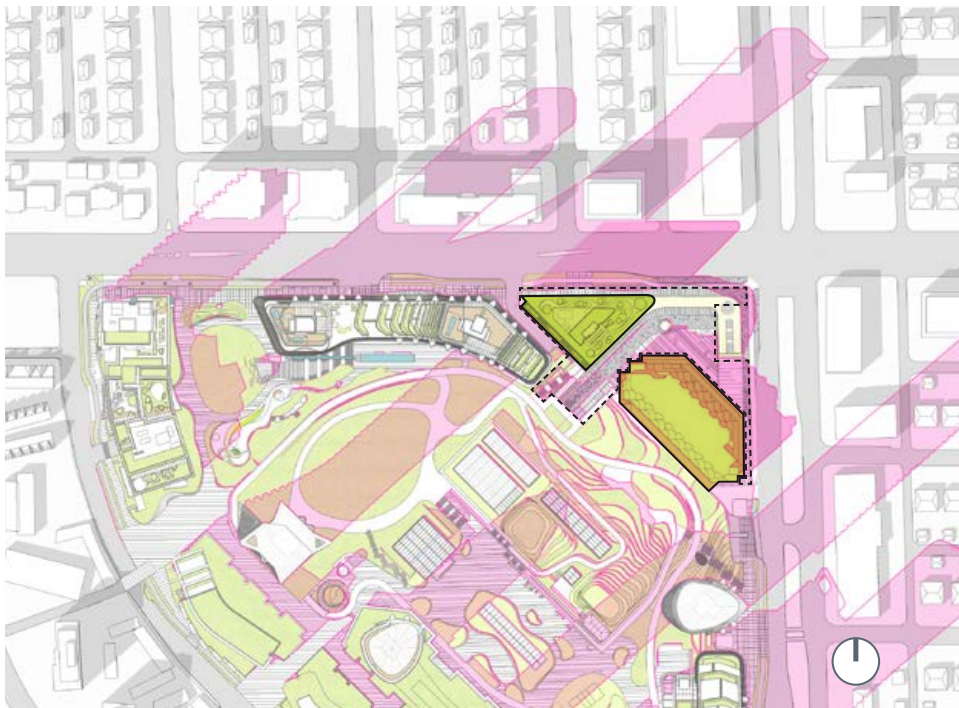
10:00 AM



12:00 PM



2:00 PM



4:00 PM

-  NE Office & Medical Dental Building
-  Extent of DP-3
-  Existing Ground Plane Shadows
-  Oakridge Park Land
-  2019 Proposal – Incremental Ground Plane Shadows
-  DP-3 – Incremental Ground Plane Shadows

Shadow Studies

Summer Solstice – June 21



10:00 AM



12:00 PM

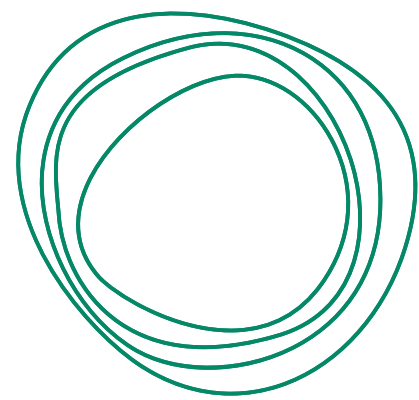


2:00 PM



4:00 PM

-  NE Office & Medical Dental Building
-  Extent of DP-3
-  Existing Ground Plane Shadows
-  Oakridge Park Land
-  2019 Proposal – Incremental Ground Plane Shadows
-  DP-3 – Incremental Ground Plane Shadows



OAKRIDGE



HENRIQUEZ PARTNERS ARCHITECTS