



PO VILLAGE  
Plaza concept  
October 26, 2010

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John

The basic idea is to create a strong sense of “place”. An example of place is shown to the right. Inspiration is also taken from Vermont Street and a scheme for the Gulf Harbour Hammerhead (shown below).

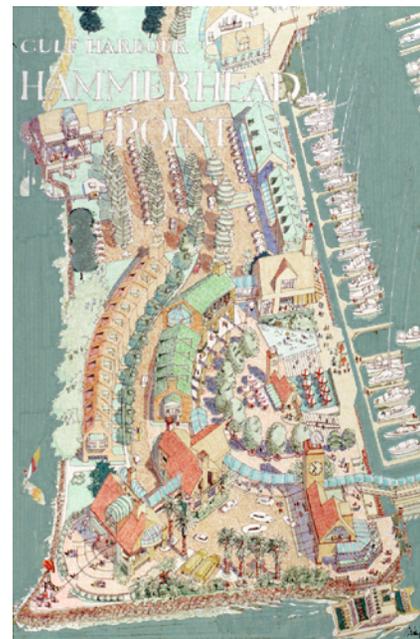
The circulation diagram is two cul'd sacs—or plazas on a deck over parking. The plazas are accessible by two ramps which take light local traffic in and out of the site. Essentially, however, the project is envisaged as a pedestrian precinct and all of the residences have addresses off of existing streets where possible.

If traffic on a deck is prohibitively expensive then traffic areas at a plaza level will be supported below by solid ground (as the landscaping shown in this plan is). We can limit automobile traffic considerably but we may need to recognize the need for fire fighting equipment to access the interior of the site somehow.

Council would prefer a New Urbanist street to support pedestrian connectivity. Consideration of the site's location, however, would indicate that the high traffic levels on Sunybrae and Northcote Roads make normal pedestrian connections with adjacent neighbourhoods difficult if not impossible. Further supporting the precinct concept is the fact that over 1,600 m<sup>2</sup> of retail is already or will be built within the site itself. Essentially, Po Village IS the destination. Abutting neighbourhoods will need to connect with Po Village because of the retail opportunities—not otherwise.

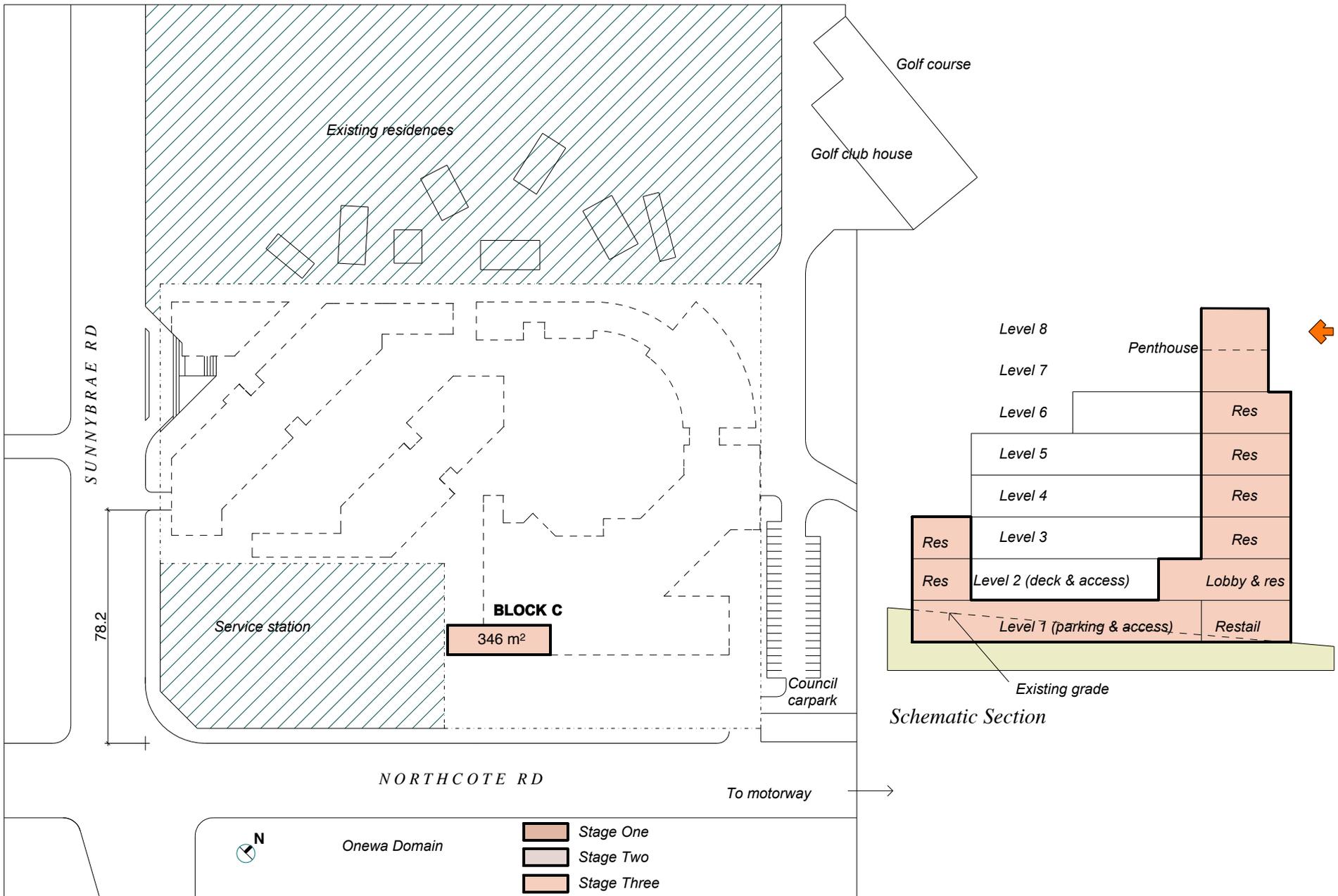
The project is staged. Stage one is a block of units off Sunybrae Rd, Stage two would be the blocks further along. The final stage would be the construction of the higher apartment block over retail.

The 45 degree orientation, relative to Northcote Road allows sunlight to both sides of double loaded corridor buildings—since north is more or less 45 degrees off Northcote.

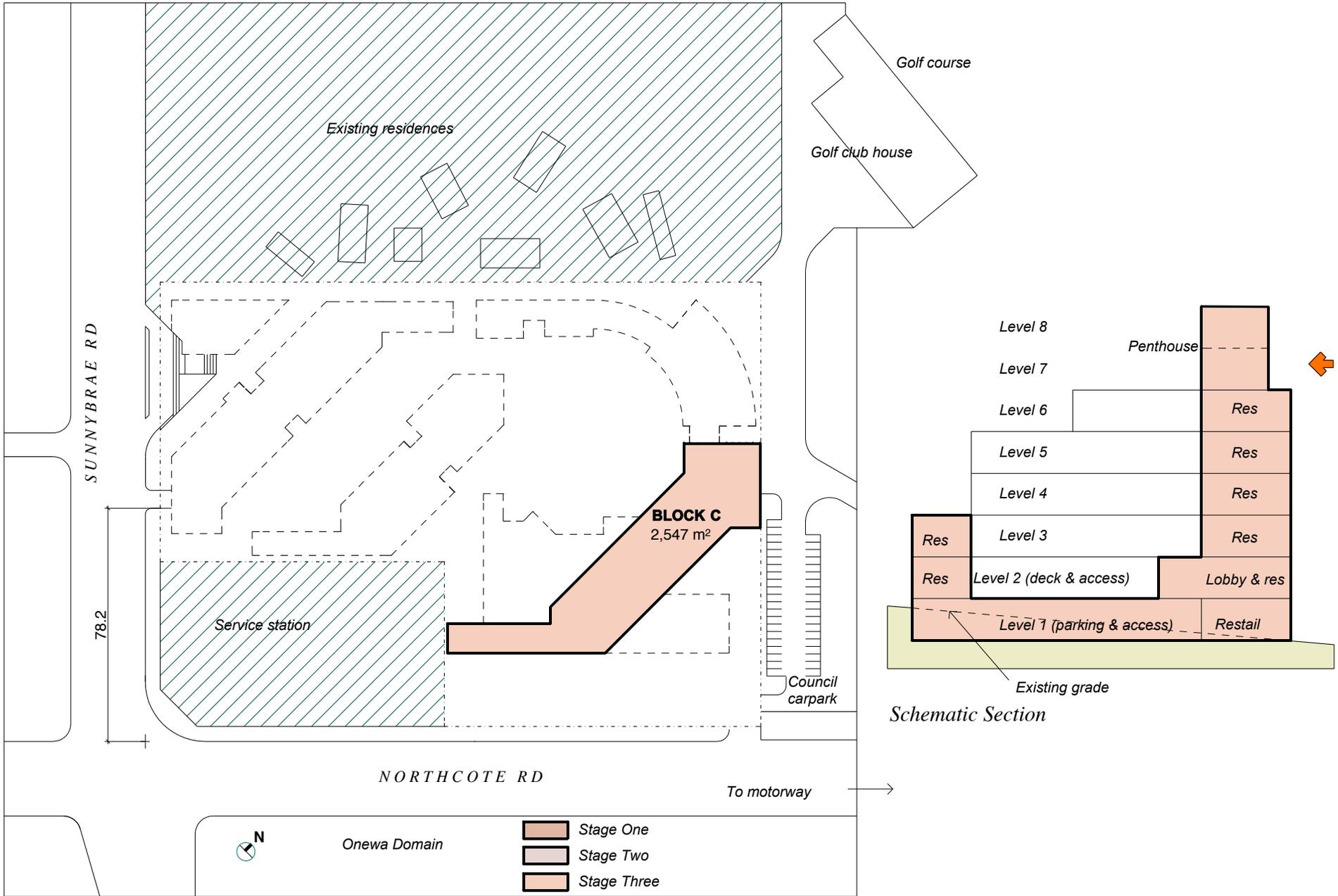




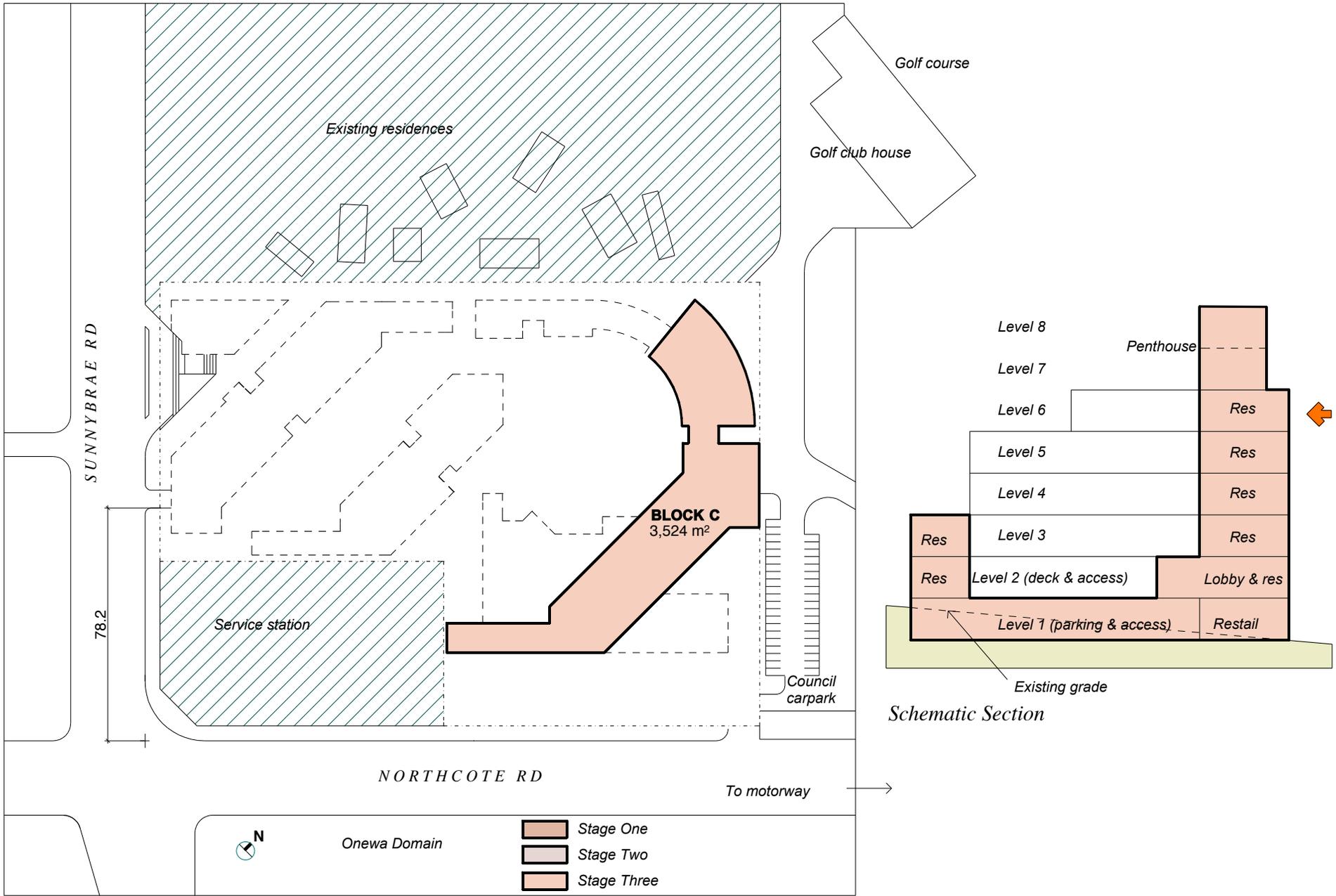
Roof plan



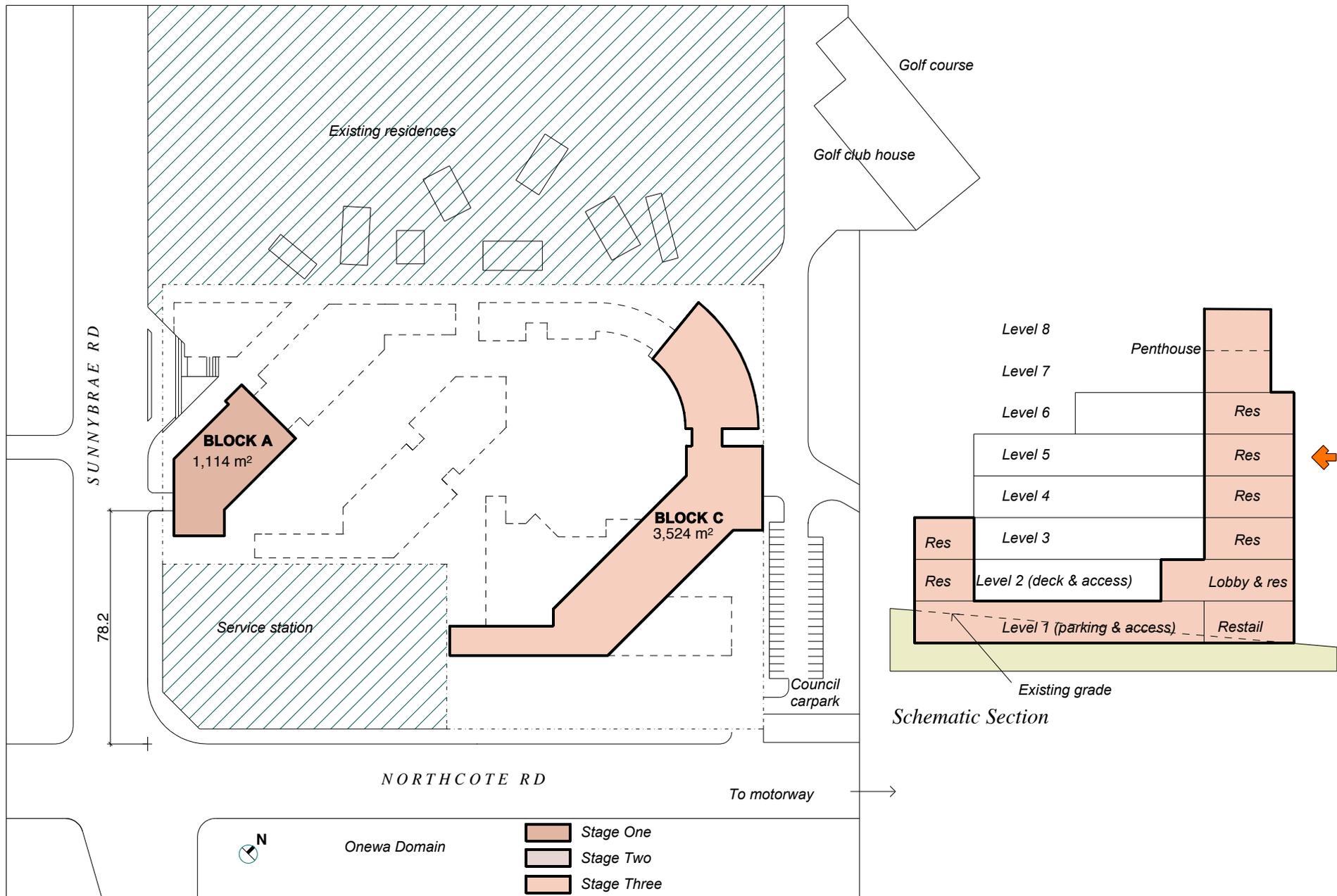
Level 8



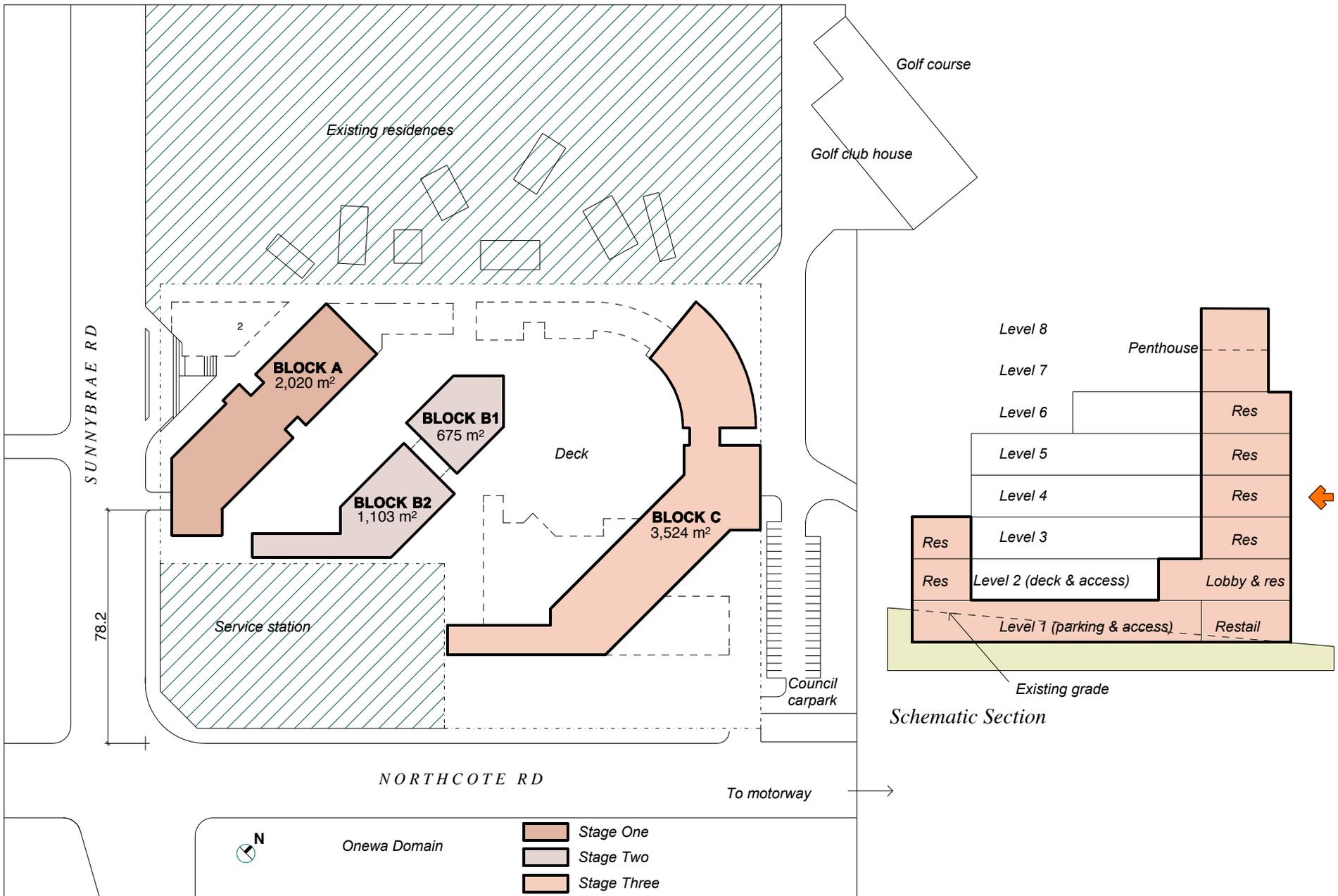
Level 7

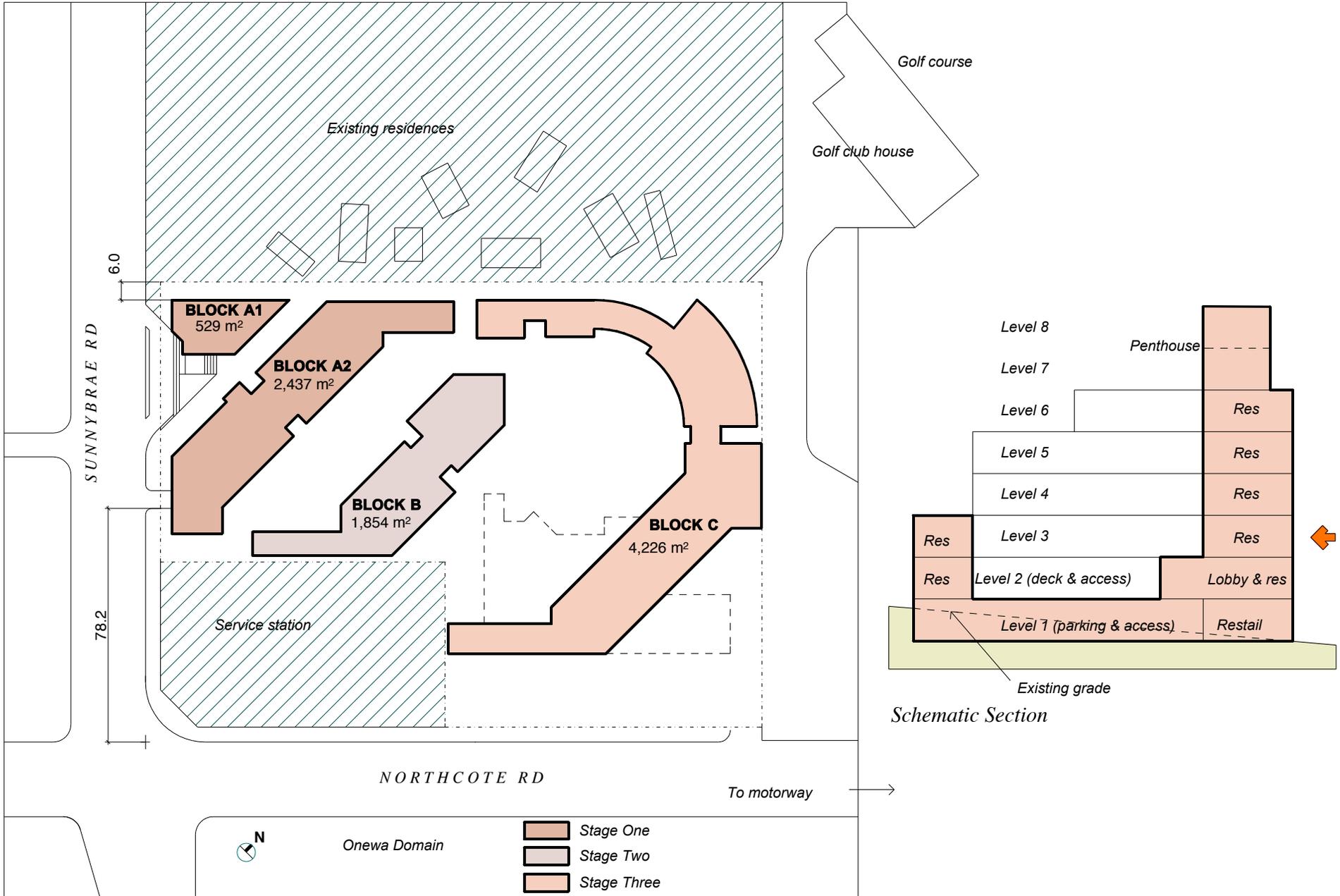


Level 6

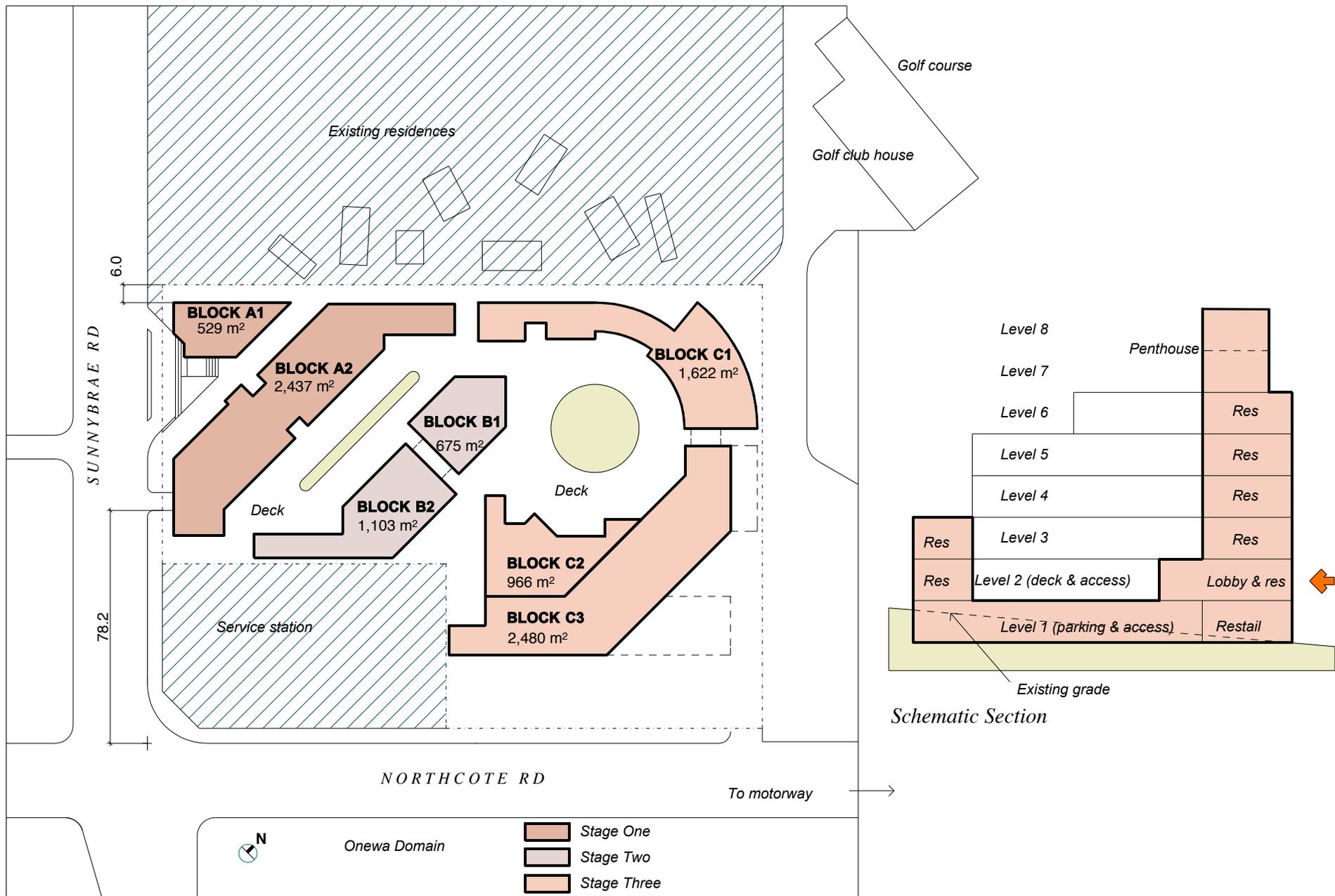


Level 5

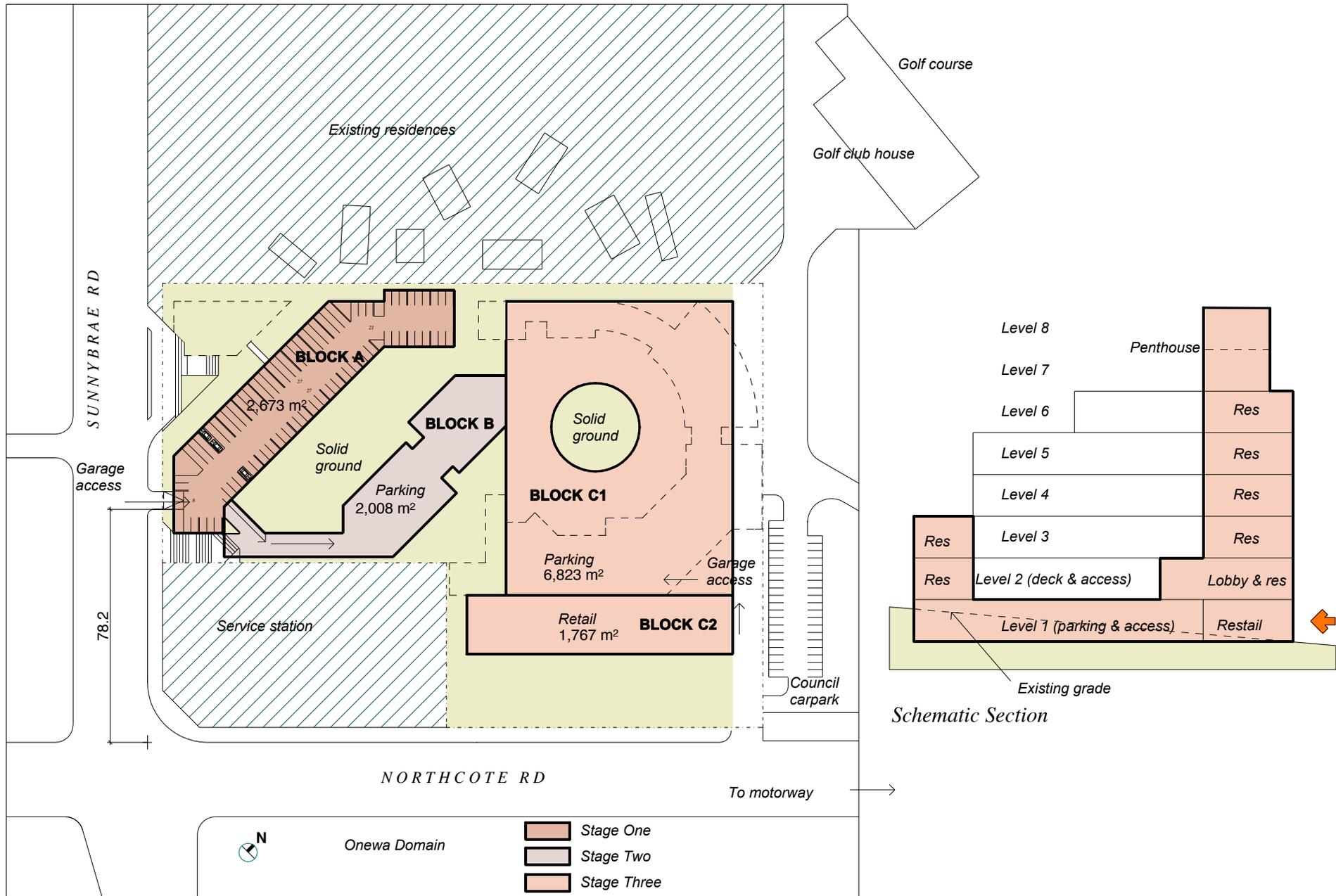




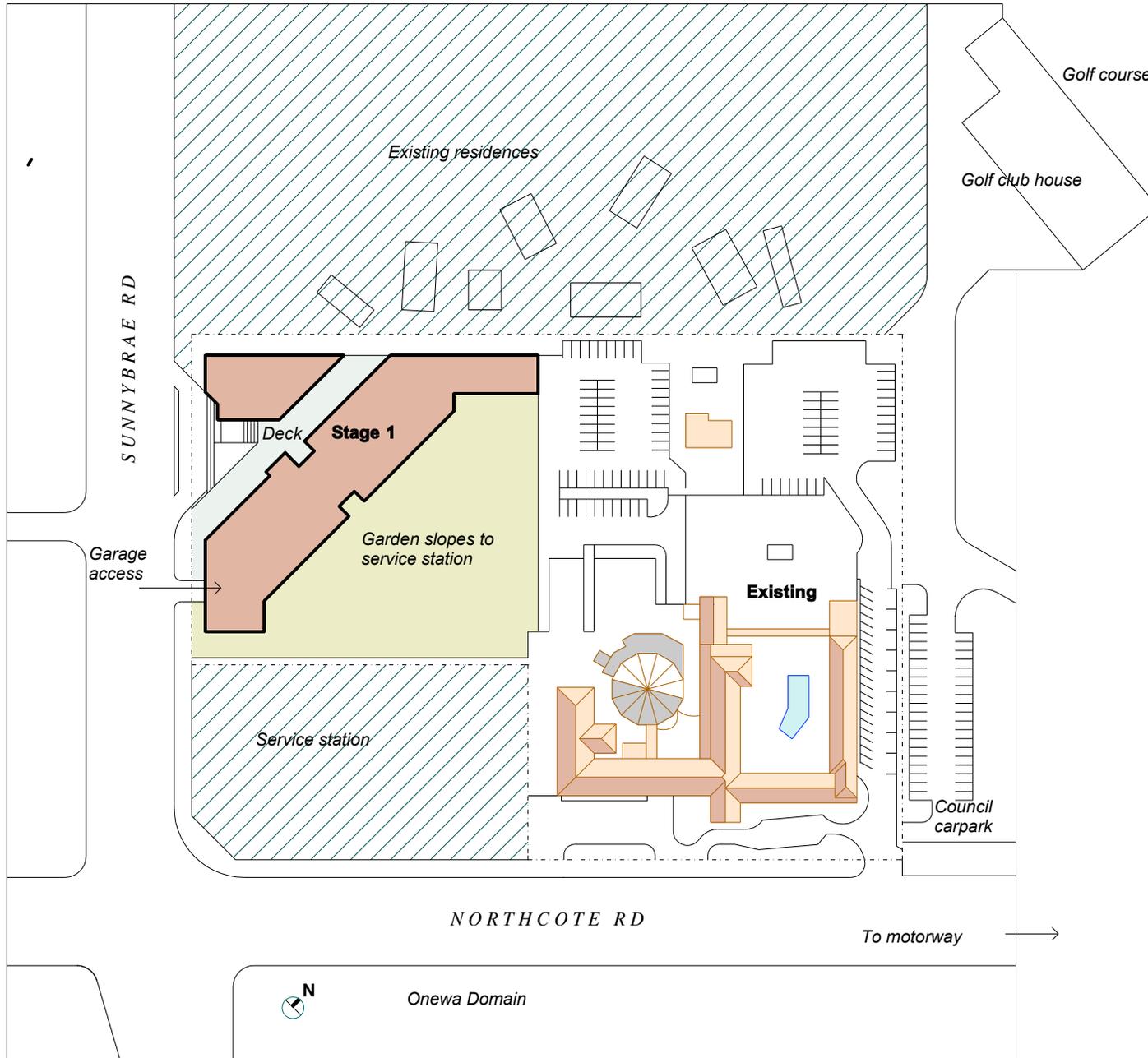
Level 3



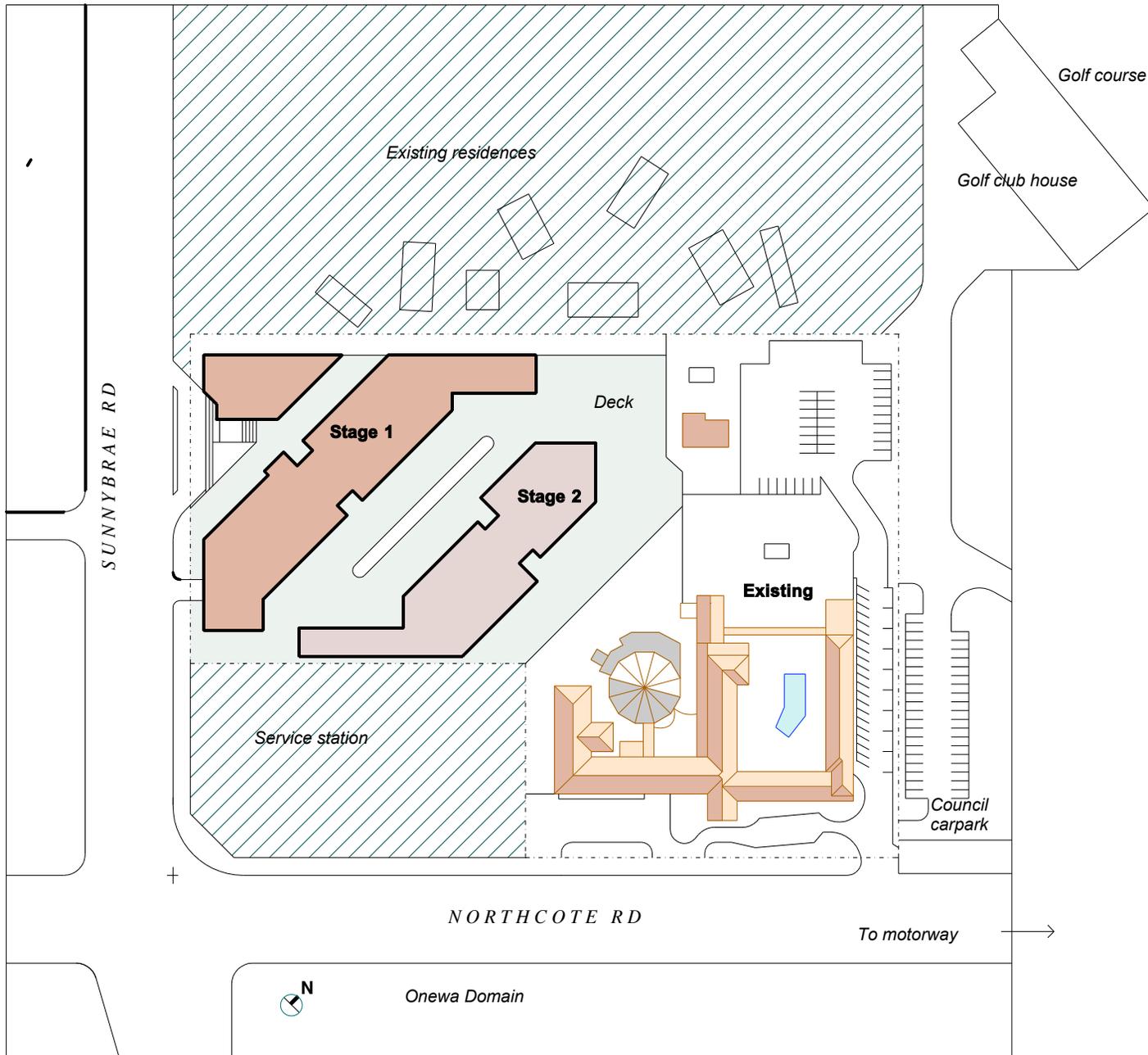
Level 2



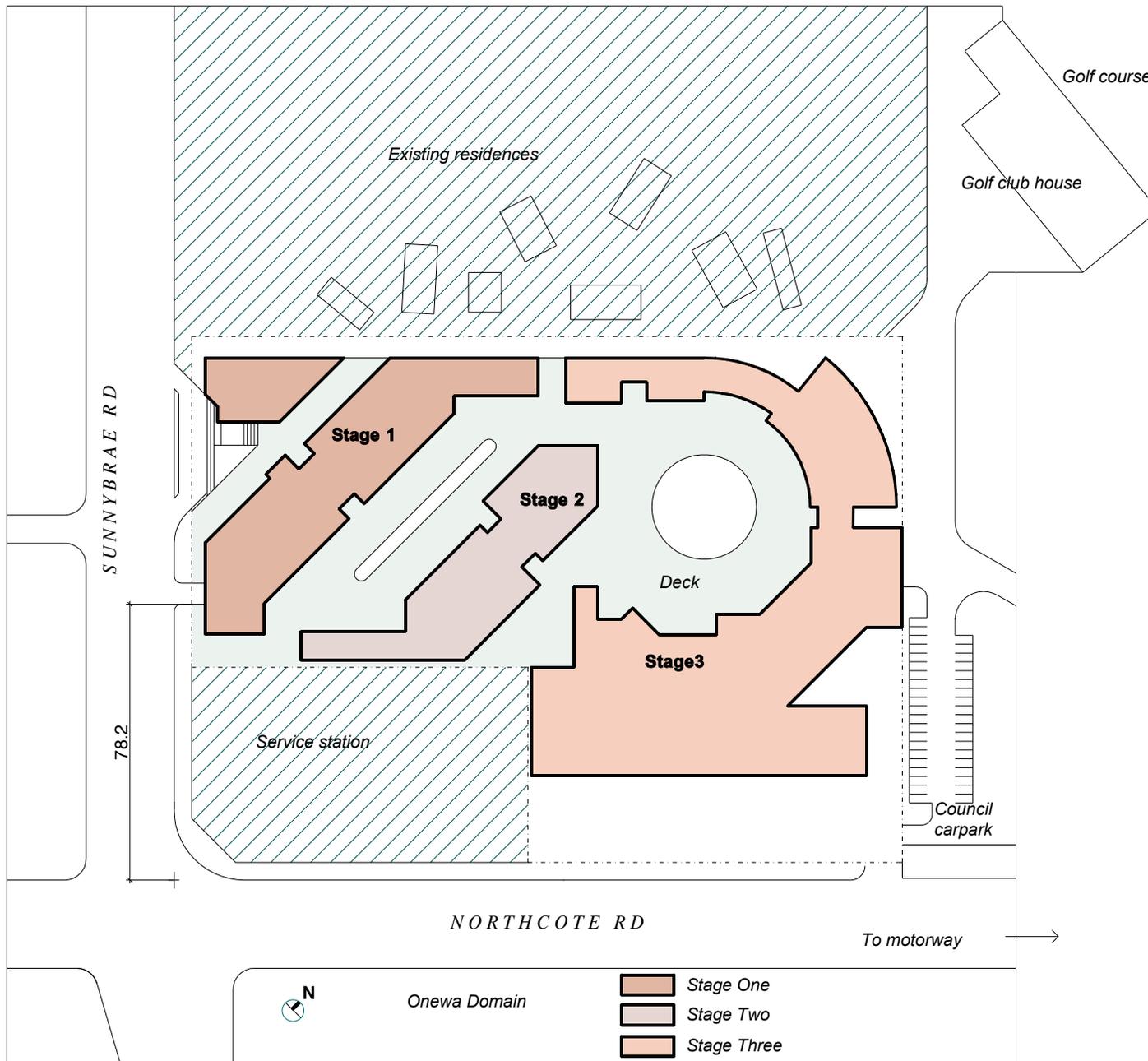
Level 1



Stage One



Stage Two



*Stage Three*

			Area			Parking	Unit	Retail		
			M2		Use	Rate	M2	Number	M2	
						1 car/ 25m2				
						1 unit/ 750 m2				
		Level 1								
		Block A	2673		Parking	25	107			
		Block B	2008		Parking	25	80			
		Block C1	6823		Parking	25	273			
		Block C 2	1767		Retail				1767	
		Level 2								
		Block A1	529		Residential	70		8		
		Block A2	2437		Residential	70		35		
		Block B1	675		Residential	70		10		
		Block B2	1103		Residential	70		16		
		Block C1	1622		Residential	70		23		
		Block C2	966		Retail/ lobby	70		14	NA	
		Block C3	2480		Residential	70		35		
		Level 3				70				
		Block A1	529		Residential	70		8		
		Block A2	2437		Residential	70		35		
		Block B	1854		Residential	70		26		
		Block C	4226		Residential	70		60		
		Level 4				70				
		Block A	2020		Residential	70		29		
		Block B1	675		Residential	70		10		
		Block B2	1103		Residential	70		16		
		Block C	3524		Residential	70		50		
		Level 5				70				
		Block A	1114		Residential	70		16		
		Block C	3524		Residential	70		50		
		Level 6				70				
		Block C	3524		Residential	70		50		
		Level 7				70				
		Block C	2547		Residential	70		36		
		Level 8				70				
		Block C	346		Residential	70		5		
		Totals					460	532	1767	



