

NORTHLAND SUBSURFACE STUDY

APRIL 13, 2018

WHAT WE'LL COVER

- TECHNICAL FEASIBILITY
- USES AND MARKET ACCEPTANCE
- IMAGE / RECEPTION / CHARACTER

TECHNICAL FEASIBILITY

- CRTKL EXPERIENCE
- EXISTING CONDITIONS

ROOSEVELT FIELD

GARDEN CITY, NY



One-level mall built in 1950's, then enclosed in 1970's.
CRTKL overbuild in 1980's and renovation in 2017.



ROOSEVELT FIELD

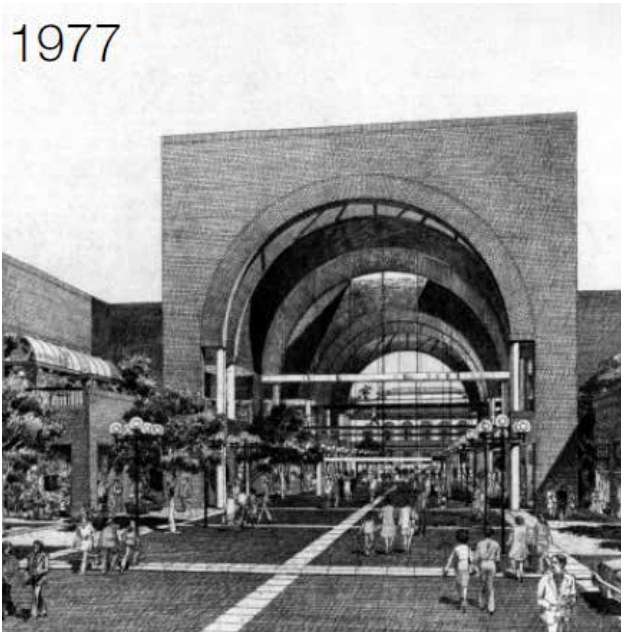
GARDEN CITY, NY



Mall renovation, 2017. Transformation of the original simple, one-story buildings possible due to very strong local retail market demand.

PASEO COLORADO

PASEDENA, CA



1970’s urban mall turned its back on the city. 2000’s de-malling opened retail up to the street and four hundred apartment units added above. Great location and strong retail and residential market enabled the transformation.



THE DOMAIN

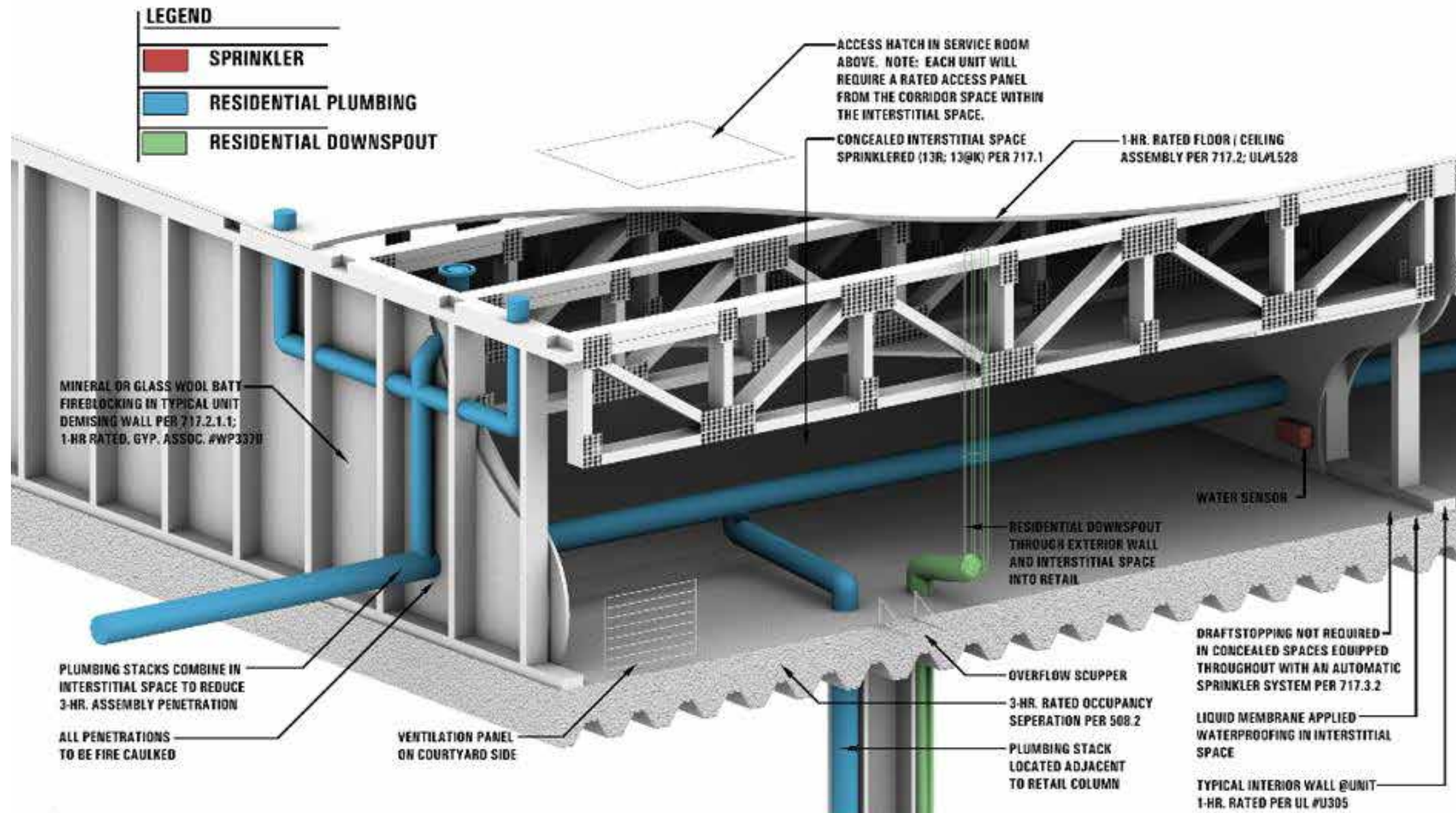
AUSTIN, TX



New construction, 2000's. Outdoor Lifestyle Center, with 400 residential units above. Wood frame units over concrete retail podium. Very strong retail and residential market.

THE DOMAIN

AUSTIN, TX



Interstitial space between residential and retail acts like the crawl space under a home - to limit plumbing penetrations from residential into retail, and simplify maintenance access.

OPPORTUNITIES & CONSTRAINTS

Challenges associated with saving some or all of the below-grade and above-grade portions of Northland Mall.

PRELIMINARY ASSUMPTIONS

- Hudson's building will remain, in all scenarios.
- Best not to think in a vacuum: bigger picture mall site issues such as utility service, storm water drainage from surface parking lots, and marketability should be considered as well.
- The overall mall site master plan will be revised depending on the chosen direction.
- Carry costs, Phasing, Image, and Final Product should all be considered.

OPPORTUNITIES CREATED BY SAVING SUBSURFACE SPACE

- Maintain existing, Flexible space
- Potentially have a greater initial Critical Mass for the project
- Limit carry cost to the City: demolition, maintenance, security

CHALLENGES OF SAVING SUBSURFACE SPACE

- Perception: Will money spent be seen by the community as representing progress?
- Impact of angled geometry on the Master Plan
- How valuable is subsurface space without daylight?
- Demolition and Construction Costs:
 - Waterproofing, drainage, and insulation for existing mall floor slab that may become “roof”.
 - Structural enhancements (Earth and/or Snow load on slab, etc.)
 - Utility Connections (Upgraded Power, Water, Sewer, Stormwater, Cable, etc.)
 - Code Upgrades (Sprinklers, Fireproofing, Exit Stairs and enclosures, etc.)
 - Exiting enhancements
 - Expansion Joints
 - Security
 - Liability
 - Limiting adjacent construction due to potential undermining of foundation walls.

USES

BELOW GRADE- NO EXCAVATION

1. Parking
2. Storage / Warehouse
3. Data Center
4. Office or other use (assuming skylight and courtyard or similar)
5. Shooting range or similar
6. Drone Racing
7. Mothballing (no internal use allowed)

BELOW GRADE- WITH EXCAVATION

(Assumes excavation on one or more sides to allow natural light)

1. Office (to floor depth of 40-50')
2. Institutional Uses

USES

ABOVE GRADE - SLAB ONLY

1. Surface Parking
2. Soccer / Football field with artificial turf
3. Tennis and Sport Courts
4. Ice Skating / Sledding
5. Top Golf (also as temporary use)
6. Native landscape – waterproof, cover with 12-18” of earth, and seed

ABOVE GRADE - KEEP ALL OR SOME EXISTING MALL

1. Can create two-story space, with windows at grade; and skylights and an internal court to bring natural light to the basement.
2. Don't have to spend money to waterproof the slab
3. Need to design as a completely new image – can't feel like the old mall.
4. Retrofits have risk, and are rarely as cost-effective as expected.

THE ORIGINAL NORTHLAND

- Secure Environment
- Landscape
- Artwork



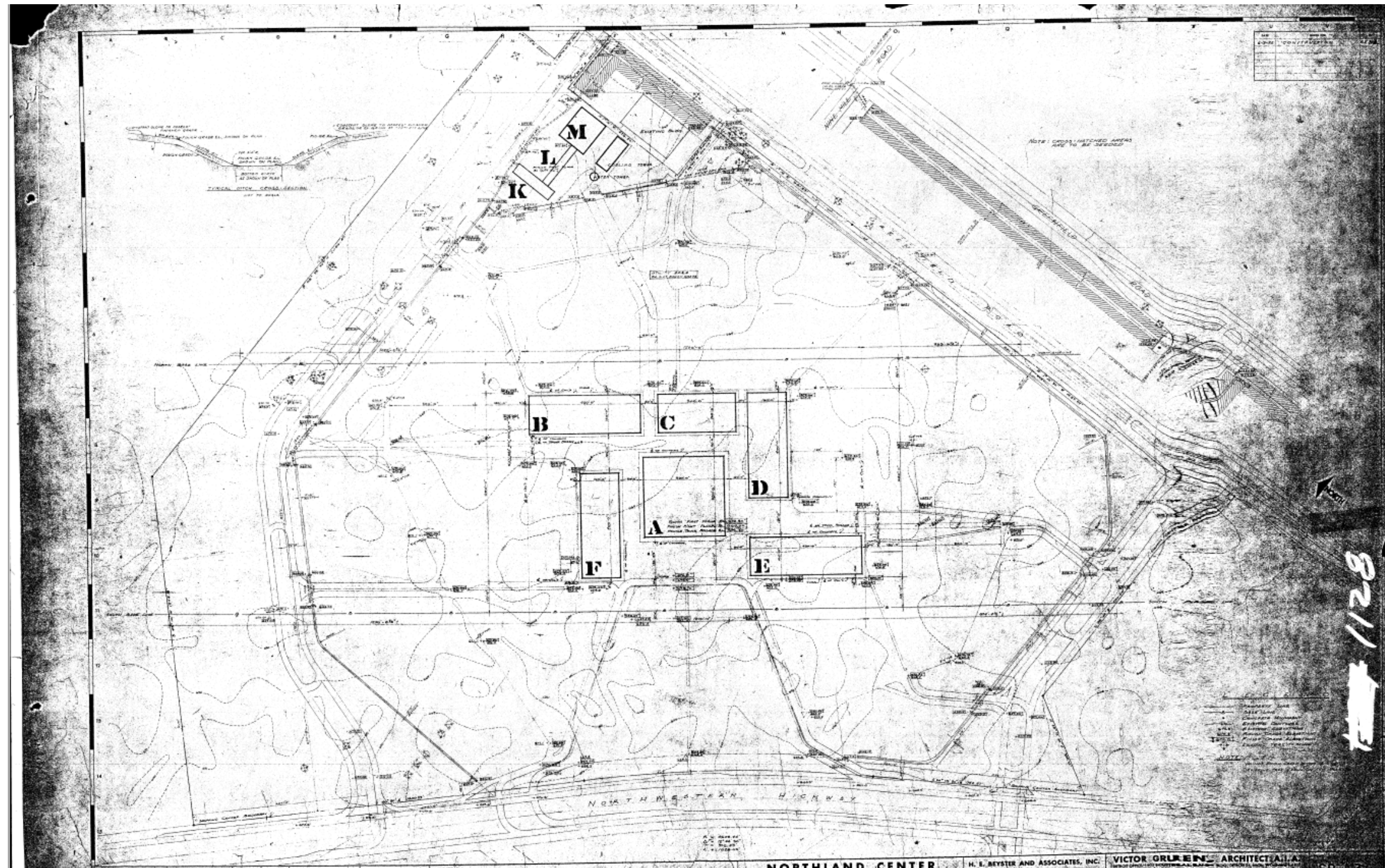
THE ORIGINAL NORTHLAND



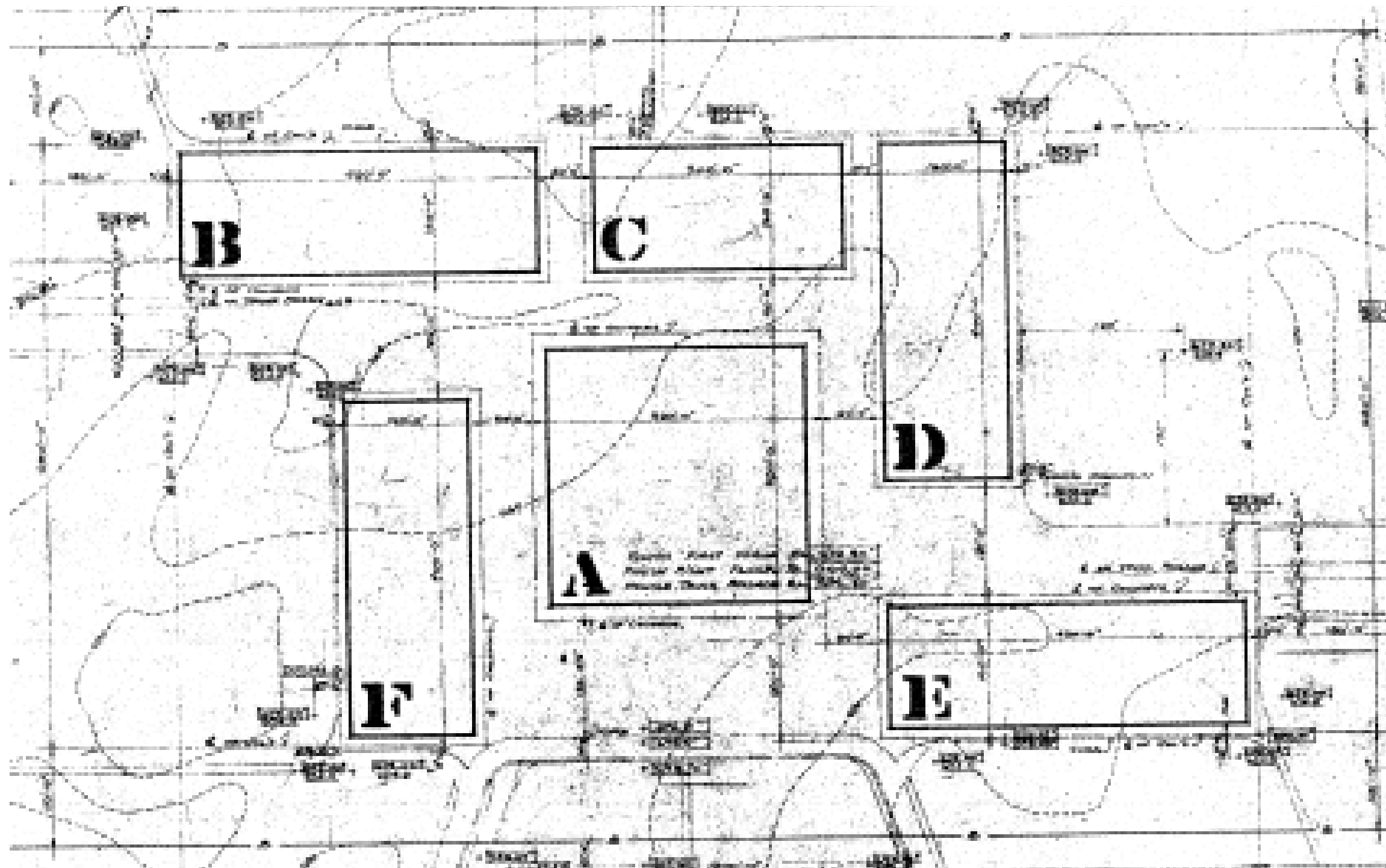
THE ORIGINAL NORTHLAND



THE ORIGINAL NORTHLAND



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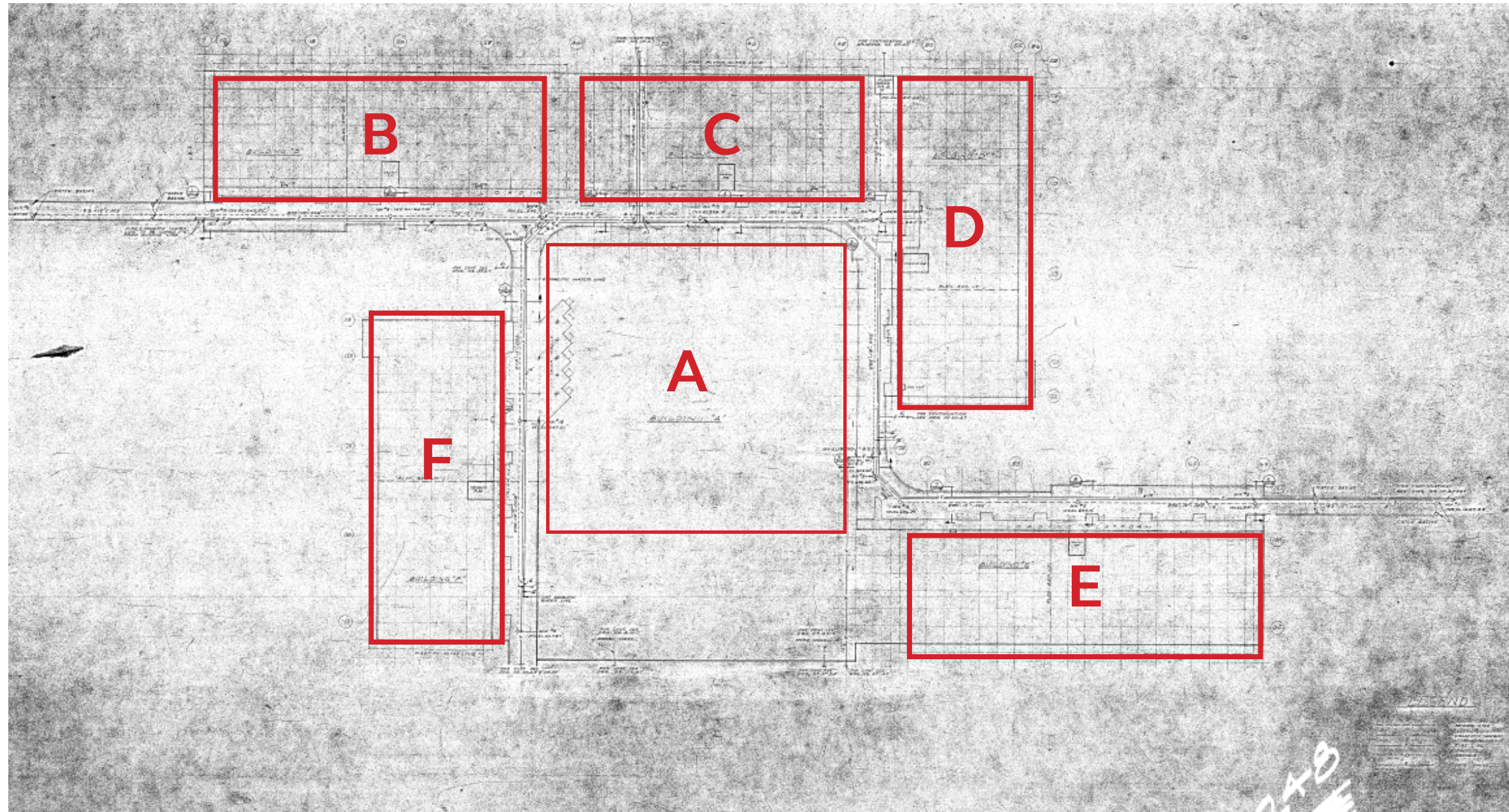


THE ORIGINAL NORTHLAND



THE ORIGINAL NORTHLAND

B1 LEVEL



USES AND MARKET ACCEPTANCE

- MARKET RATE RESIDENTIAL
- SENIOR / ACTIVE ADULT RESIDENTIAL
- CREATIVE CLASS OFFICE
- MAKER SPACE
- CIVIC AND CULTURAL

CHARACTER IMAGES

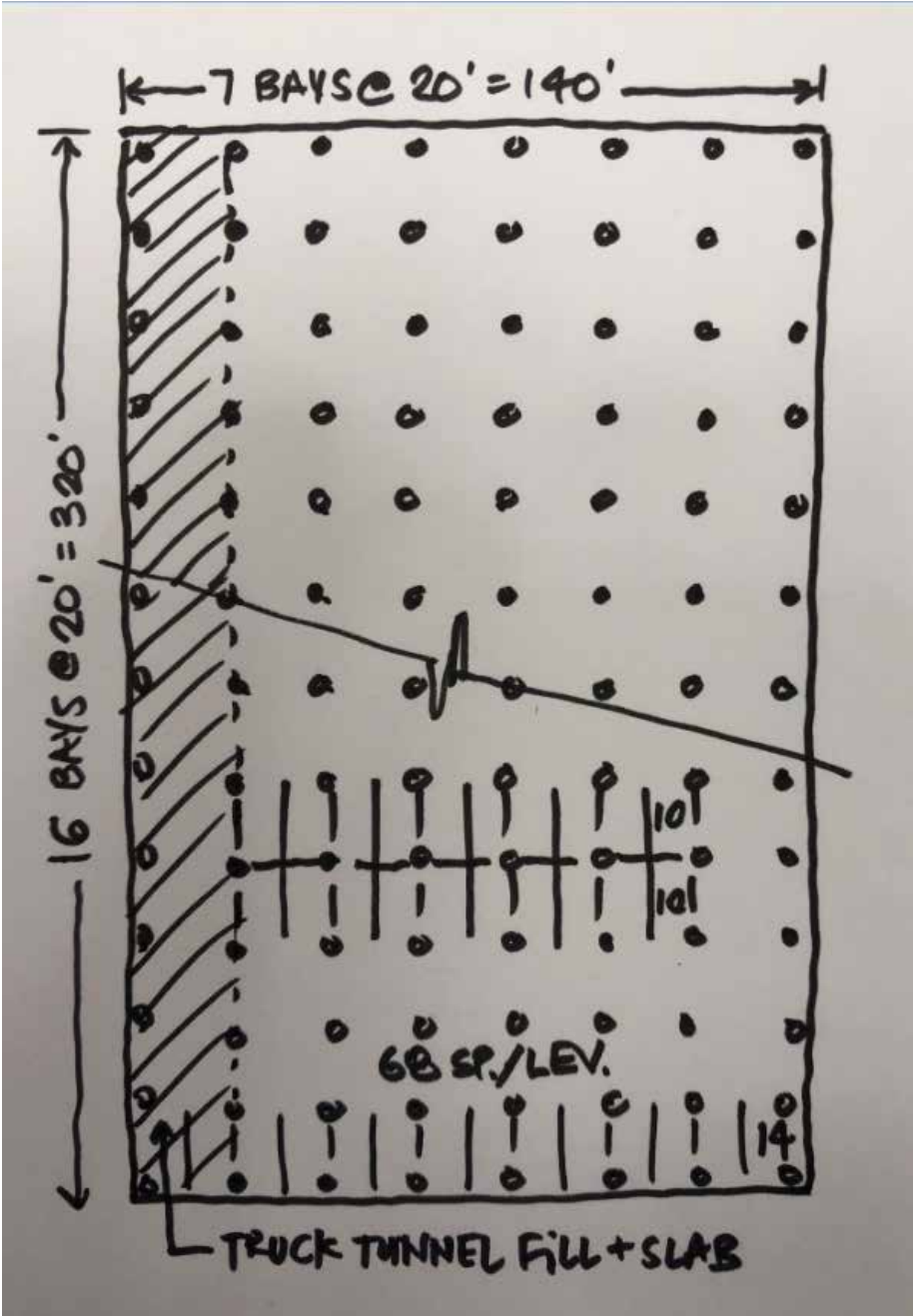


CHARACTER IMAGES

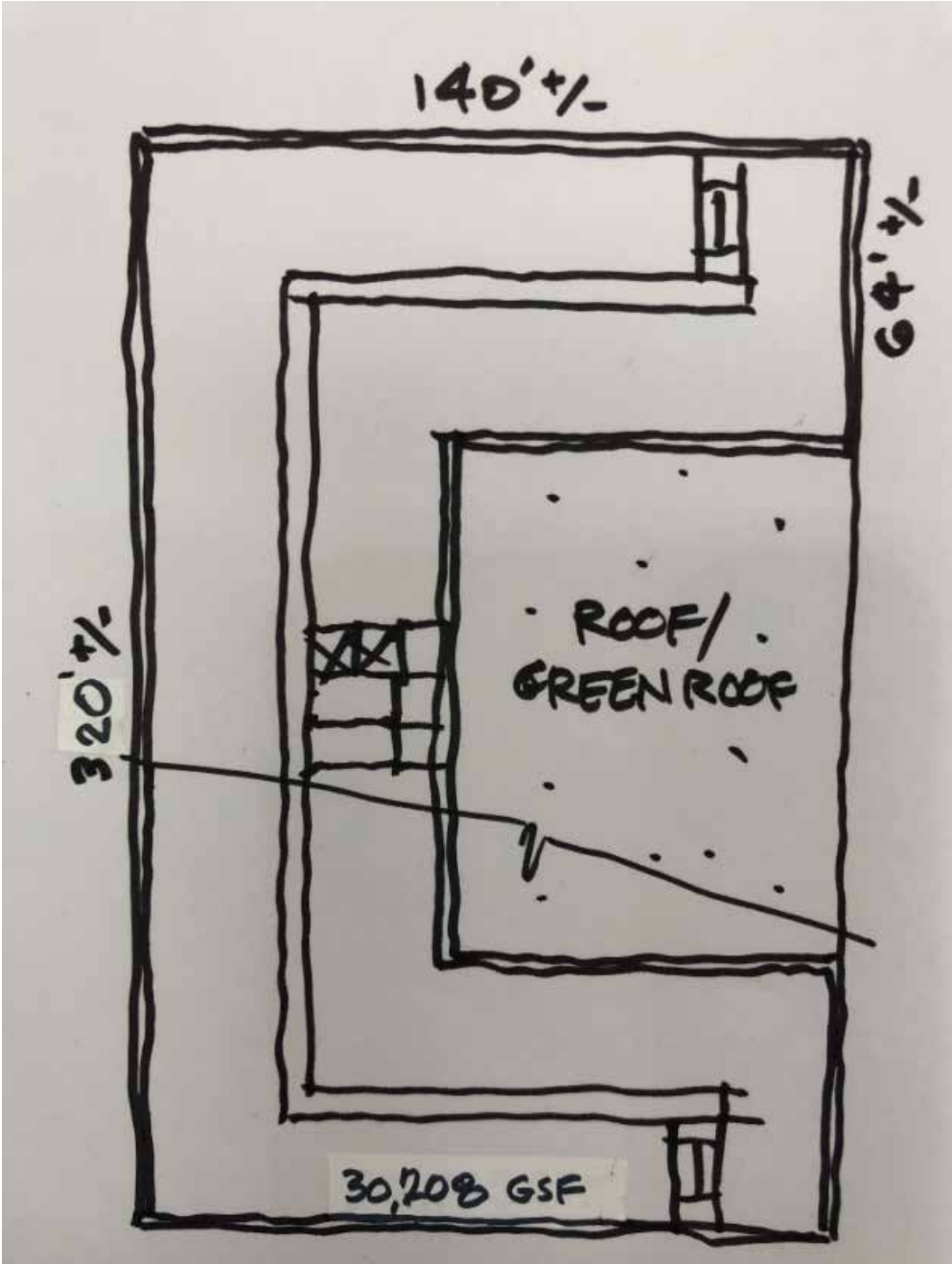


PROTOTYPICAL BUILDING TYPOLOGY

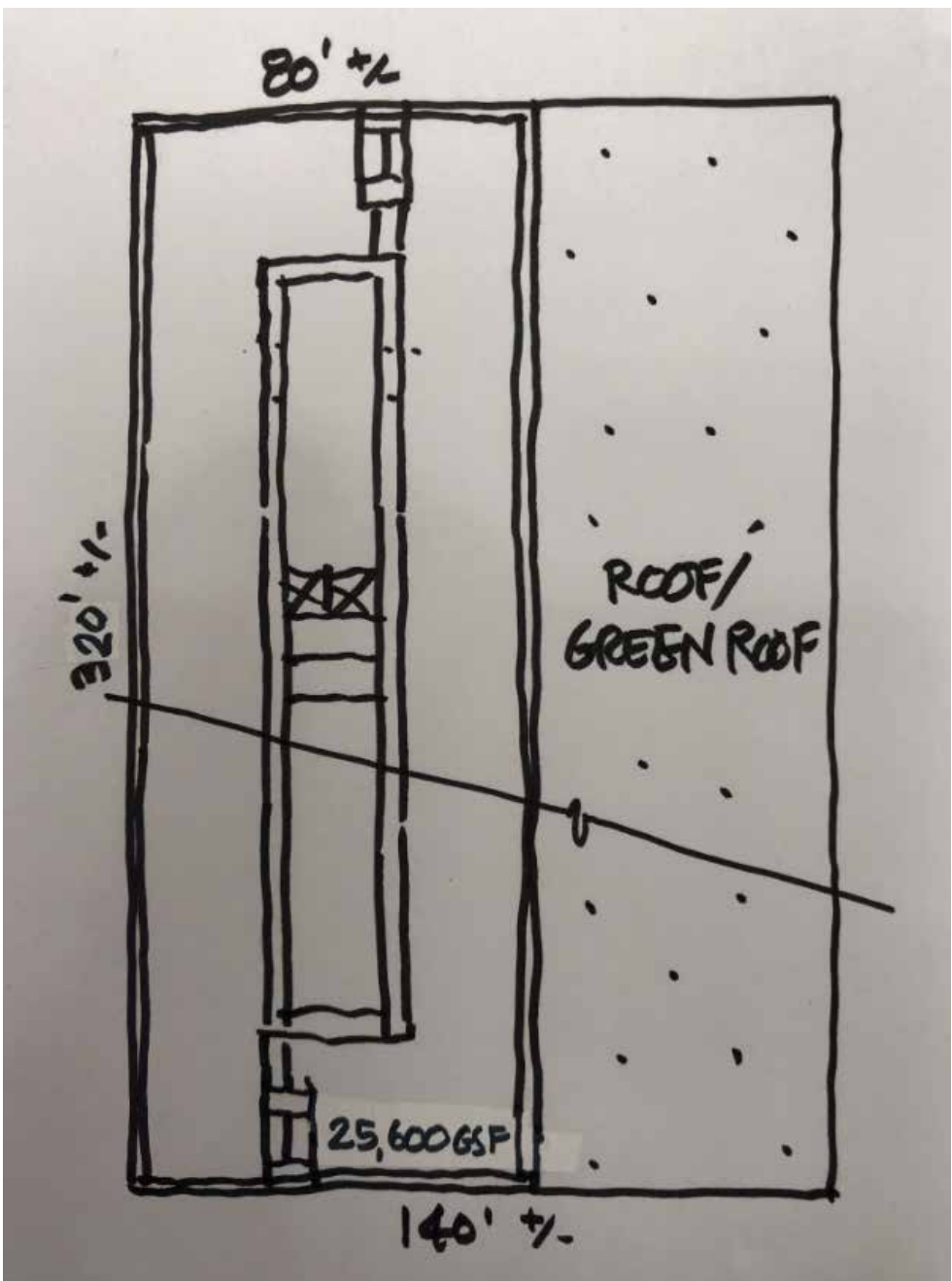
PLAN DIAGRAMS



TYPICAL RETAIL BUILDING
L1 & BASEMENT PLAN



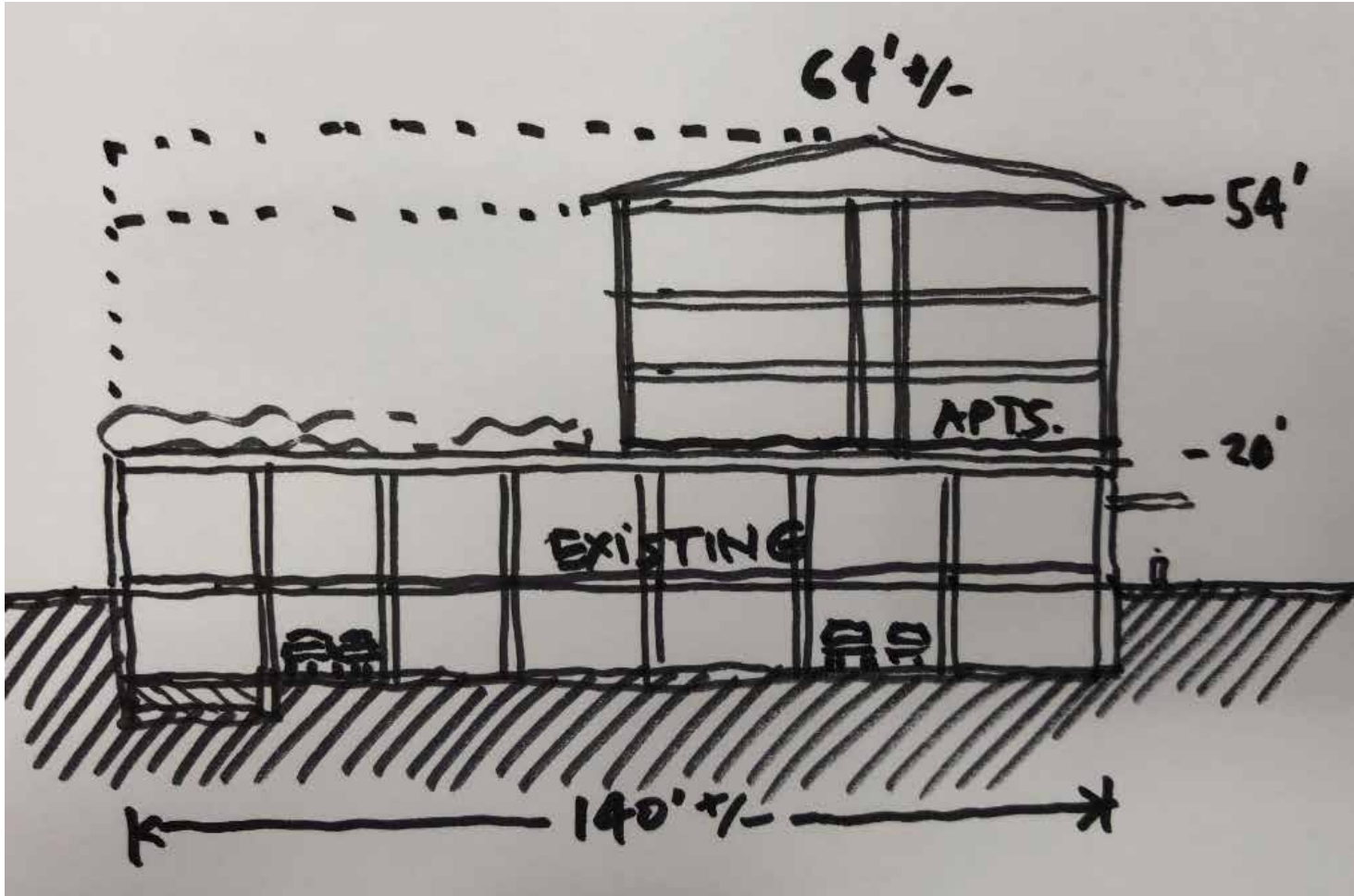
APARTMENT BUILDING PLAN



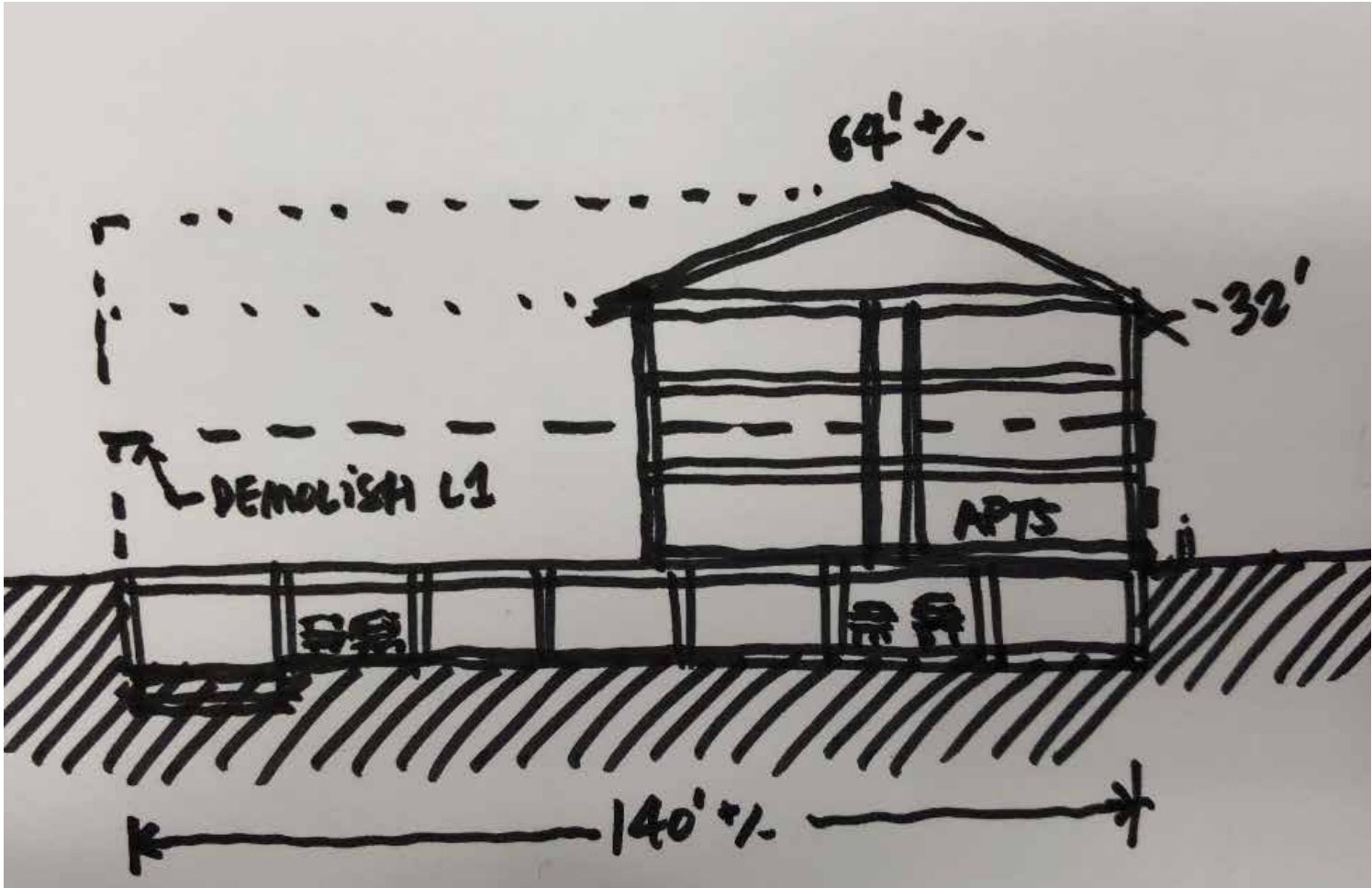
SENIOR HOUSING PLAN

PROTOTYPICAL BUILDING TYPOLOGY

SECTION DIAGRAMS

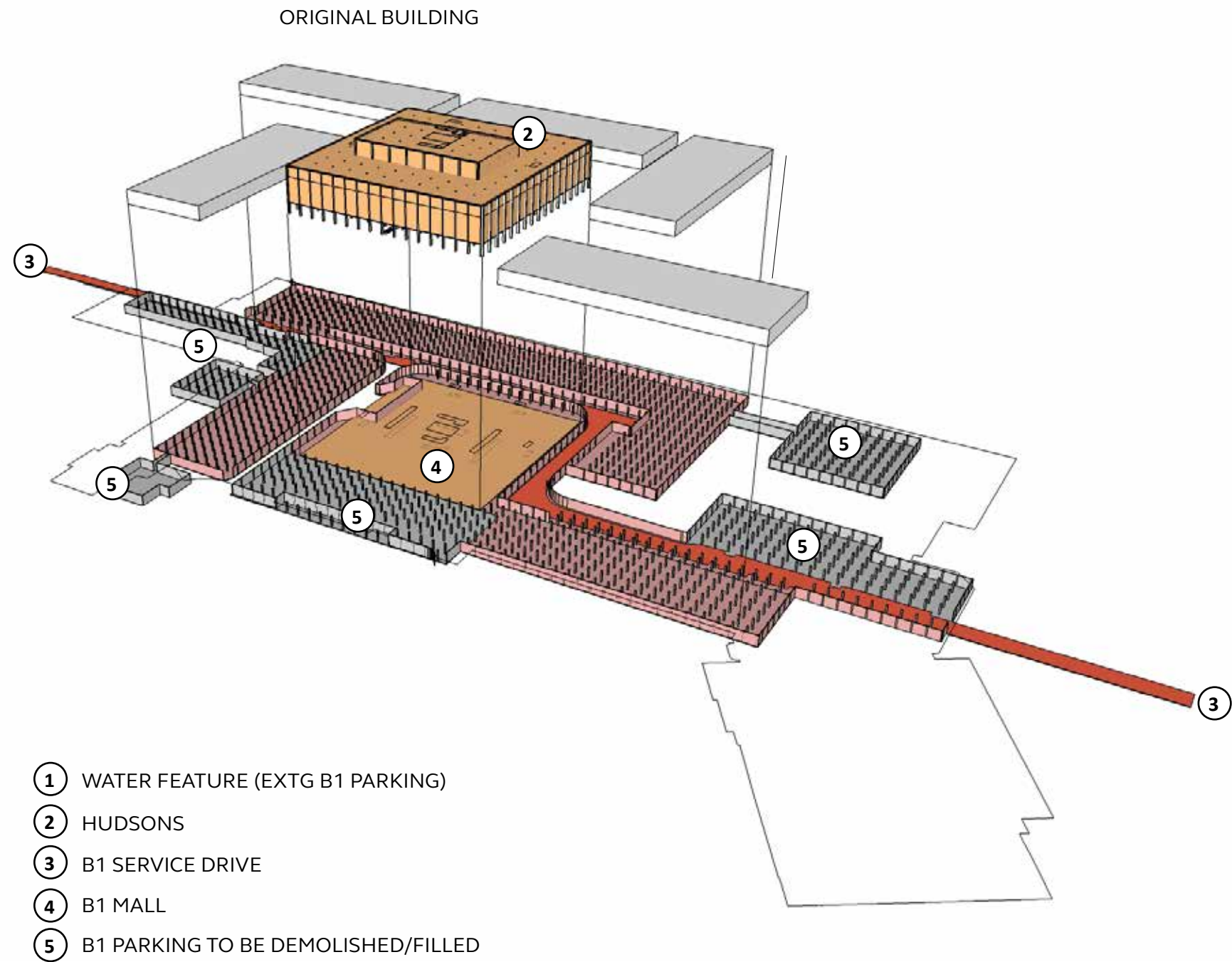


KEEP L1 & BASEMENT
NEW STICK RESIDENTIAL ABOVE



DEMOLISH L1 & KEEP BASEMENT
NEW STICK RESIDENTIAL ABOVE

BUILDING STUDY



The original mall construction included two primary elements:

- five one-level buildings with parking below
- pedestrian areas between them, also with parking below.

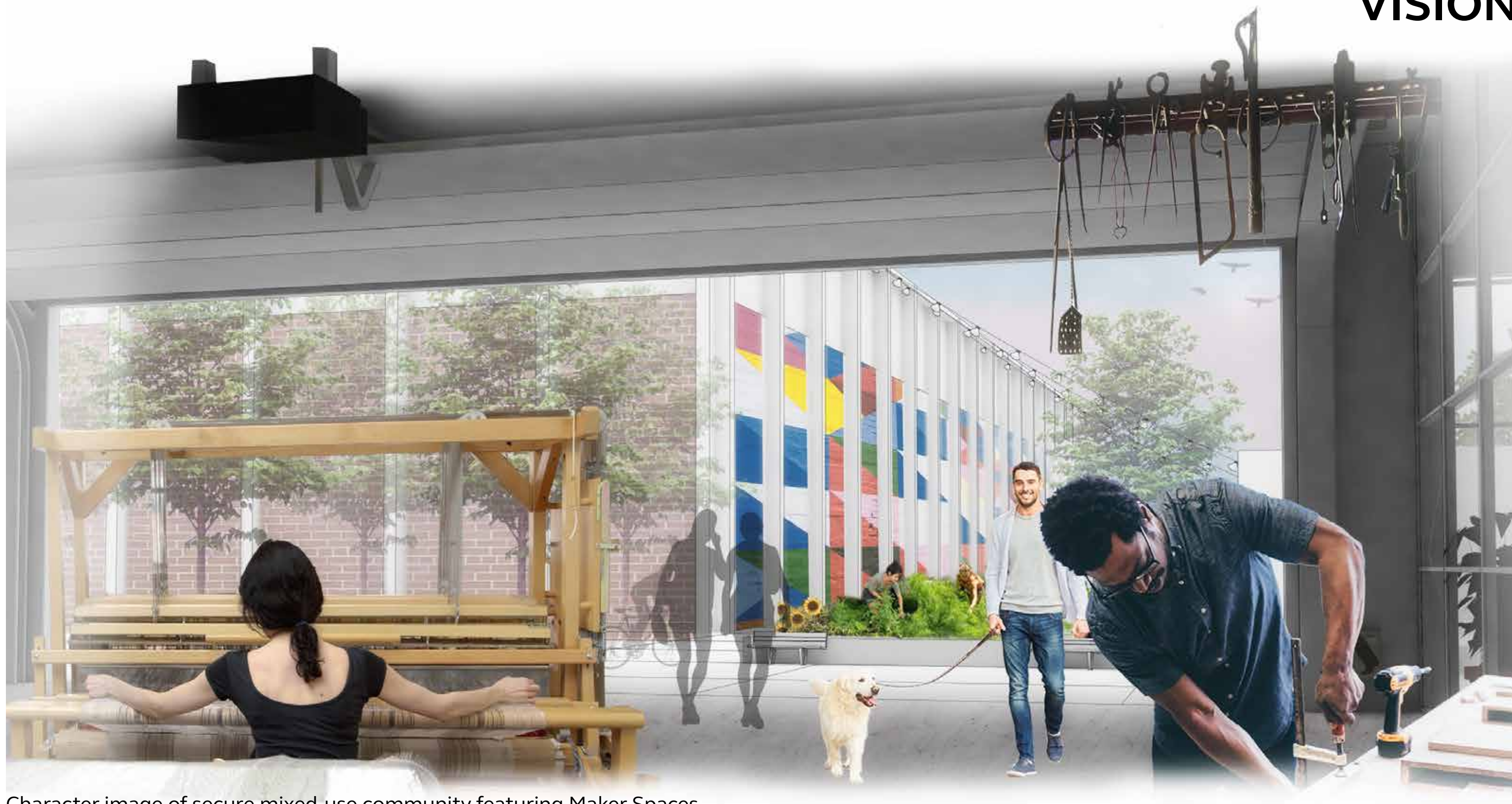
The pedestrian areas were designed to be waterproof, and to accept pedestrian, landscape and snow loads.

By only saving buildings and subsurface areas under these two elements, a reasonable waterproof, structurally-sufficient result is possible. Demolishing original buildings will cause their floor slabs to become “roofs” of the B1 space, which will require structural enhancement and waterproofing solutions.



REVISED MASTERPLAN

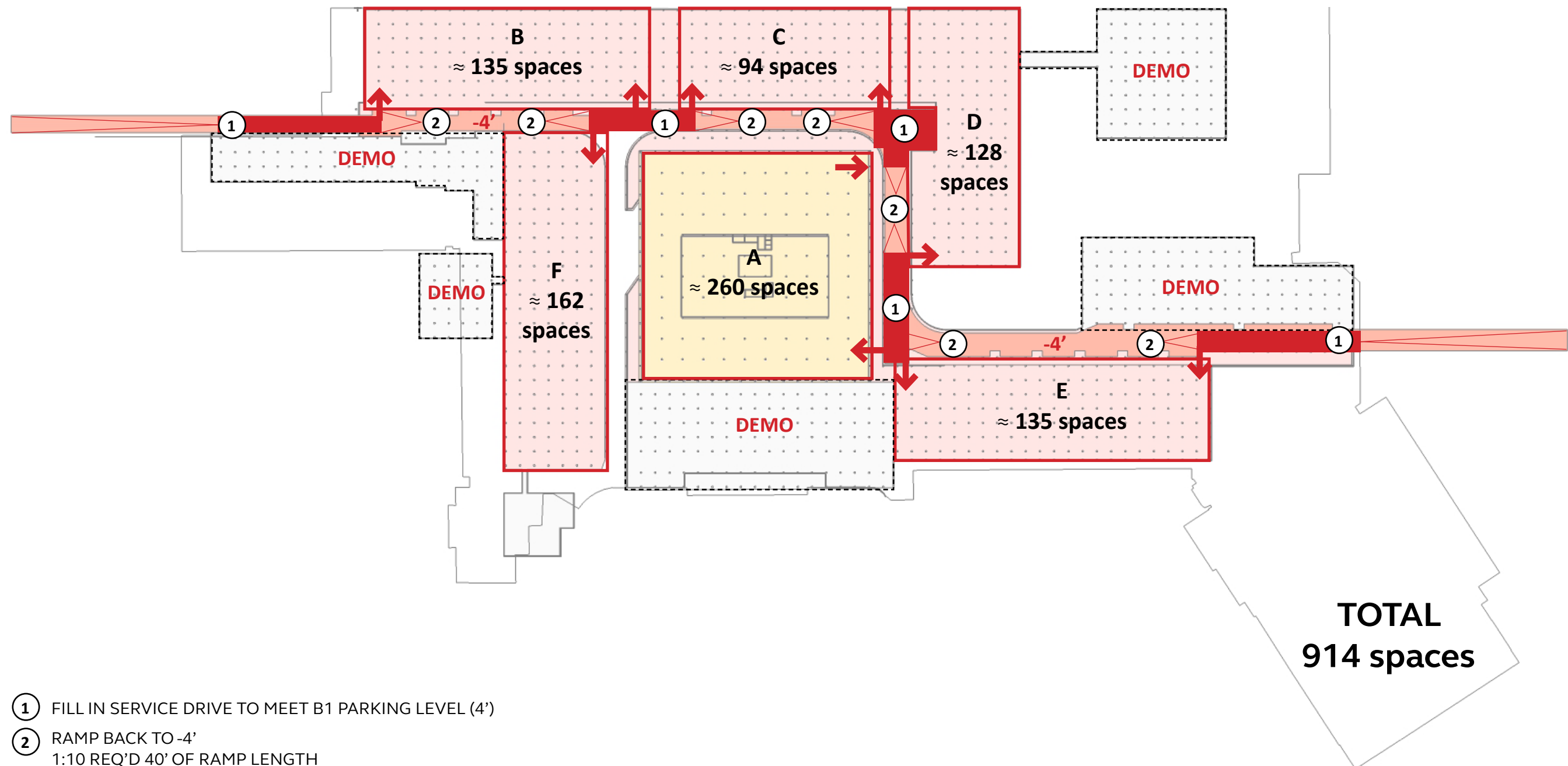




Character image of secure mixed-use community featuring Maker Spaces, Loft Units, Work/Live, Creative Class Office, and Urban Agriculture.

APPENDIX

RAMPING STUDY



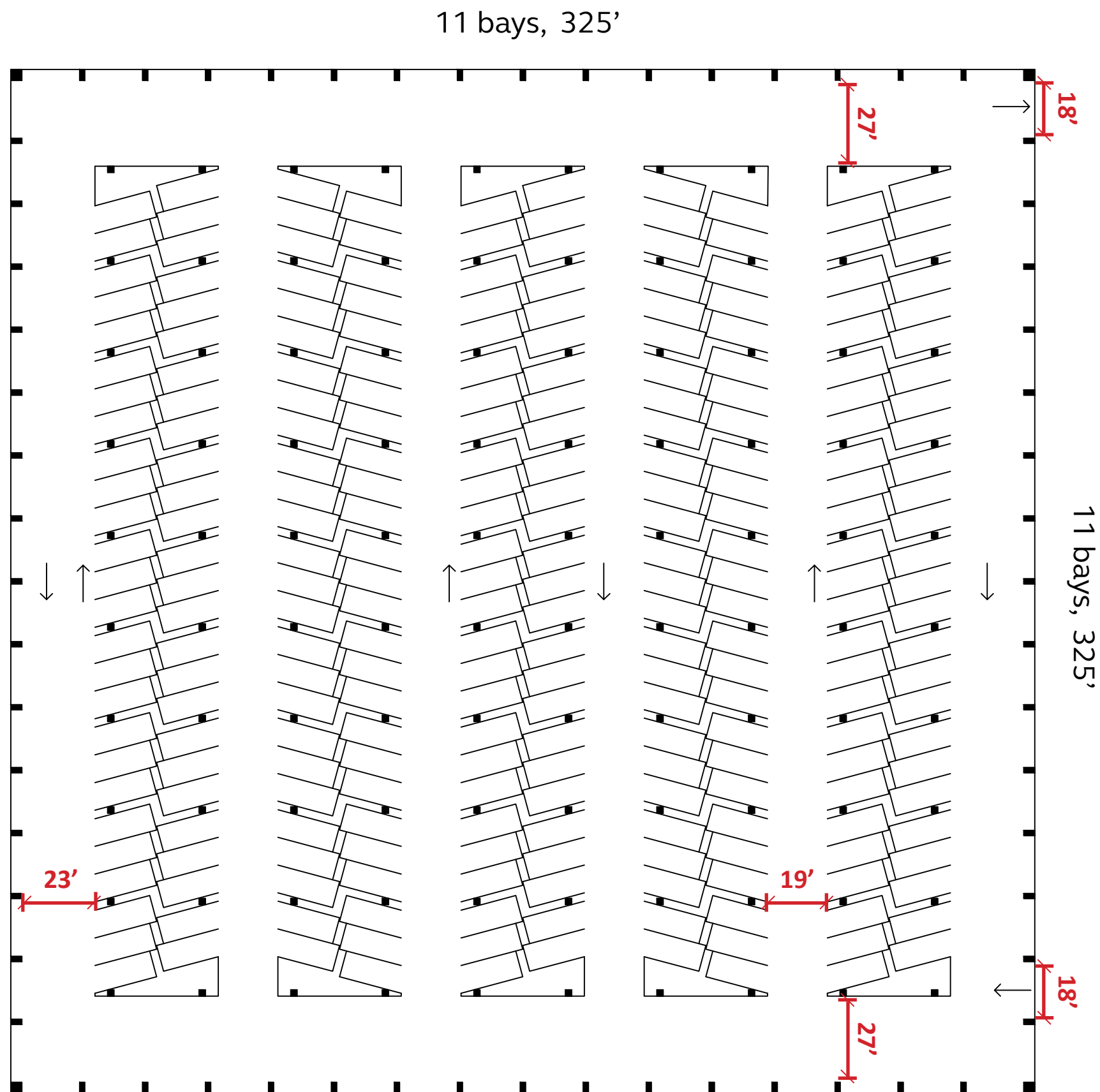
- ① FILL IN SERVICE DRIVE TO MEET B1 PARKING LEVEL (4')
- ② RAMP BACK TO -4'
1:10 REQ'D 40' OF RAMP LENGTH

Note: Some subgrade areas demolished to create a compact core area in the plan, and also because they would require extensive waterproofing and structural enhancement.

PARKING STUDY

HUDSONS B1

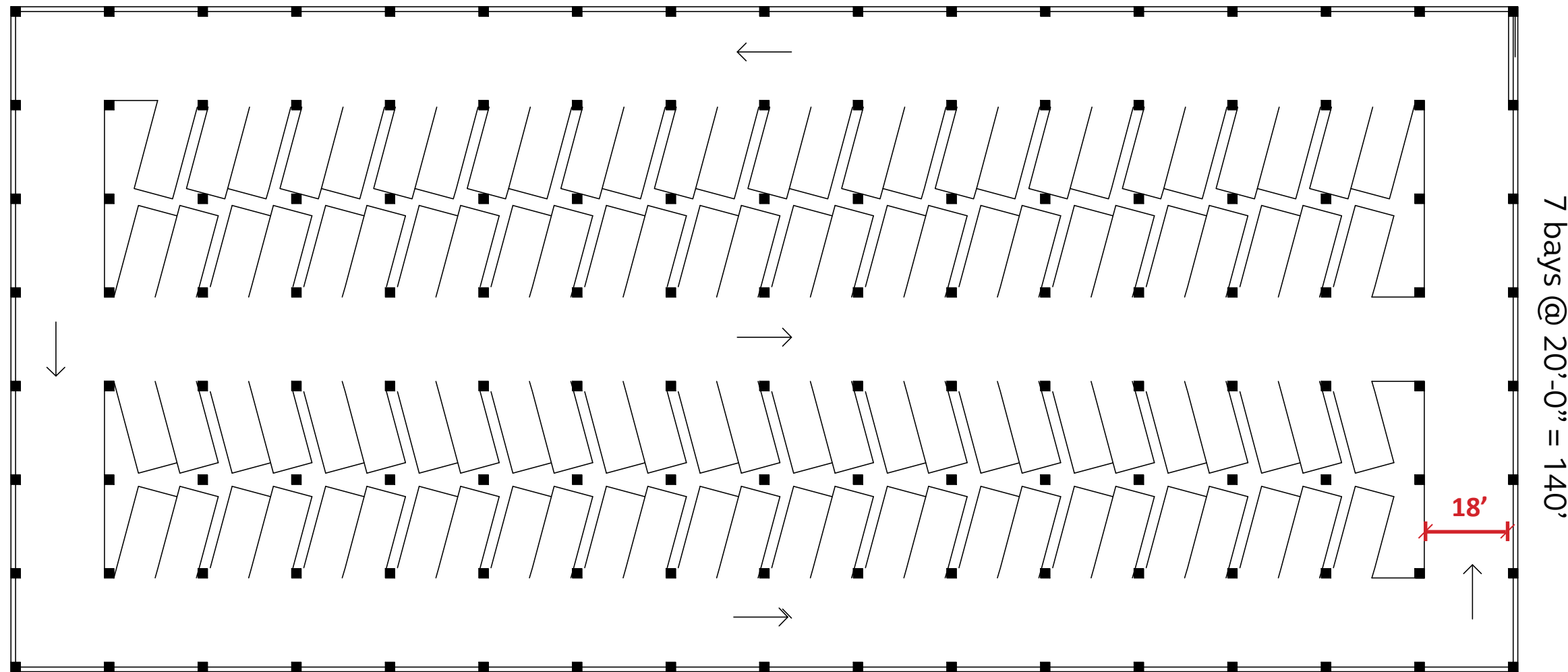
75 degree angled parking
 one-way
 260 parking spaces
 parking space: 8.5' x 18'



PARKING STUDY

OPTION A

16 bays @ 20'-0" = 320'



75 degree angled parking
one-way

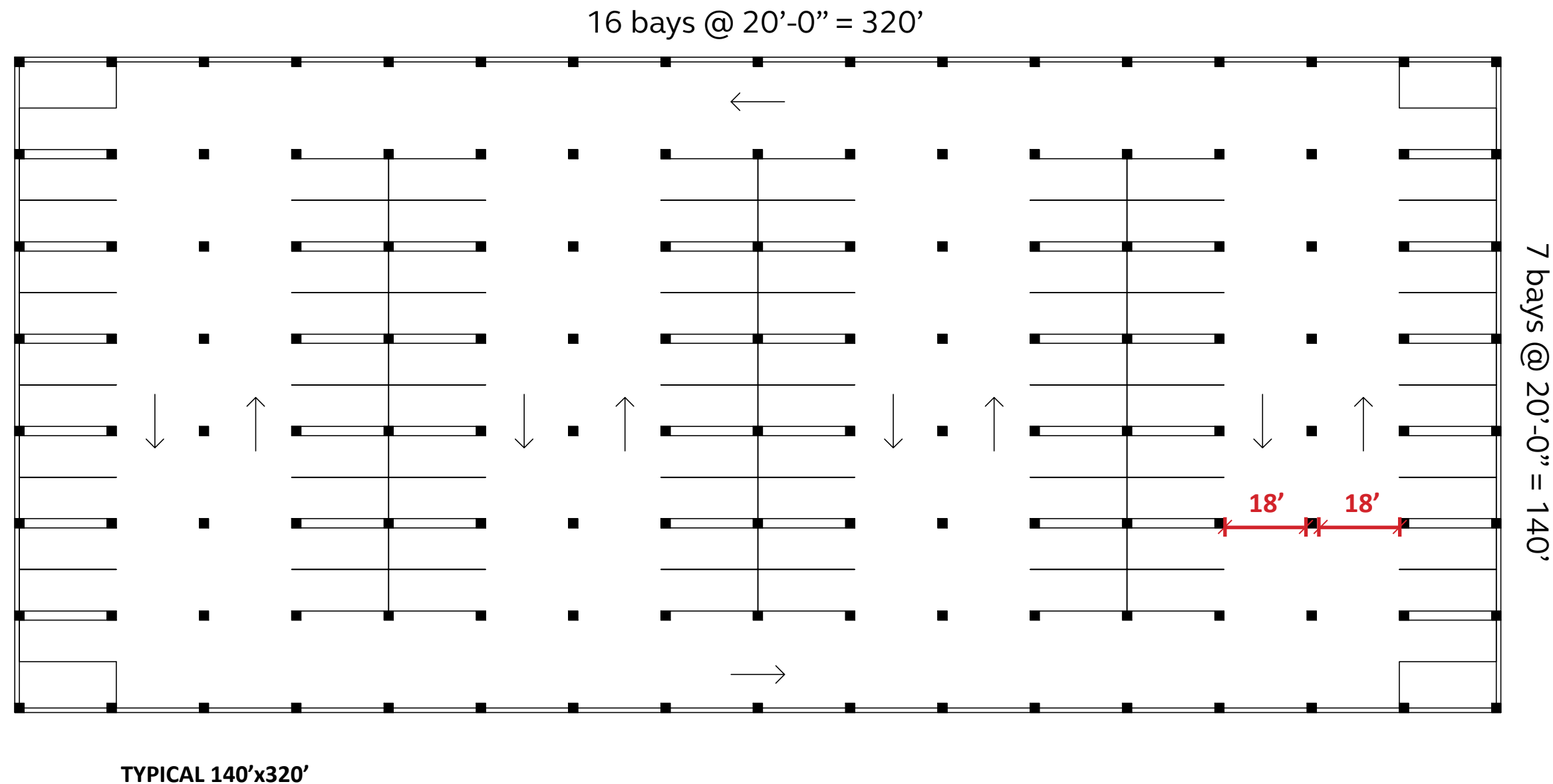
108 parking spaces
parking space: 8.5' x 18.5'

18' drive lane is very
tight, and offers a Class C
service.

TYPICAL 140'x320'

PARKING STUDY

OPTION B



90 degree parking
two-way
84 spaces

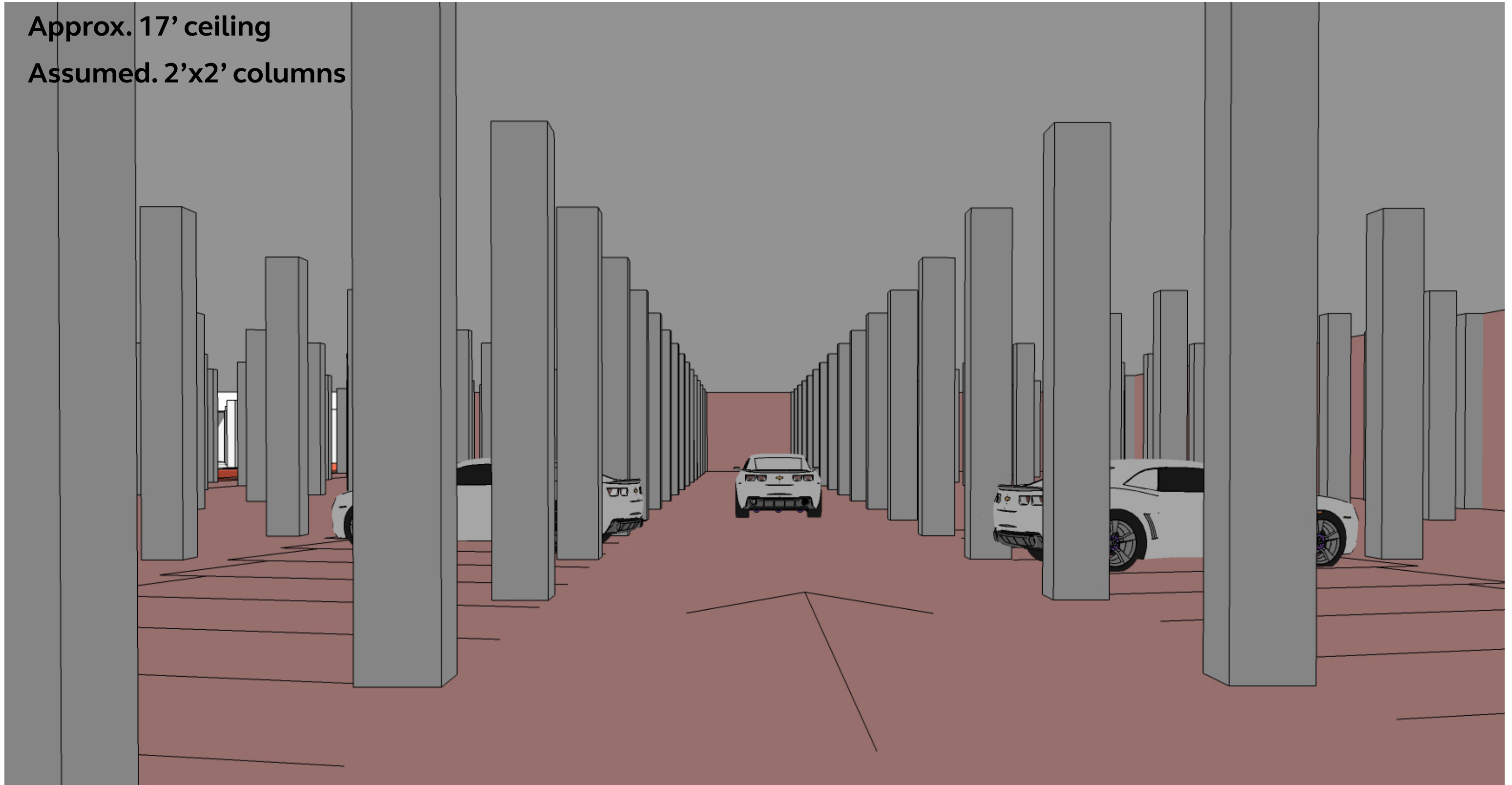
parking space: 9' x 21'

Larger spaces, more easily
accessed. Class B service,
but fewer spaces.

PARKING STUDY

OPTION A

Approx. 17' ceiling
Assumed. 2'x2' columns





THANK YOU