

01 The VIP terrace

The top level of the tower is reserved for VIP offices. The double height space with luxurious furnishing offers an exceptional working environment with panoramic views of the city and the mountains. The reception area with a bar and a rooftop terrace is a unique place to interact with clients.

02 The tower offices

The tower offers a compact floorplan which can be used as one unit or divided in two units with shared meeting spaces and toilets. Two levels can also be combined vertically into an interesting and compact large unit. The main feature of this floor plan is the circular connection and the abundance of views and daylight.

03 The collaborative atrium

While having the possibility to be partitioned into 4 our 5 smaller offices, the lower floors of DCB III are designed to facilitate new models of co-working and workspace dynamics. The floor plan features a

04 The office blocks

DCB I and DCB II are organized as separate buildings which could host separate businesses and be rented to one user. Nevertheless they are extremely flexible and can be divided into 2 or three small offices on every floor.

05 Compact routing

The delivery and dispatch premises are located on the South-East part of the building. The trucks use the dead end of the road to back into the docking bay from which forklifts carry goods through initial acceptance and final acceptance to the anteroom. Upon exiting the anteroom a pathway cuts through the lines of palette racks, leading to the high bay warehouse in the South-West corner of the building. The head of warehouse office is located between the docking bay and dispatch premises. The dispatch area has two van docking spaces with thermal curtain, as well as plenty of parking spaces available alongside the North-south access road.

06 Connecting auditorium

On the ground floor the existing DCB I building is connected to the main foyer with the auditorium and through both internal and external walkway. The rising steps of the auditorium floor slowly bridge the height difference to the raised ground floor of DCB I. The connection is simple and easy to add/remove in case a different infill will be desirable in the future.

07 Underground garage

In the drawings we are presenting the proposed final solution for underground levels. This assumes removal of the West DCB I ramp after the new warehouse is constructed. The basement of DCB I can then be stripped down to structural elements only and accommodate additional 56 parking spaces. The East ramp remains as a secondary entrance.