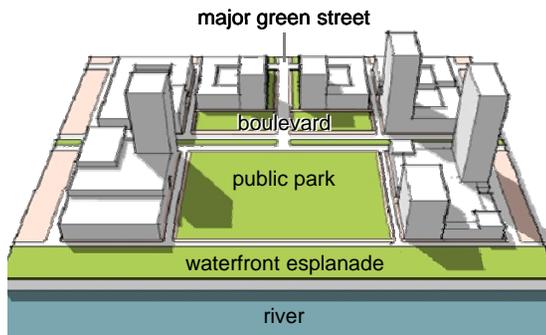


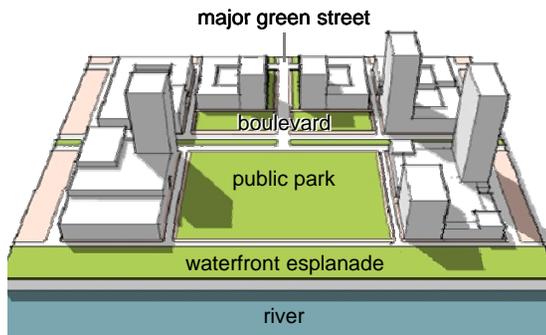
Philadelphia's Central Delaware Riverfront Vision Plan

update – coordination and outreach



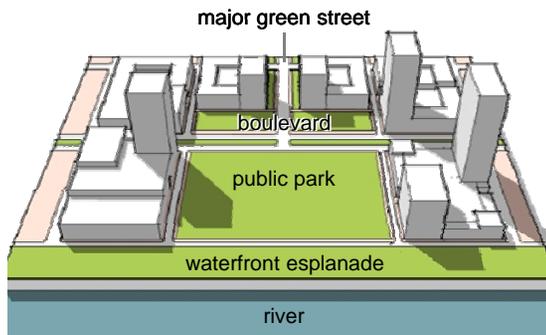
- meetings with key stakeholders intensify
- collaboration with Councilman DiCicco on zoning overlay
- scheduled civic feedback sessions
- continued press coverage
- early action implementation

update - implementation



- economic market analyses
- feasibility, funding, and phasing
- identification of key players and their roles
- research of models for best practices

update – design



- refined circulation and open space networks in north and south



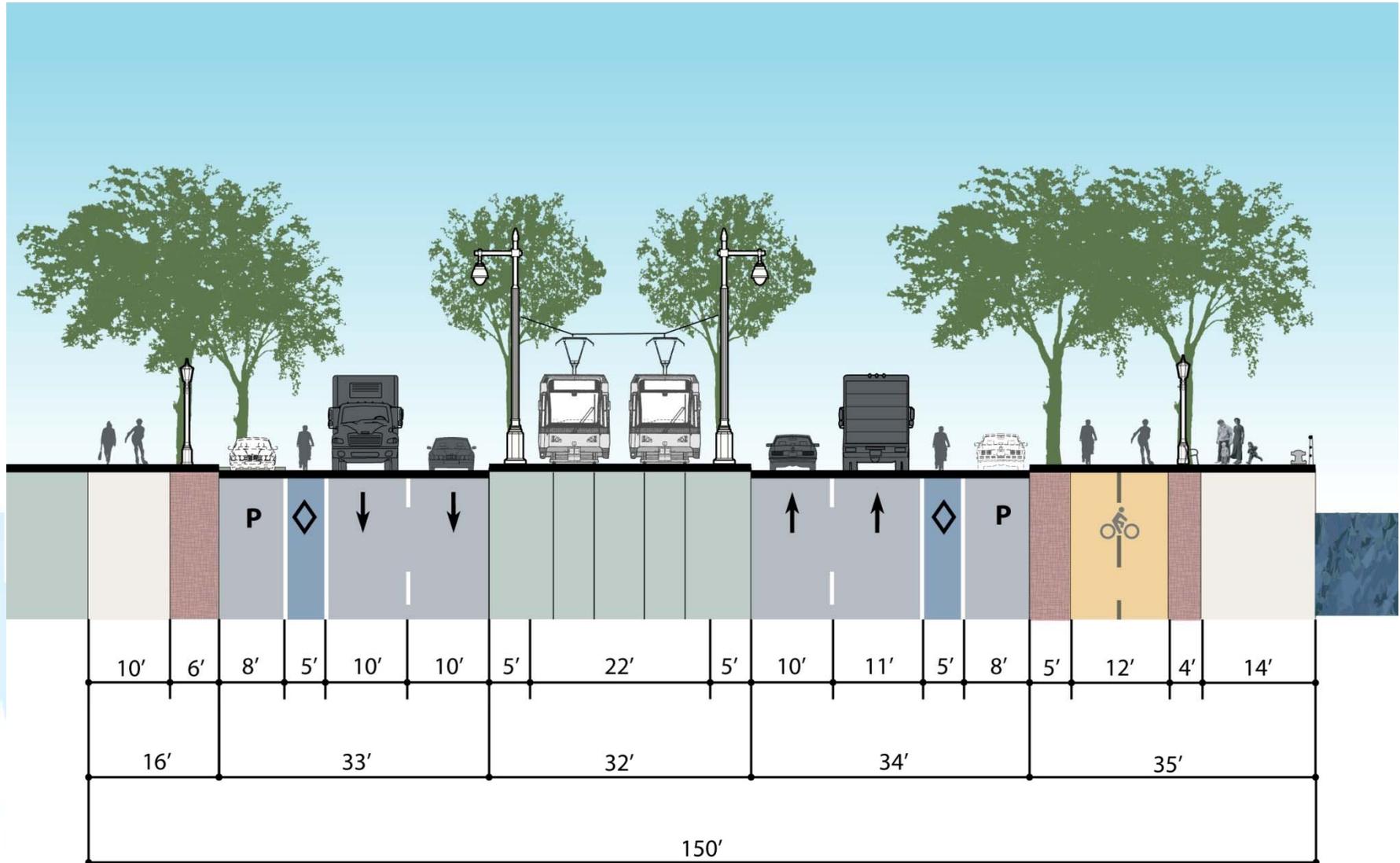
- emerging pier development guidelines

- advanced study of four case sites

- continued transit and boulevard design



boulevard section



civic portals



Eastlake Park, Netherlands



South London



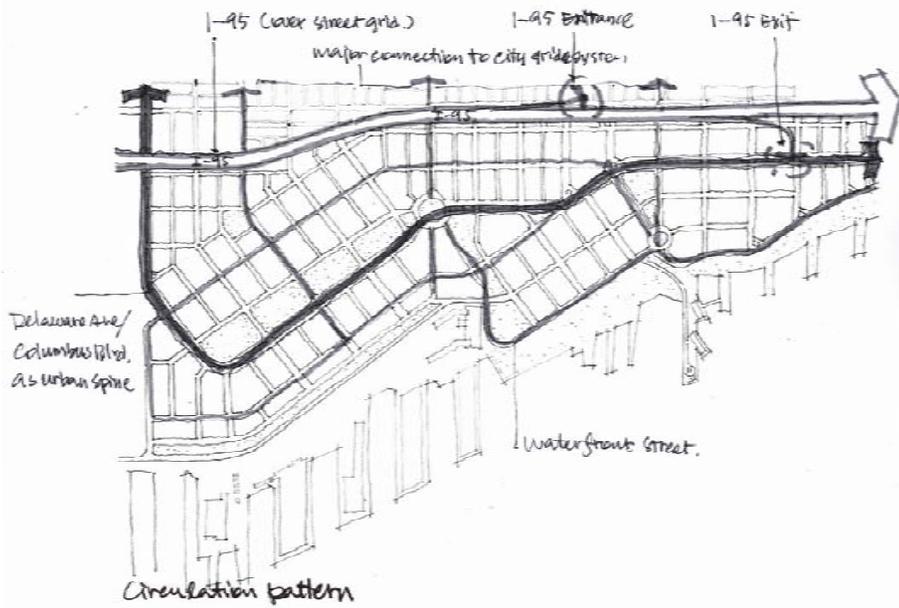
Madrid, Spain

southern section

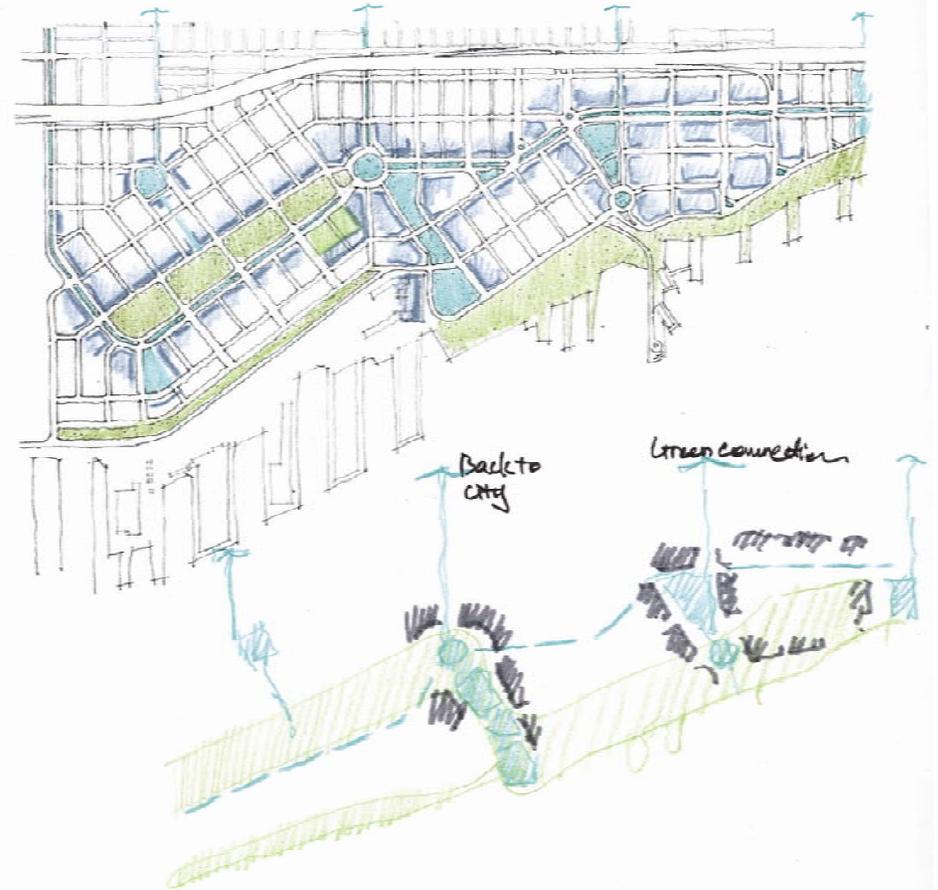


existing conditions

southern section

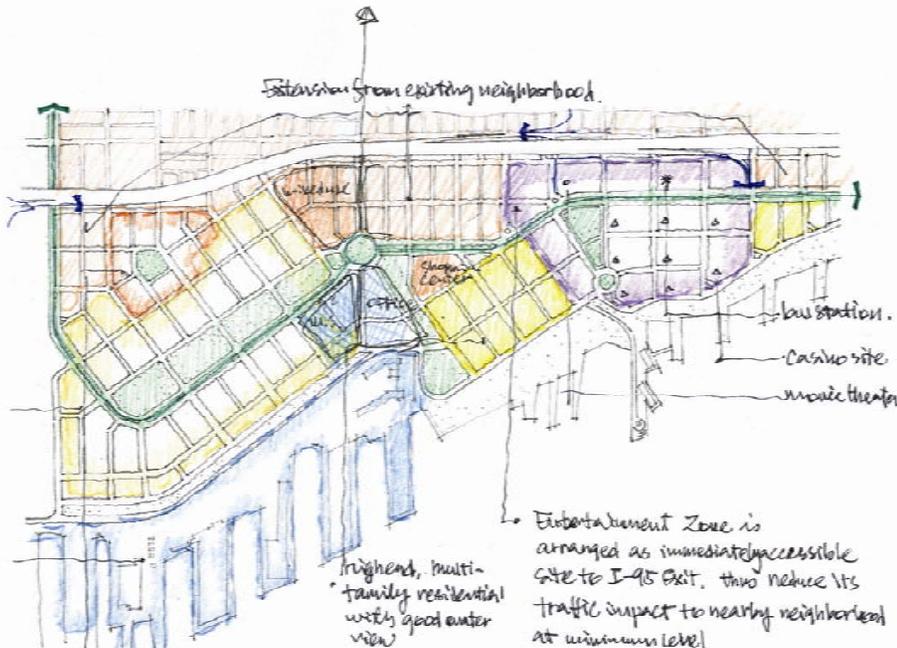


circulation



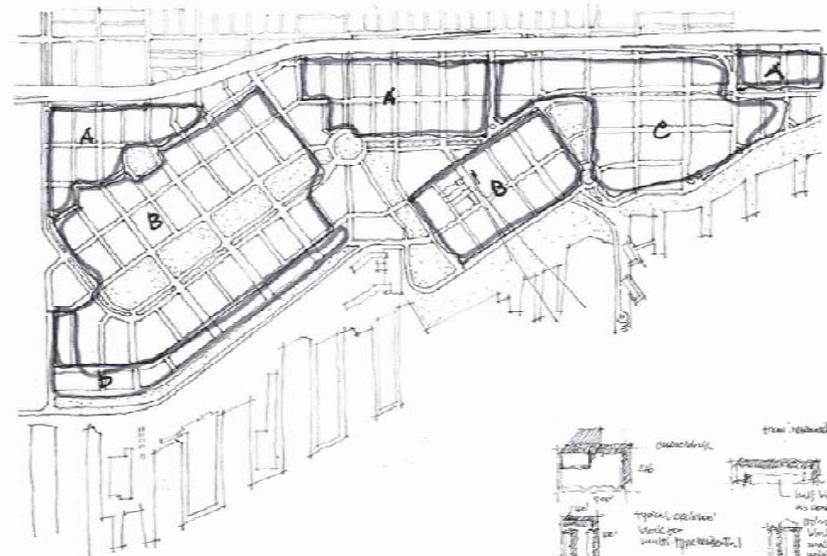
open space

southern section



- Neighborhood center, in the center of residential area, away from arterial traffic zone.
- will have community center, church, day care, elementary school...

- Entertainment Zone is arranged as immediately accessible gate to I-95 exit, thus reduce its traffic impact to nearby neighborhood at minimum level
- In this area, there will be a bus stop station/multi modes center; a movie theater; several casinos; town three with a hotel to serve casinos; retail, restaurants.



4 principle block sizes:

- A: 150' x 180' wide block
This is the model extension from its adjacent neighborhood. 120' x 150' wide block. This model can fit into typical philly rowhouse. (can be garage in ground)
- B: 240' x 260' wide block
• perpendicular to shore line, which generate good water view for most parcel
• viable programs to meet different market scenario.
- C: 240' x 260' wide block
also 240' wide block, but parallel to water to ID is differential entertainment zone
- D: 120' x 150' This half size block is used to covered/buffer from port related activity. The model can be designed as rowhouse facing public street back attached with garage.

development

block

southern section



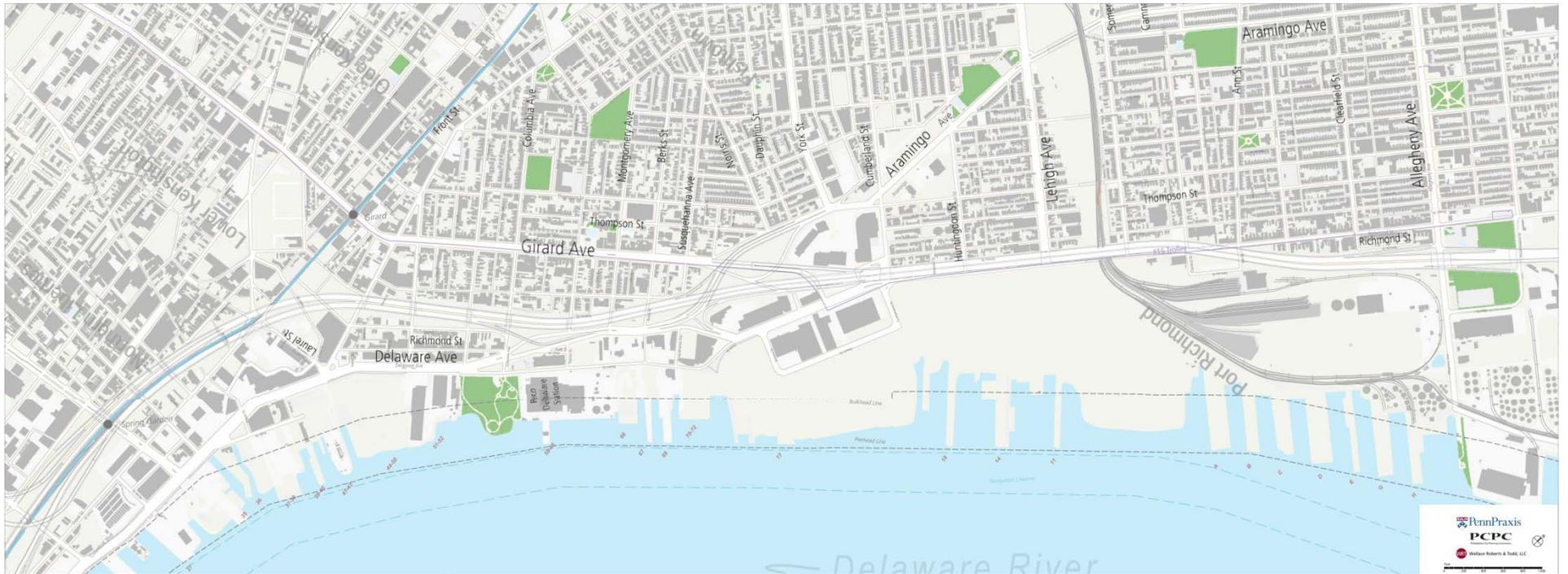
southern framework

southern section



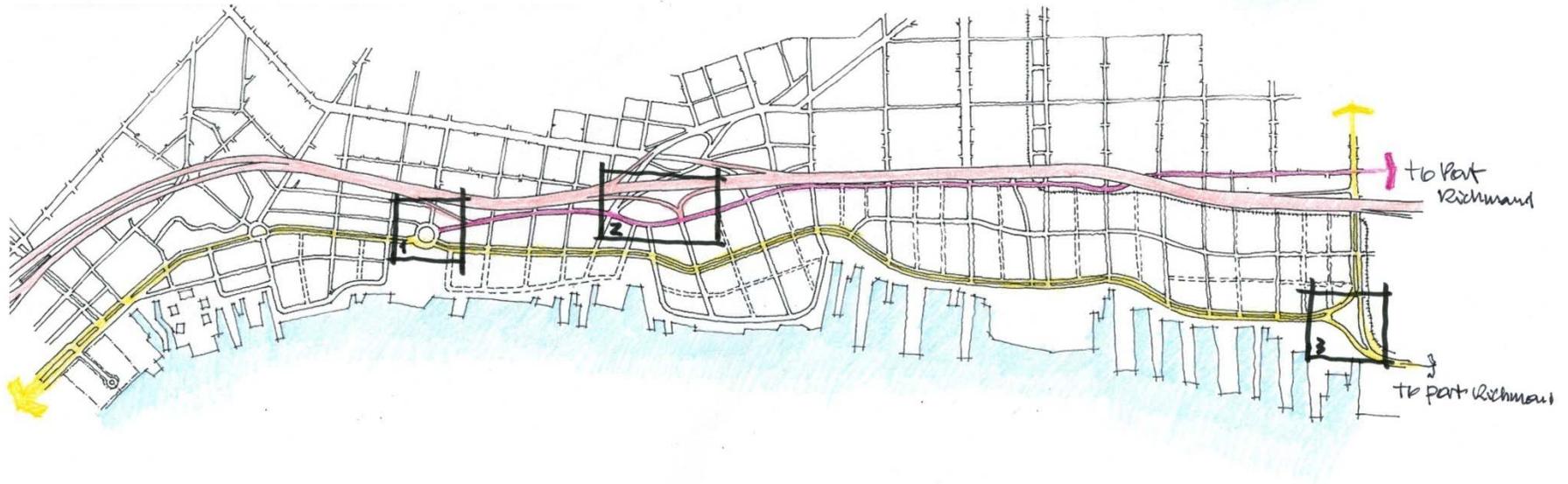
southern site plan

northern section



existing conditions

northern section



proposed circulation

northern section



proposed open space

northern section

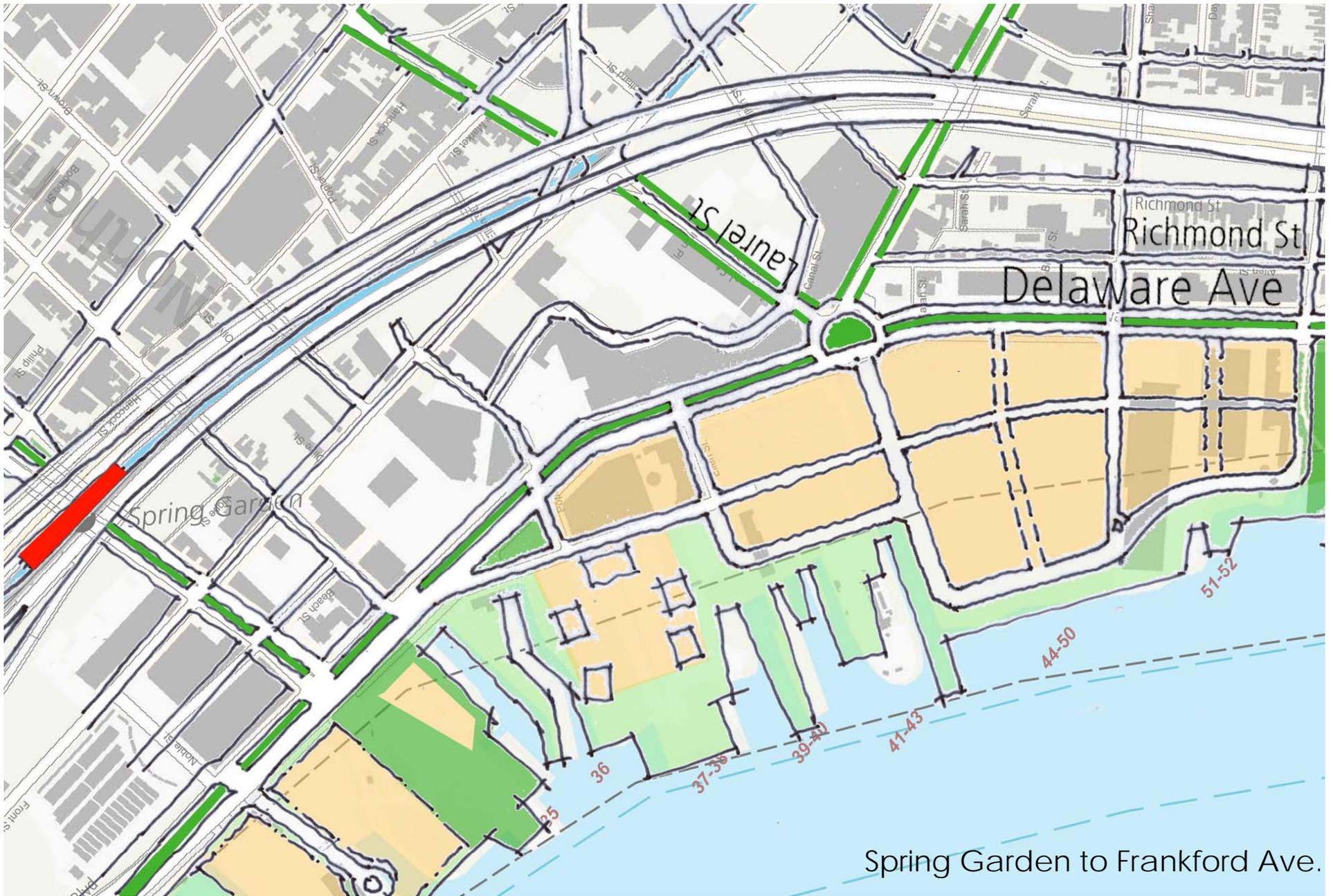


proposed development

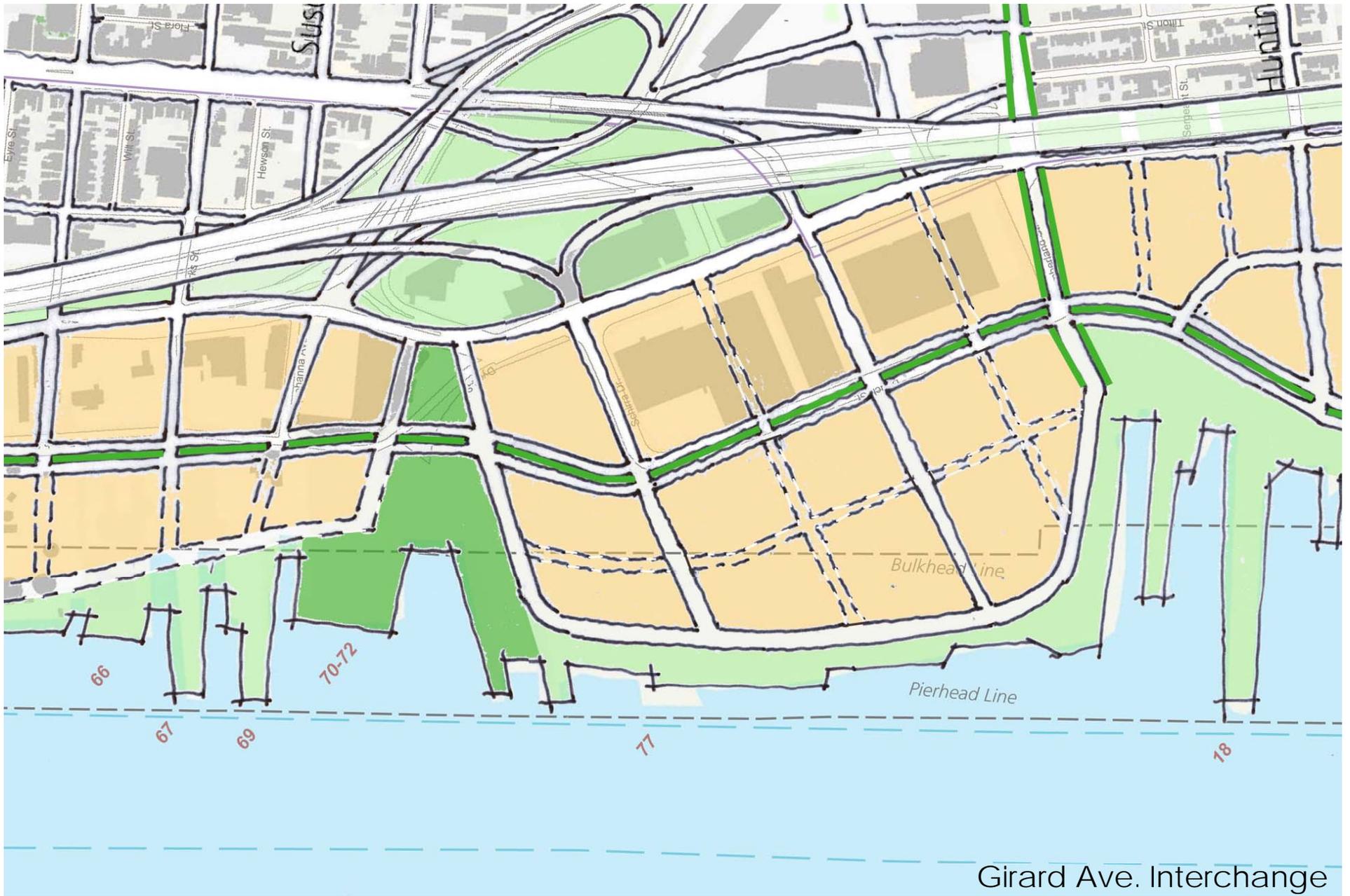
northern section



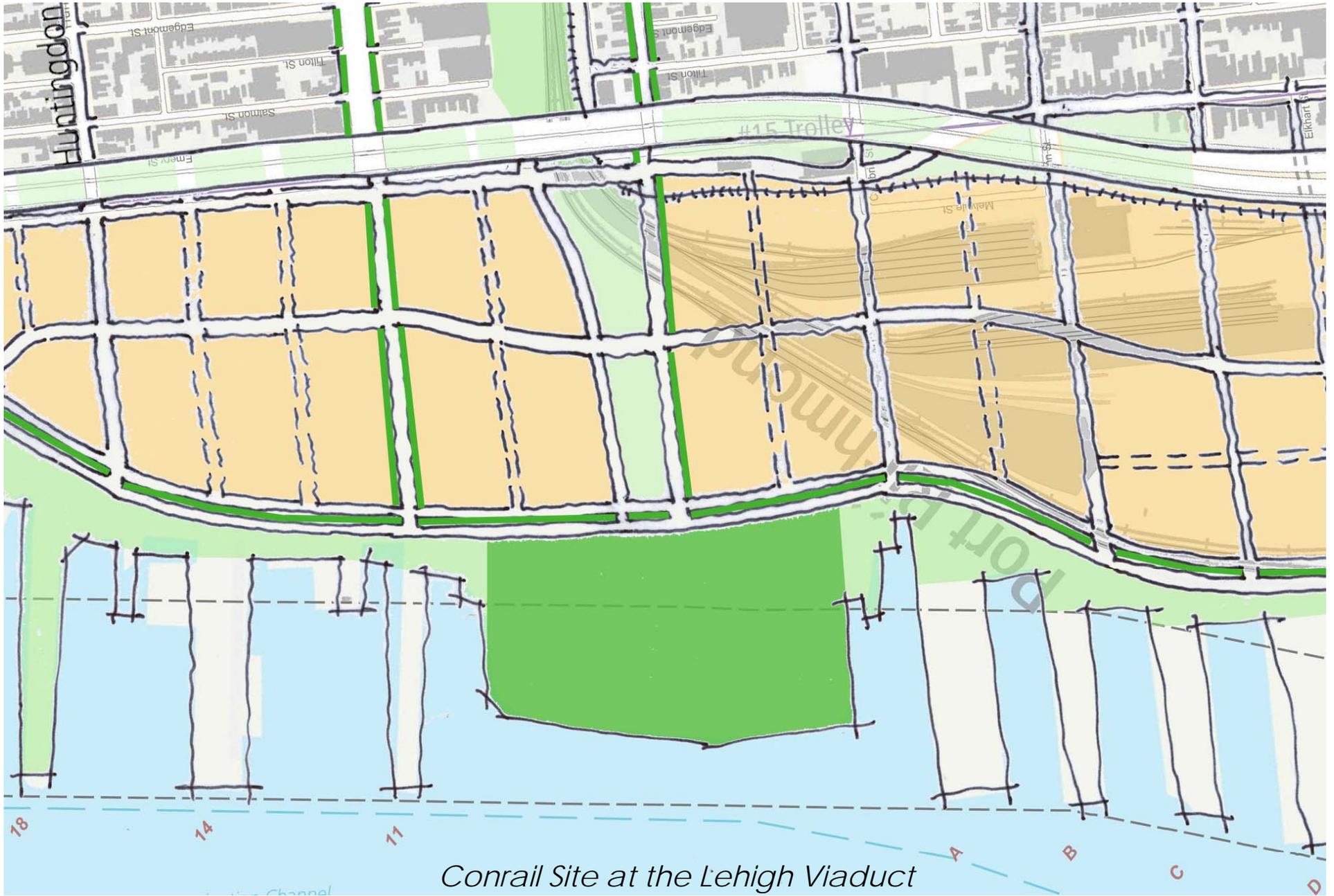
northern framework



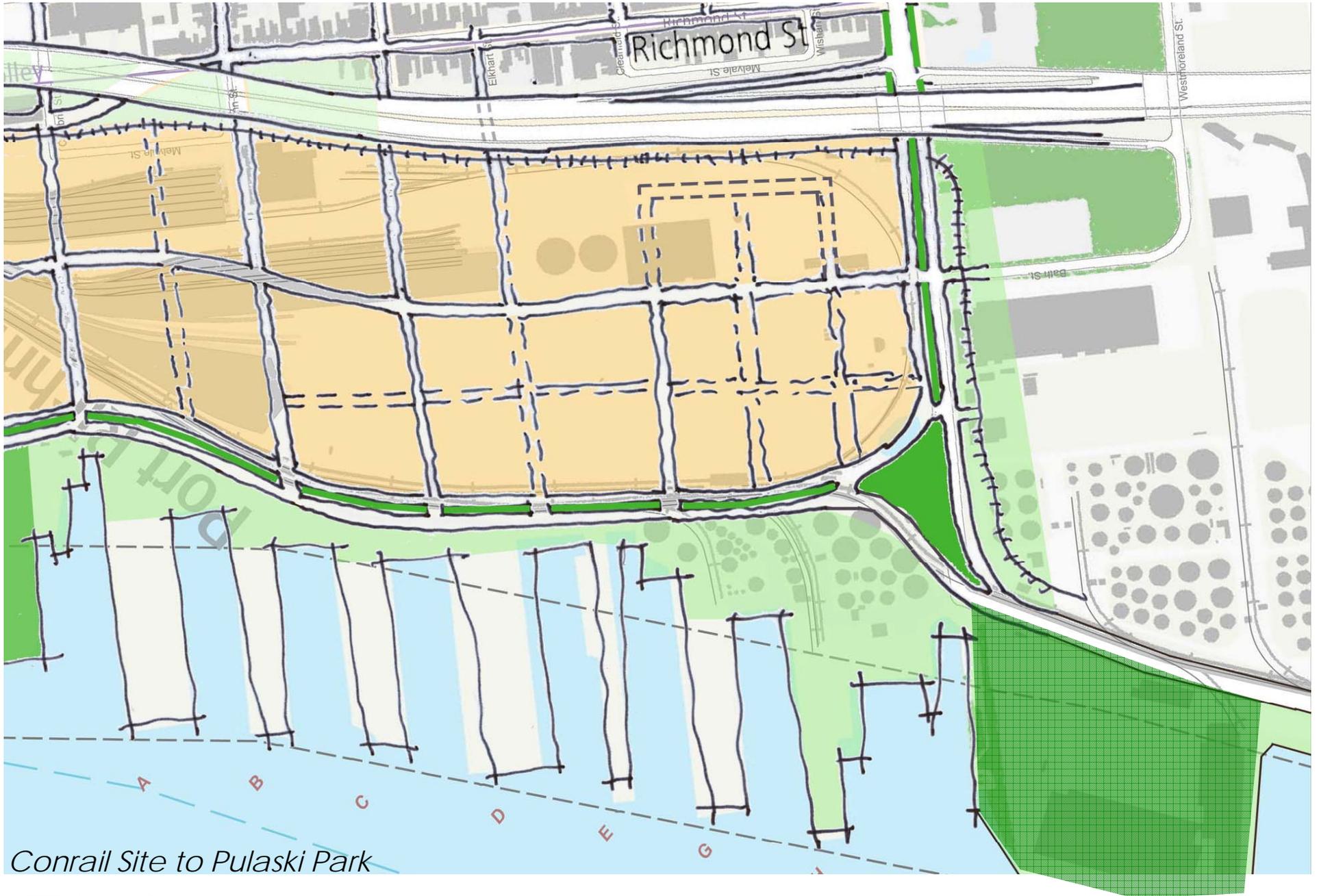




Girard Ave. Interchange



Conrail Site at the Lehigh Viaduct



Conrail Site to Pulaski Park

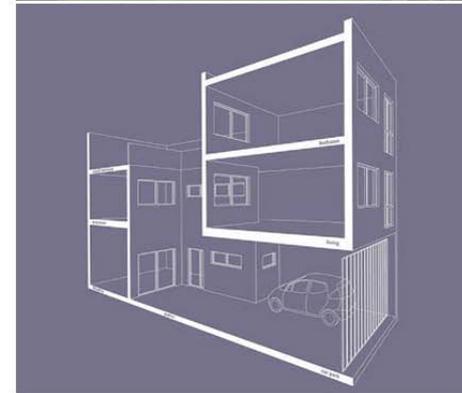
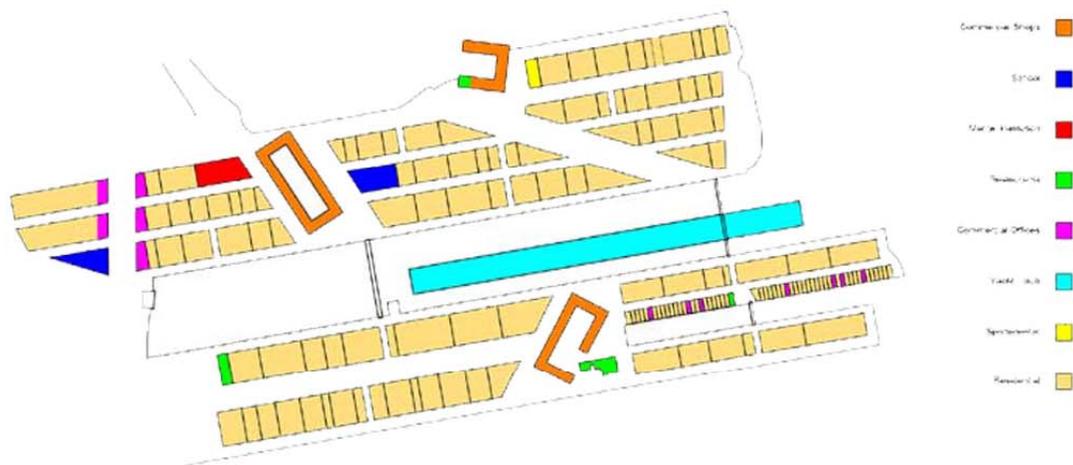
pier housing precedents



Ypenburg, designed by Herman Hertzberger

(Architecture and Urbanism 429)

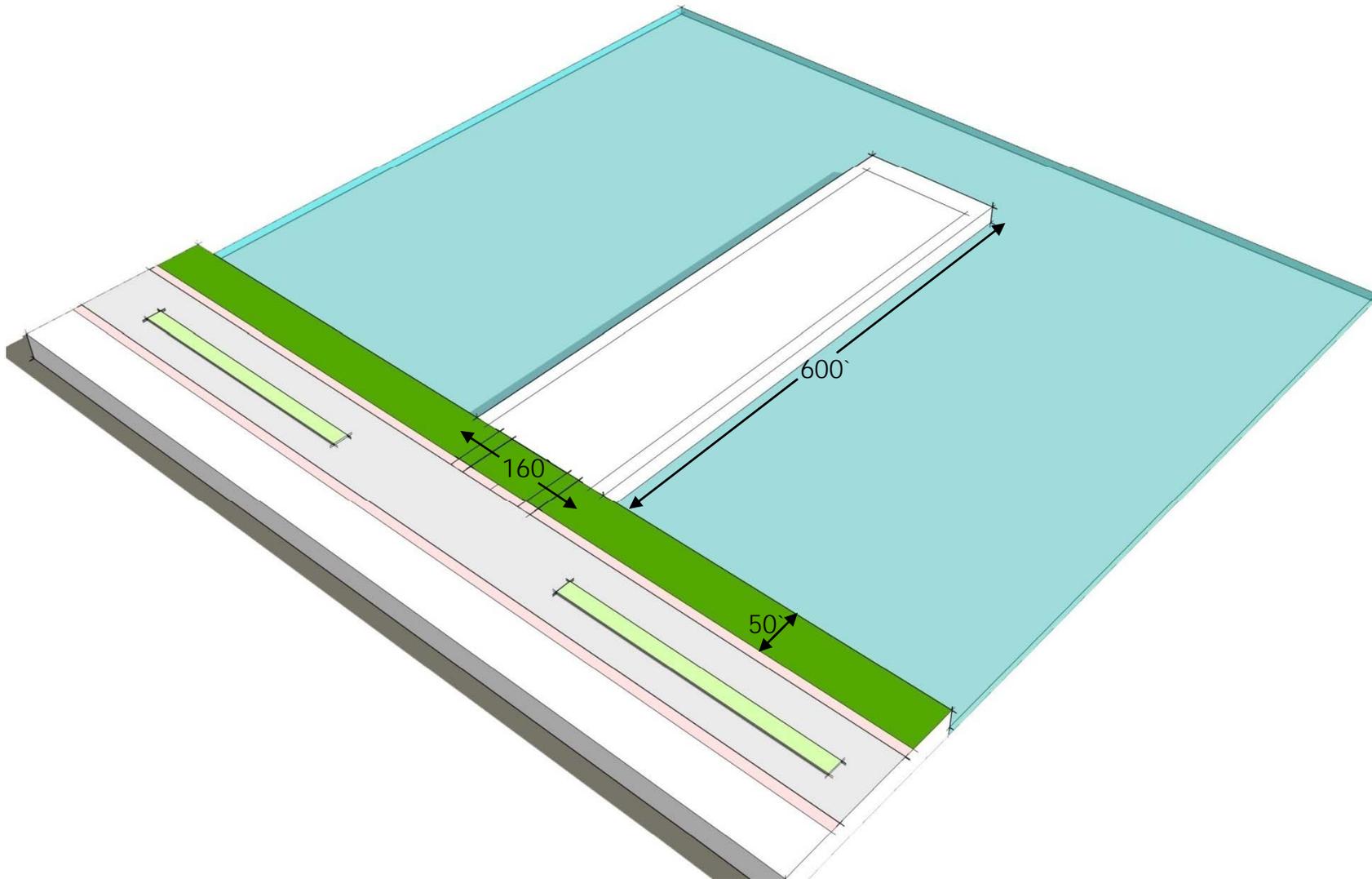
pier housing precedents



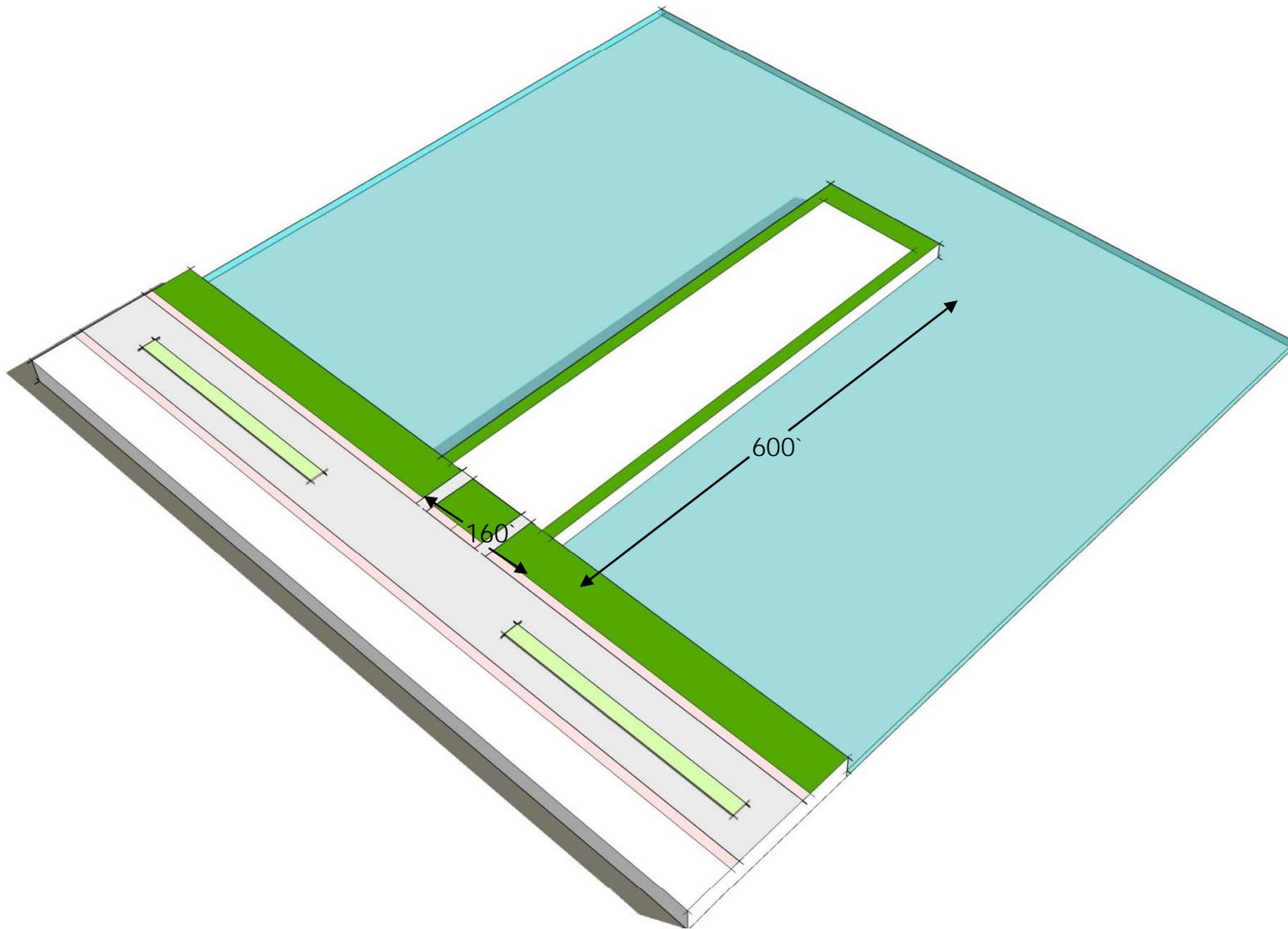
Amsterdam, designed by West 8

(<http://www.dutchdesignevents.com>)

pier housing guidelines

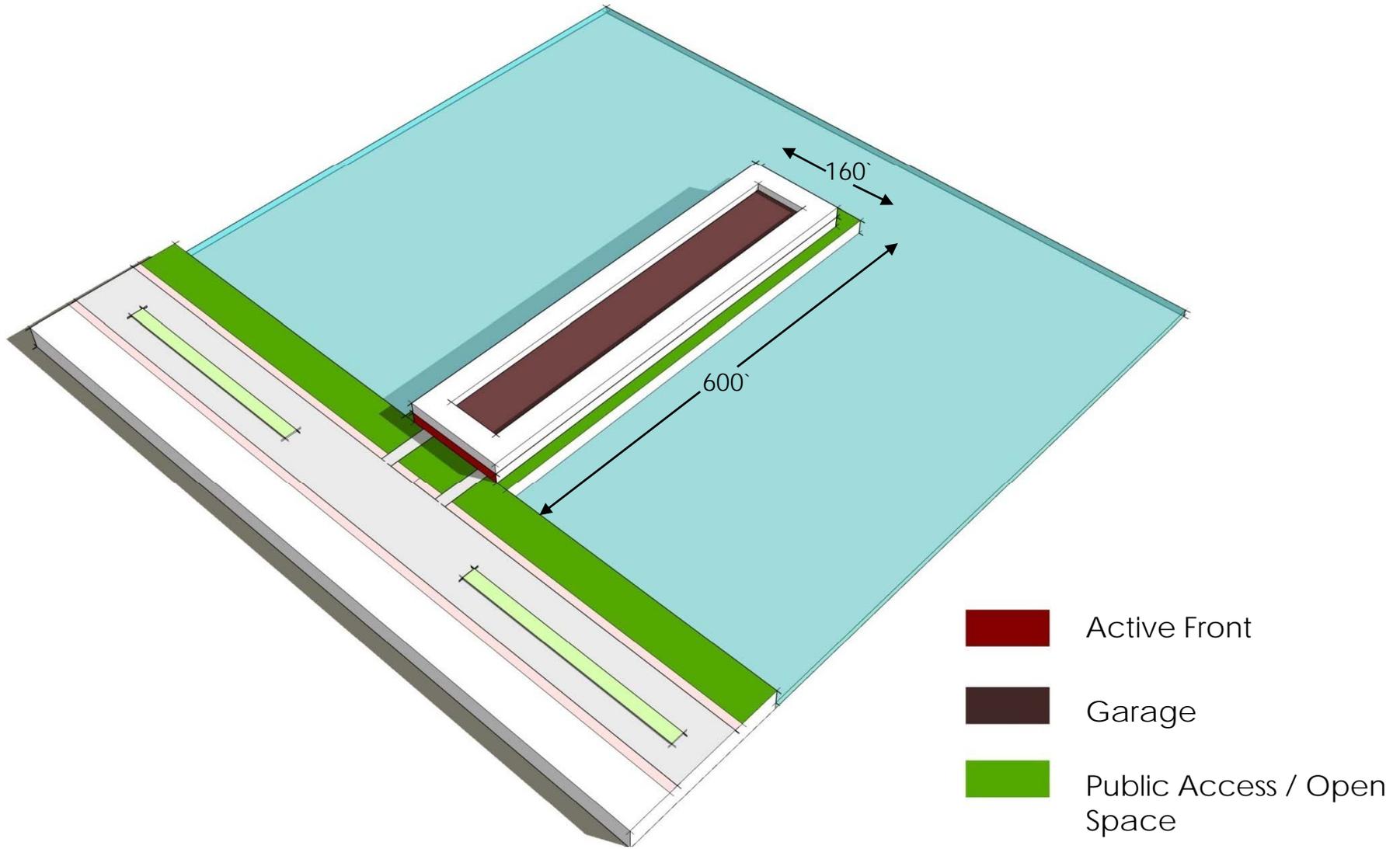


pier housing guidelines



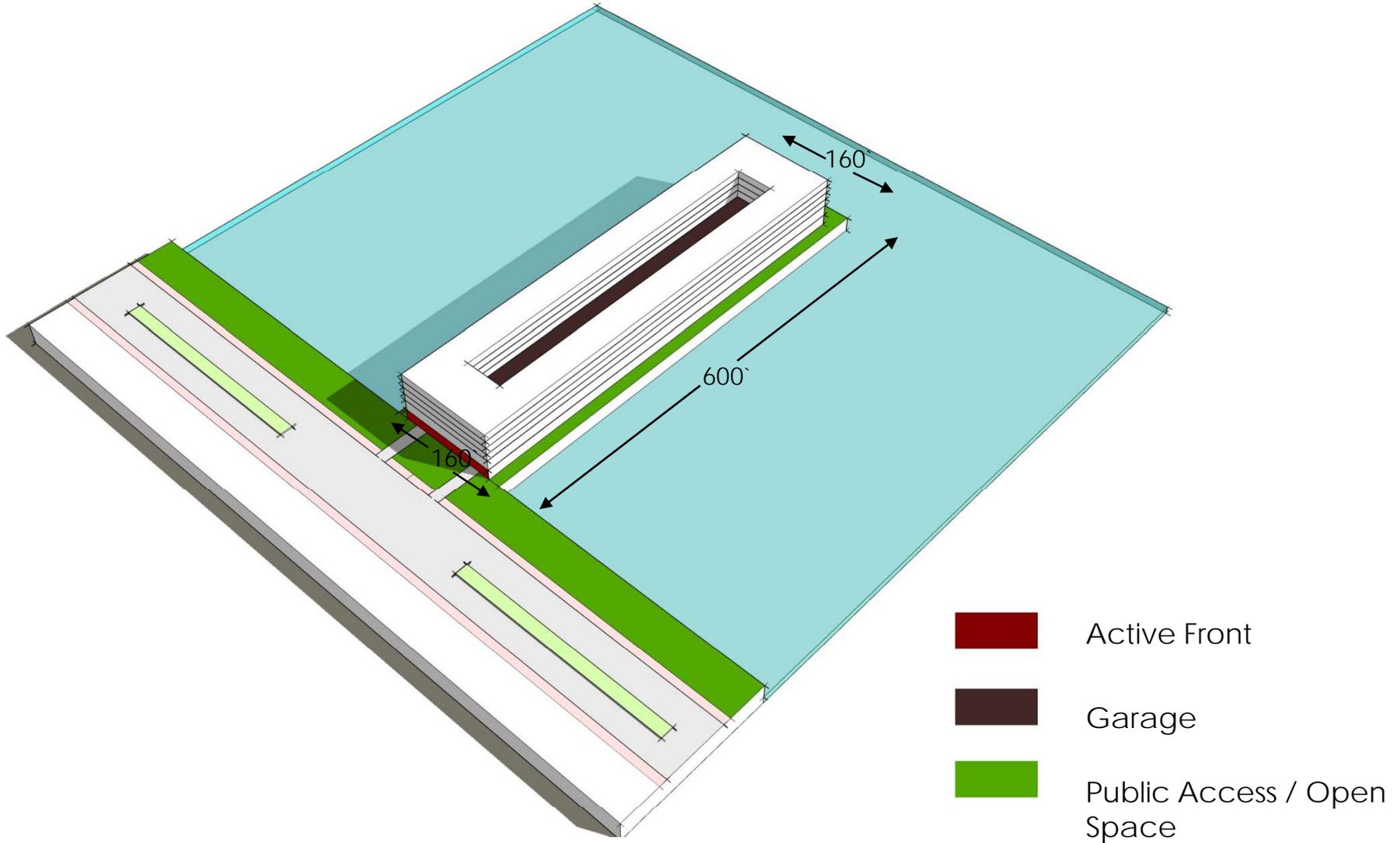
pier housing guidelines

low-density development



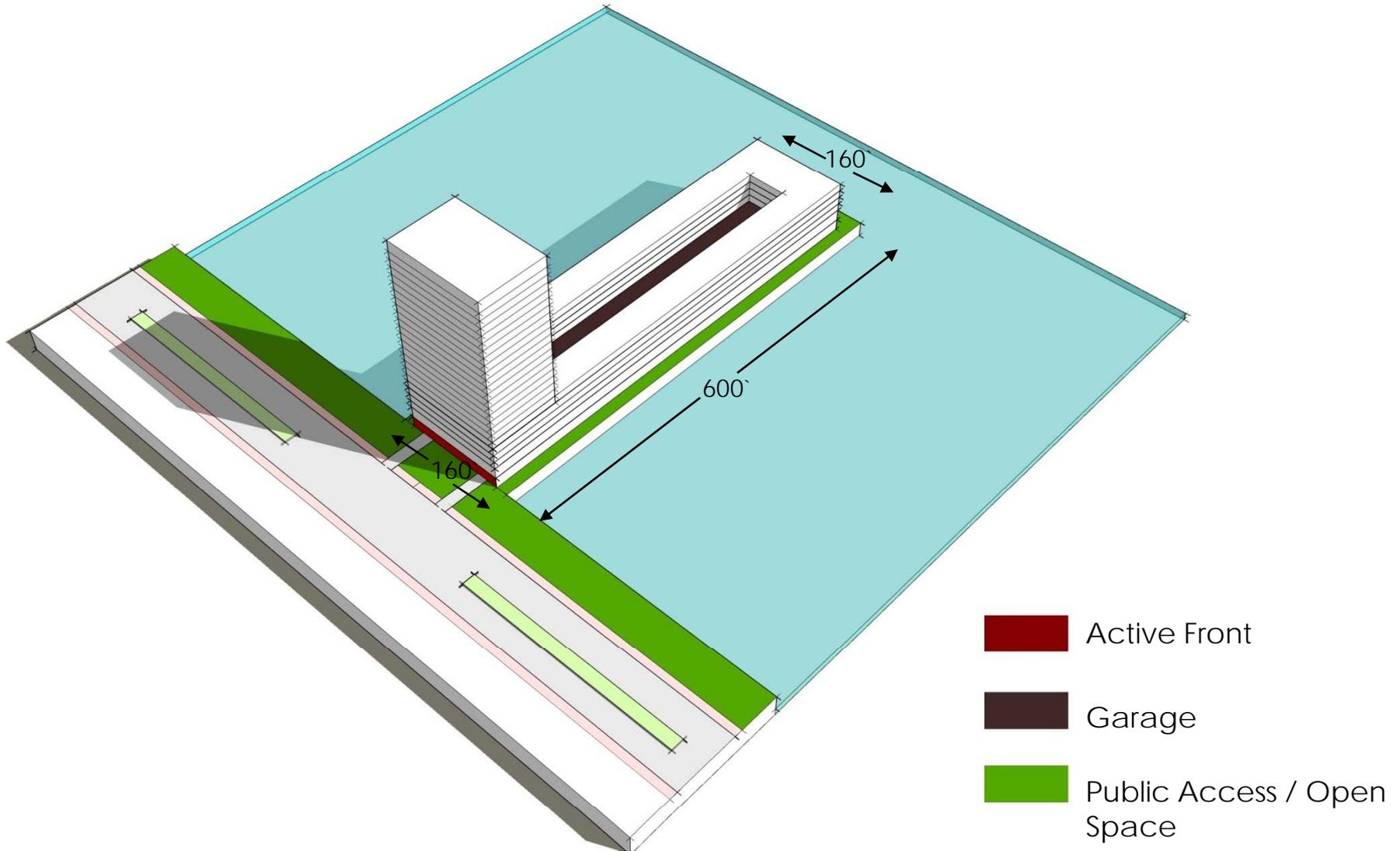
pier housing guidelines

medium-density development



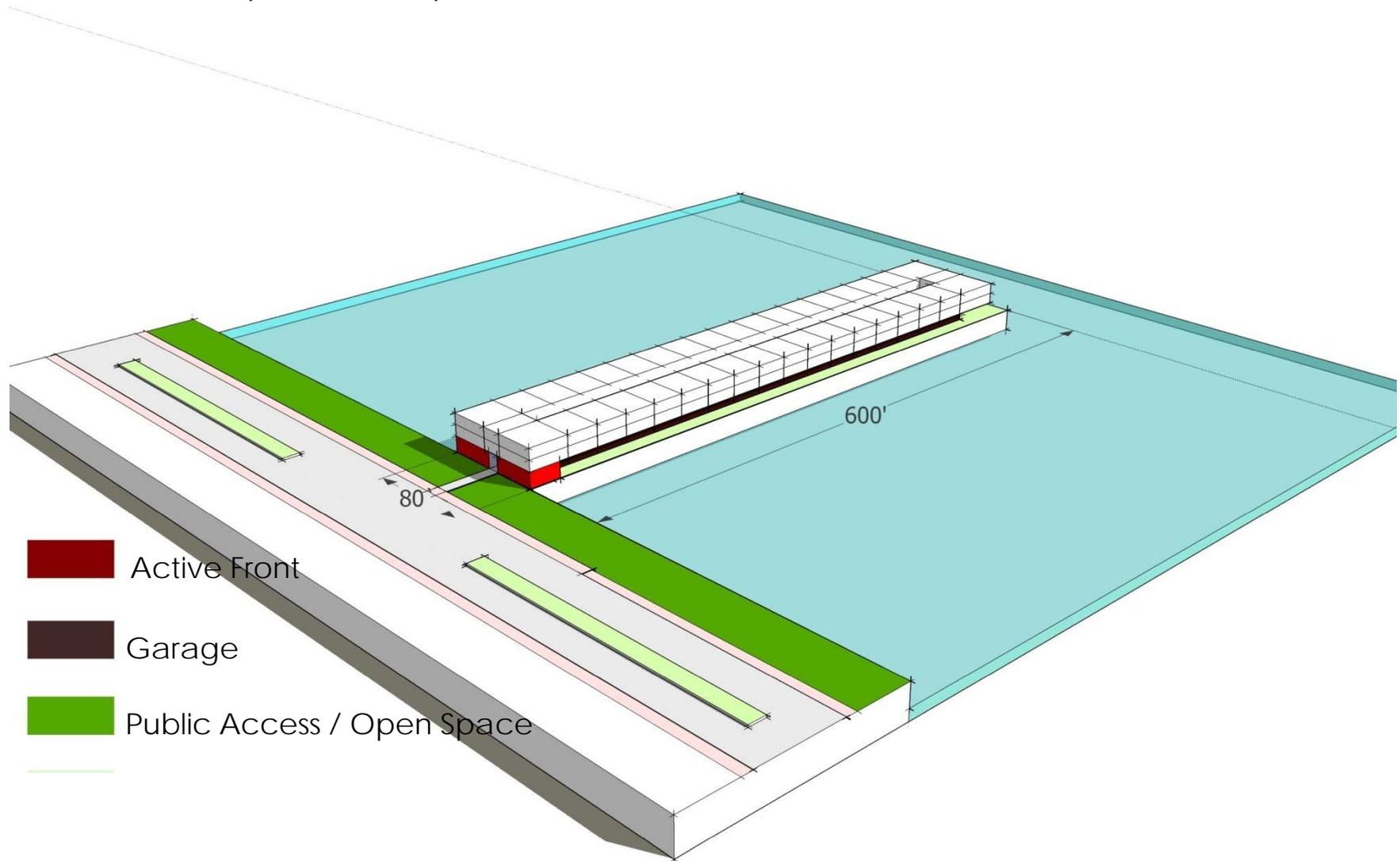
pier housing guidelines

high-density development

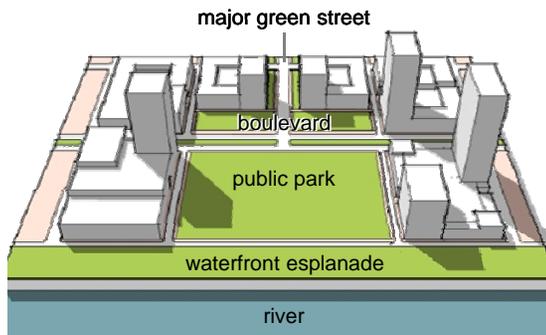


pier housing guidelines

narrow pier development



next steps



- implementation study and research
- zoning overlay
- continued civic engagement
- technical document November 2007
- interim demonstration projects