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constants

Each scenario was required to accommodate several policies, "constants" which were generally agreed to be necessary in all alternatives .

1- Wastewater from the northern Padova neighborhood must be cleaned. Each team must designate a location for a new sewage treatment plant.

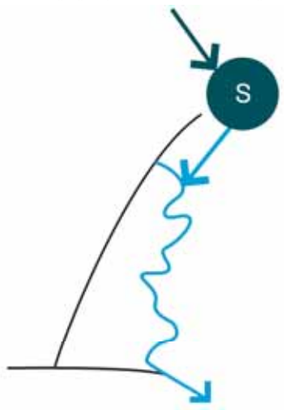
2- Flood storage within the Roncajette Park area must equal or exceed the present volume of water that can be contained within the levees along Roncajette Canal.

3- Five (5) historic houses within the area must be preserved. This includes La Scacchieria agritourism site.

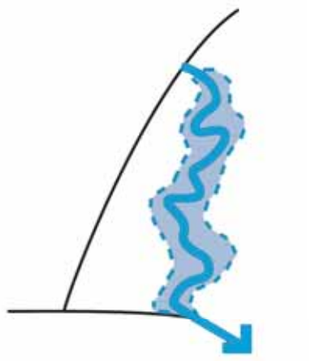
4- A minimum of two working tracks of the railroad must be preserved within the current railyard area.

5- ZIP's industrial development: each scenario must account for 2 million m^2 of new development for ZIP and other constituents. The industrial areas of ZIP must be retrofitted in some way to become more "green and sustainable" based on SIAM, the Sustainable Industry Area Model.

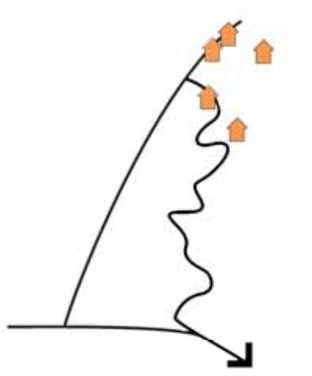
6- The Roncajette Park area must become part of a link to a north-south regional green corridor, connecting the Brenta River and Roncajette Canal. Views of agriculture and other green spaces must also be preserved and enhanced along highways and primary canals through Padova.



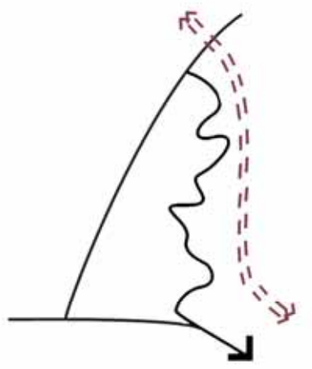
all scenarios must include a sewage treatment plant



all scenarios must provide flood storage equivalent to or better than today's

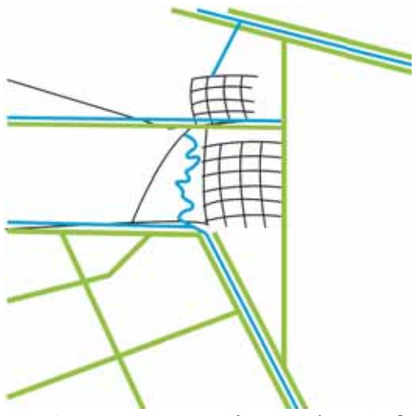


historic buildings must be preserved



two rail tracks of must be maintained

2 million m^2 of new development is required; current industry must become more sustainable



create green connections to brenta & roncajette canals and along highways

variables

There were also several important issues about which there was not general agreement. The design options for these "variables" were determined to be flexible, so that each scenario could use a different approach to address each issue. For example, while each scenario was required to include a new sewage treatment plant, there was no fixed location for it. In order to offer a broad variety of options, each scenario was assigned a unique set of variables, or assumptions, that would guide design work and guarantee diversity amongst the designs.

The issues for the variables included the following:

1- Improving water quality for stormwater and wastewater

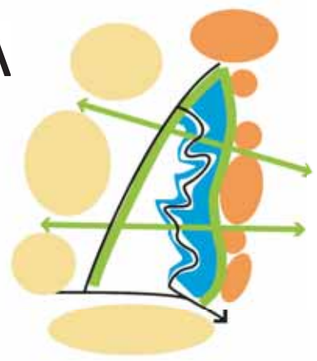
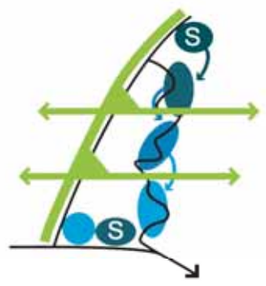
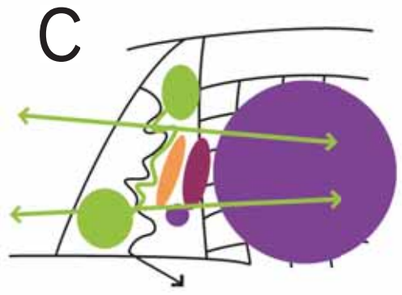
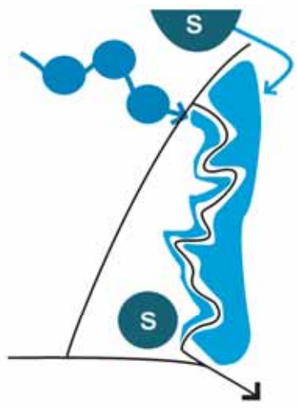
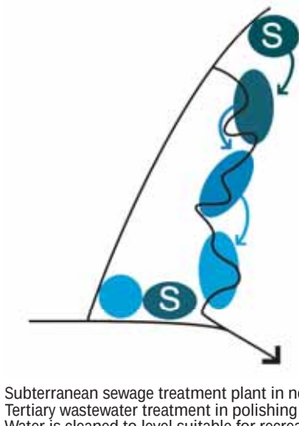
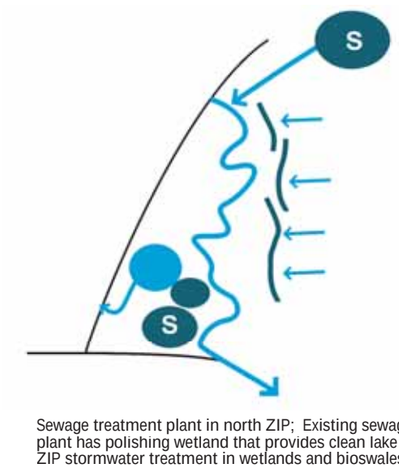
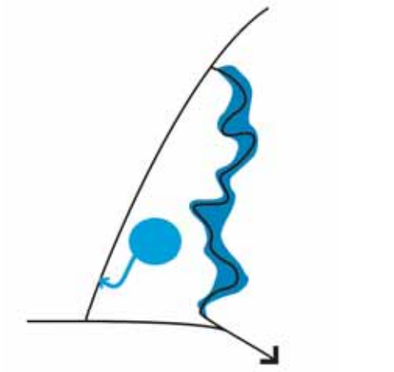
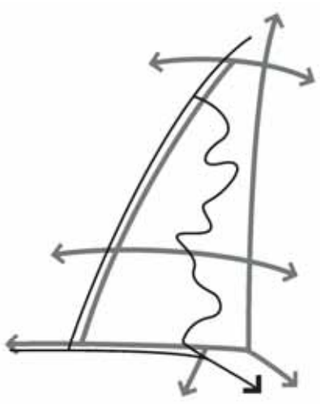
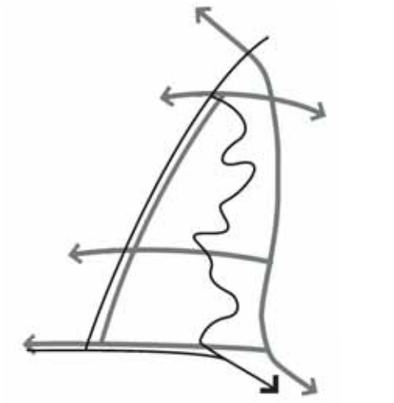
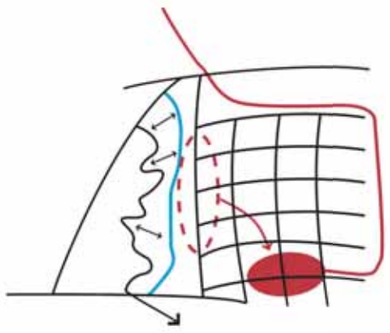
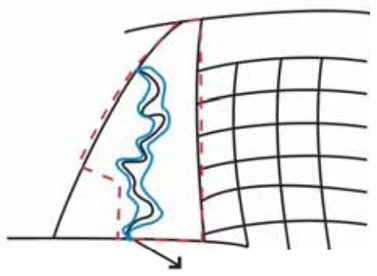
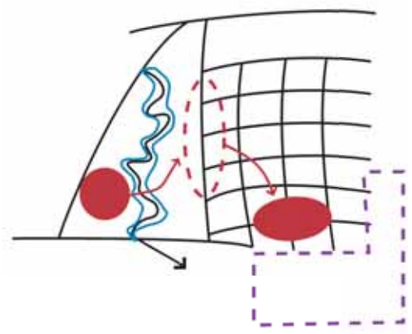
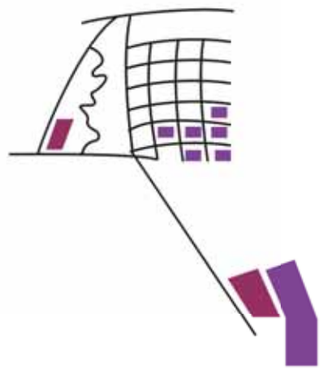
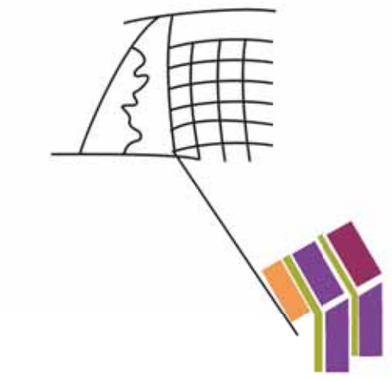
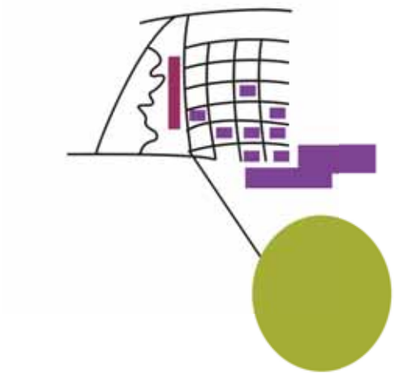
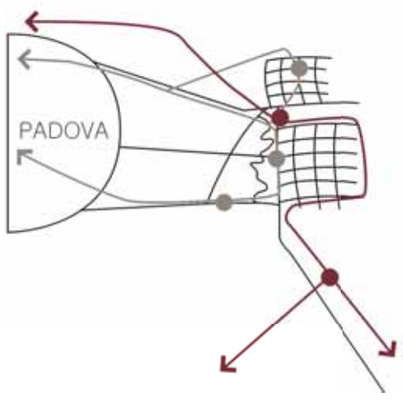
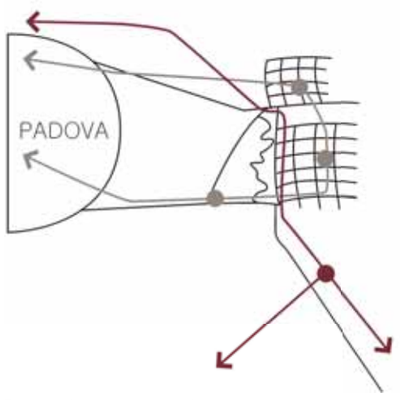
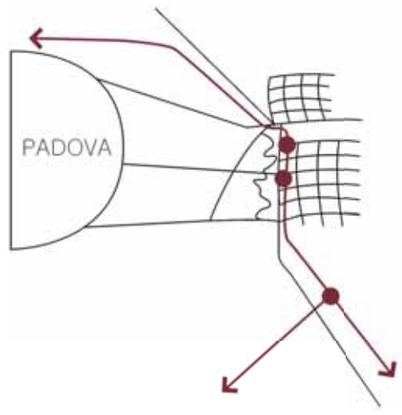
2- Improving flood storage capacity

3- Improving vehicle access to the park

4- Maintaining, exchanging and expanding property; moving or altering the levees and railyard

5- New development: within current ZIP properties, within ZIP's proposed southern expansion, and within the park

6- Connections to existing and proposed transportation infrastructure

	A	B	C
			
water quality	 Sewage treatment plant north of ZIP Stormwater wetlands along Roncajette Expansion of existing sewage treatment plant	 Subterranean sewage treatment plant in northern park Tertiary wastewater treatment in polishing wetlands Water is cleaned to level suitable for recreational use	 Sewage treatment plant in north ZIP; Existing sewage plant has polishing wetland that provides clean lake water ZIP stormwater treatment in wetlands and bioswales
flood storage	 Expanded flood storage in eastern lake	 Flood storage in sequence of detention ponds Forested zone for overflow flooding	 Existing capacity of Roncajette Canal is maintained New lake provides overflow flood storage
road access	 Ring within park Two east-west roads; bridge to Ponte San Nicolo North-south road with bridge to north ZIP	 Ring road around park with multiple park access points New bridge to north ZIP	 Two east-west roads North-south road uses railroad right-of-way Secondary north-south road on west side of park
property boundaries & major land uses	 Levees moved to create wetland and lake Railyard moved Primary rail lines shifted to east side of ZIP	 Levees remain in current formation Railyard remains and maintains current functions Park development stays within ZIP boundaries	 Levees remain in current formation Railyard moved and expanded near new ZIP development Land exchange between University, ZIP, and railroad
new development	 Infill development within ZIP Partial ZIP southern expansion University research in park	 Full development in proposed southern expansion area Green conservation corridors within southern expansion	 Infill development within ZIP; University adjacent to park Industrial development adjacent to current ZIP properties Conservation of existing conditions in southern towns
regional transportation	 Railroad, tram and road networks expanded Tram along park with multi-modal transit hub	 Railroad, tram and road networks expanded Tram stops through north and south ZIP	 Train and Bus lines expanded Multi-modal transit hubs

PADOVA E IL PAESAGGIO: Scenari Futuri per il Parco Roncajette e la Zona Industriale

Arthur Adeya, Charlotte Barrows, Ashley H. Bastow, Pippa Brashear, E. Susan Chamberlain, Keith Cinami, Marisa Fort Spear, Stephanie Hurley, Young Min Kim, Ilana Liebert, Lauren Lynn, Varna Shashidhar, Jennifer Toy

Professore Carl Steinitz, Juan Carlos Vargas-Moreno, Laura Cipriani