



Improvements to existing transportation infrastructure create the framework for the future of the park and development. The railyard is relocated and expanded; a new north-south road is constructed adjacent to the railroad right-of-way. Construction of the new wastewater treatment plant begins, while a polishing weltand is added to the existing southern treatment plant. Excavation of the recreational lake begins, providing fill for the capping of the railyard area, the new road, and topographic features. Existing industrial buildings are retrofitted for use and occupation by the University of Padova. Greening strategies such as bioswates, stormwater wetlands, green roofs, solar panels, and streetscape improvements begin to be implemented in the current ZIP property. Retrofitting of north ZIP buildings and creation of waterfront green space is begun, including the development of such attractions as a large market space, museum, theater, art studios, and recreational facilities.



phase 2

The new sewage treatment plant is complete and treating wastewater from northern communities. ZIP headquarters is built within the park along with a new intermodal transportation hub, bringing together the commuter rail and bus lines serving Padova and ZIP. Two east-west roads are constructed and facilitate the connection of ZIP and the city center. Development continues on the eastern edge of the park in conjunction with the University; uses include research and development, commercial, mixed use, and housing. The Venice Lagoon Model is revitalized and re-opened for visitors, with the addition of adjacent public recreational facilities and the southern lake. The newly-clean Fossetta Canal is daylighted and north ZIP continues to be retrofitted for additional housing and mixed use.





phase 3









TI EXIDLE OPEN SPACE USED FOR A VARIETY OF LARGE OUTDOOR FUNCTIONS



placement of zip neadquarters between roncalette park and industry

