



The Roundhouse should be connected to Chinatown, Franklin Square, the Historic District, and all modes of transit.



Integrate historic architecture with contemporary mixed-use development and ample, curated green space.

Allowing more space to interact with food and...

ROUNDHOUSE REIMAGINED

An Intercity Bus Station in Philadelphia



Race Street isn't a highway and shouldn't be treated as such. Additional narrowing can provide for adequate circulation, improved pedestrian access, and more green space.



Philadelphia's need for an interstate bus station has reached a CRITICAL level.





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The Wheels on the bus go Roundhouse and Roundhouse



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DAG

**Design
Advocacy
Group**

The Design Advocacy Group (DAG) is a public forum and advocate for design quality and equity in the planning, architecture, preservation and physical development of Philadelphia.

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We are a volunteer organization made up of members from a broad spectrum of disciplines who share an interest in Philadelphia's design, development and planning.

DAG's ultimate and overarching goal is to create a culture – shared by all Philadelphia residents, neighborhood groups, city agencies, business interests and the development community – that accepts nothing less than excellence in design and planning throughout every neighborhood.

THE TEAM



Eli Storch
DAG Chair
NORR



Katie Burrell
DAG Steering Committee
Coscia Moos



Eric Galipo
DAG Steering Committee
FCA



Owen Sacco
Patient, Talented & Much
Appreciated Volunteer
LRK

Department of Planning and Development

Ian Litwin | Project Manager

Bruce Bohri | Public Relations Specialist

Anne Fadullon | Director, Department of Planning and Development

Eleanor Sharpe | Executive Director, Philadelphia City Planning Commission

Martha Cross | Deputy Director, Planning and Zoning

Donna Carney | Director, Citizens Planning Institute

Nicole Ozdemir | Senior Planner

City of Philadelphia

Bridget Greenwald | Commissioner, Public Property

Naomi Roberson Reid | Equitable Engagement Director, Mayor's Office

PIDC

Troy Mandy | Director of Real Estate Services

Engagement Leads

Connect the Dots

Amber Art and Design

Advisors and Working Partners

Ones Up

SITIO

University of Orange

WSP

Engagement Advisory Board

Yue Wu | Philadelphia Chinatown Development Corporation (PCDC)

Andrew Emma | City of Philadelphia, Parks and Recreation

Harry Leong | Philadelphia Suns

Manuel Portillo | The Welcoming Center

Andy Toy | Philadelphia Association of Community Development Corporations (PACDC)

Mary Enoch Baxter | MoMA PS1

Hitomi Yoshida | Coordinator of Diversity, Equity, Inclusion and Belonging Programs, University of Pennsylvania

Rodney Camarce | Asian Arts Initiative

Nina Bell | African American Museum in Philadelphia (AAMP)



RECOMMENDATIONS

The team recommends the City include an acknowledgement of the history of the site during the redevelopment process. The team also recommends the redevelopment process prioritize proposals that transform the site into a more welcoming and accessible place that is better connected to the surrounding community.

For those that view the building as an internationally significant example of mid-century expressionist architecture, redevelopment makes it possible for the building to be returned to its original ideals. For those who view the building as a reminder of pain, such a transformation can be healing. Regardless of whether the building is a painful reminder or a preservation-worthy work of architecture, **removal of the concrete walls surrounding the building and addition of green space is a priority. The future site should be open to the public.**

The public needs the painful past that is linked to the police to be acknowledged. Core suggestions for how to do this include transforming the site into a space that is community focused, safe, and welcoming - as a start to healing. Popular proposals included a recreation center, affordable housing, a community center for gathering or community events, a public plaza, or a museum/memorial.

Young people don't have the same painful stories related to the site as some other residents. They want a safe space in the area to gather. Respondents are enthusiastic about reconnecting the site with the surrounding community, especially youth. **Incorporating youth programs or recreation into the site would provide a place for young people to gather and would help make the site a place of healing.**

The selected development team should continue to involve the public in the redevelopment of the Roundhouse.





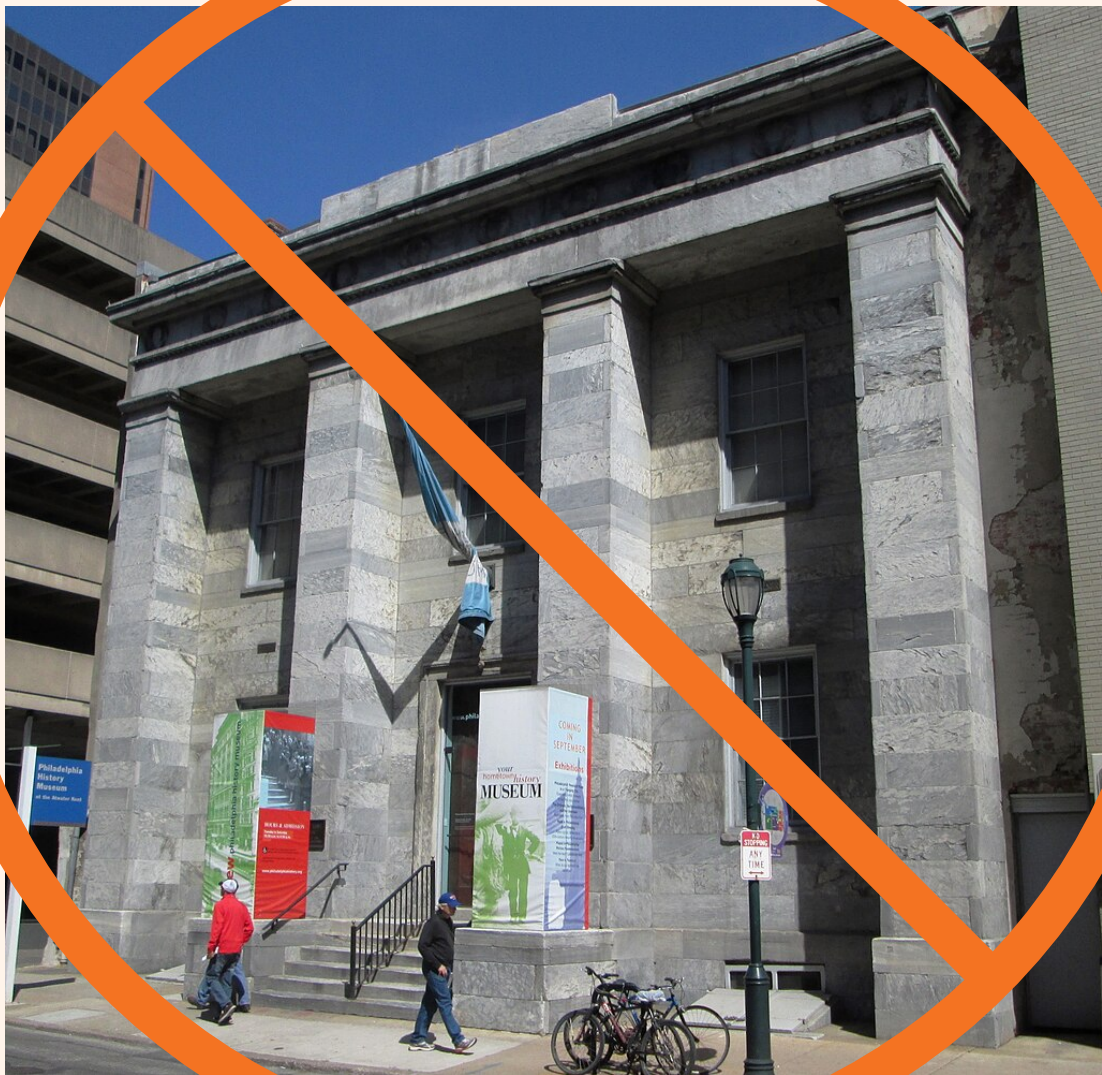
Philly's Greyhound bus 'station' is a humanitarian disaster and a municipal disgrace

Philly should stop making bus riders suffer and build a new municipal station.



NO HUMANITY





NO HISTORY

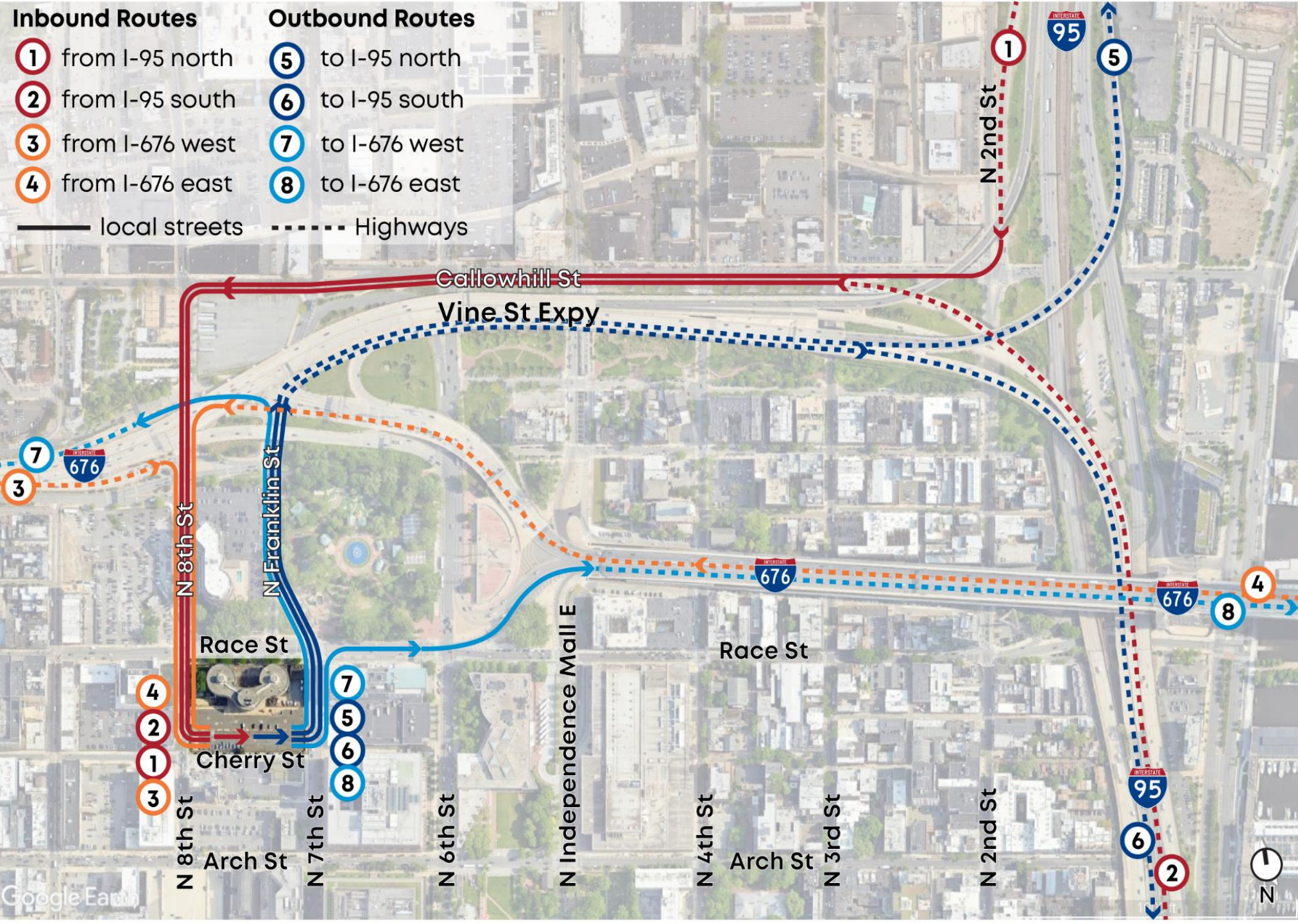


ROUNDHOUSE REIMAGINED

An Intercity Bus Station in Philadelphia

INTERCITY BUS STATION CRITERIA

1. Proximity to highways
2. Proximity to transit
3. Amenities
4. Accessibility
5. Congestion from pickups and drop-offs

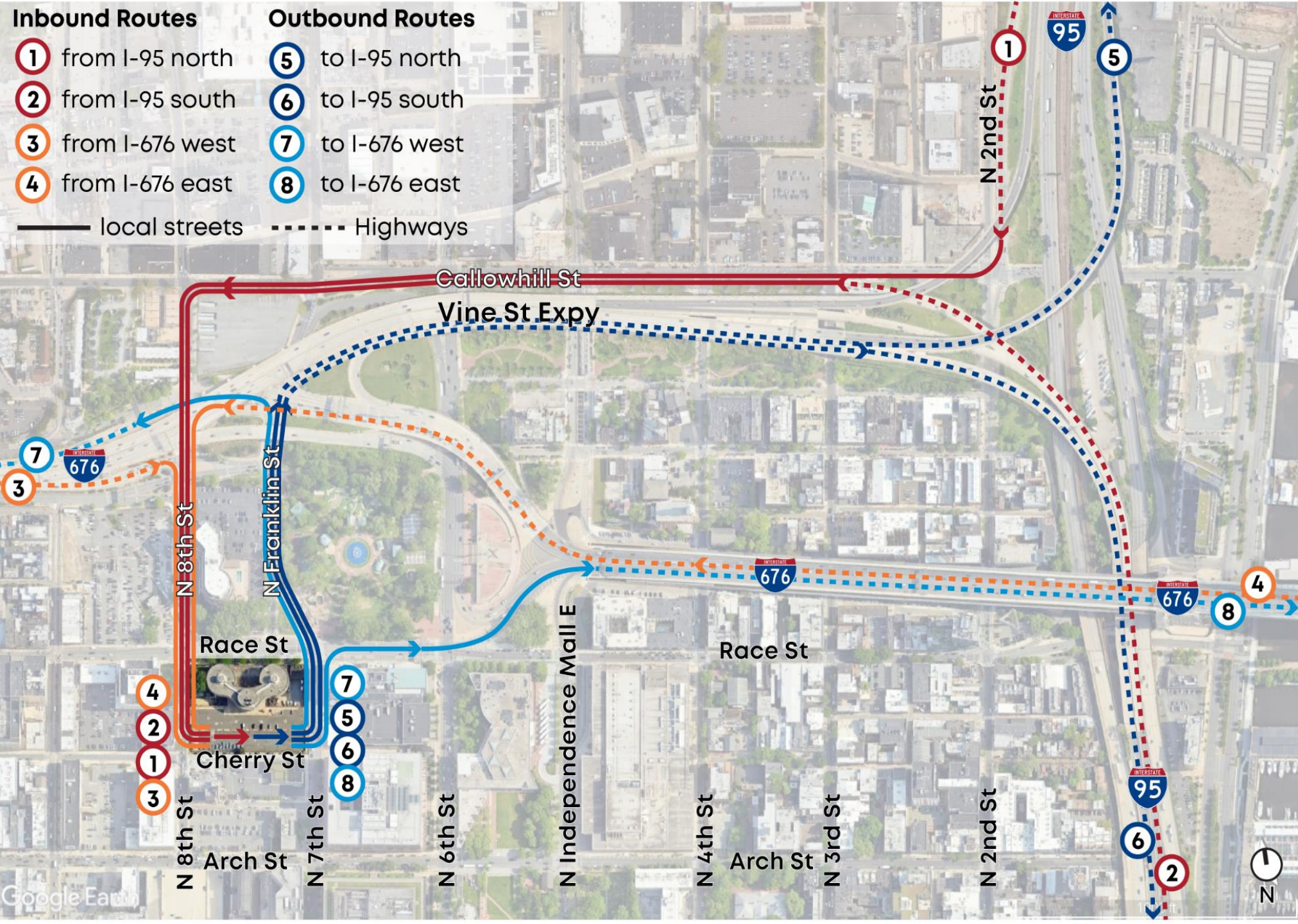


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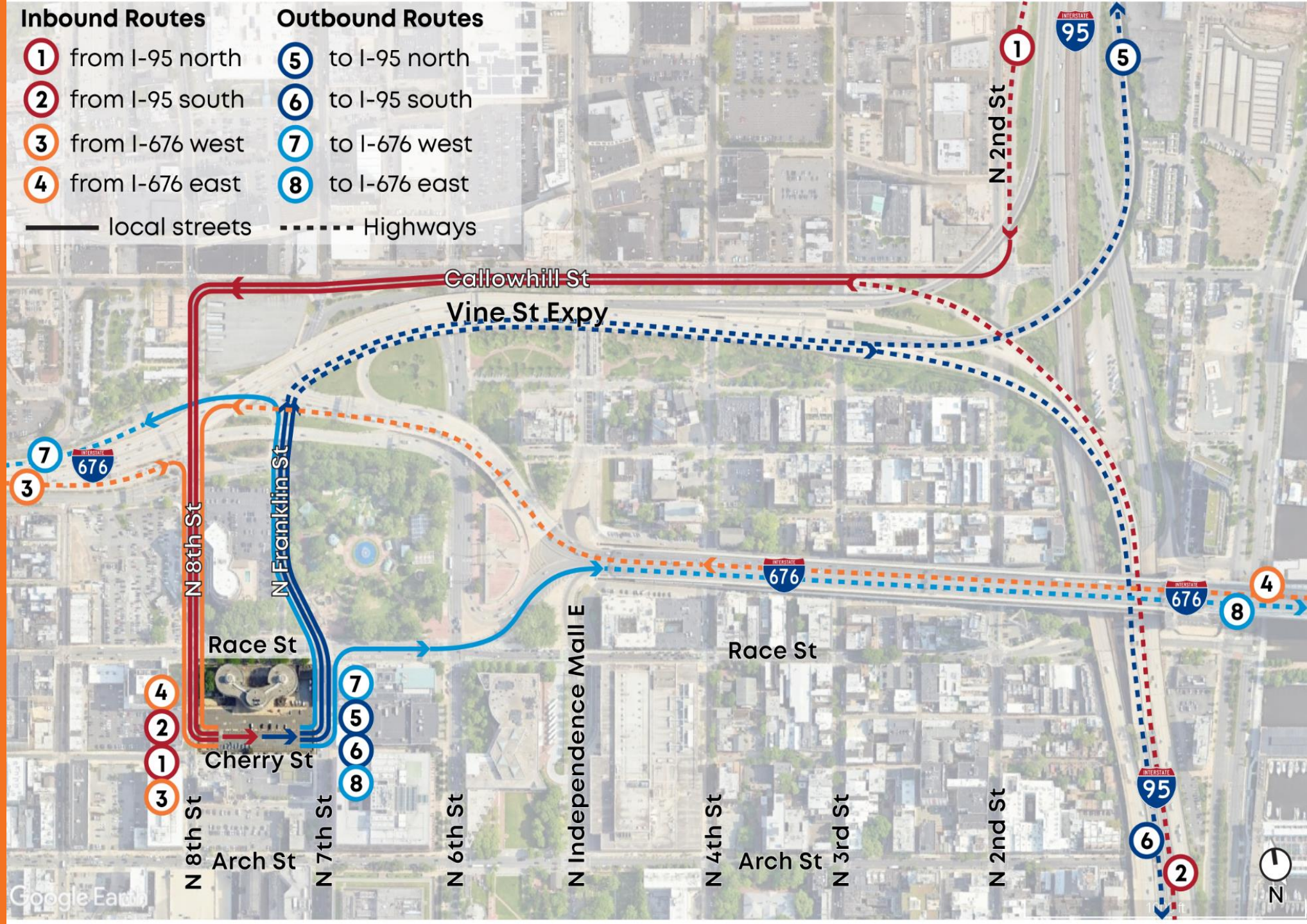
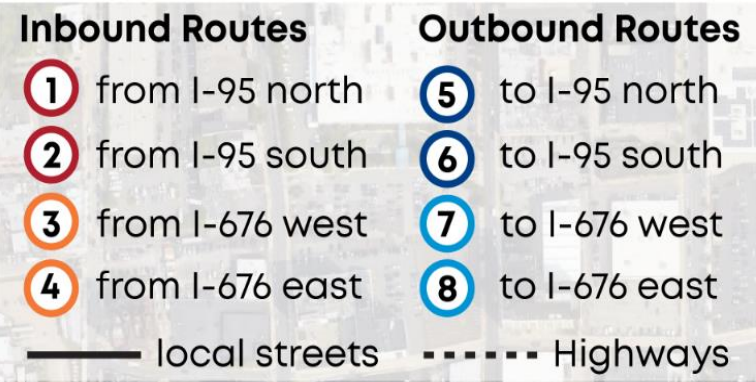


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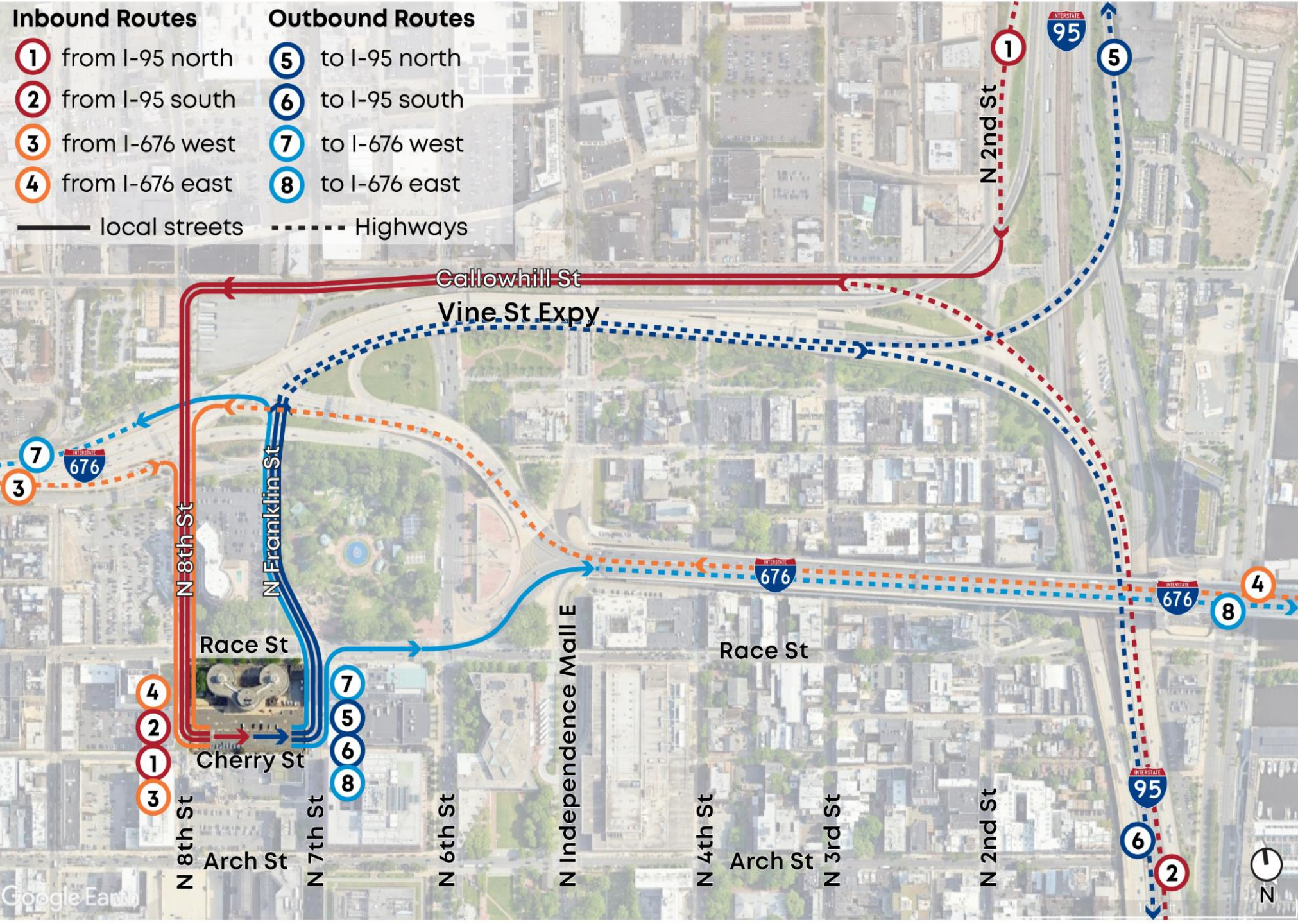


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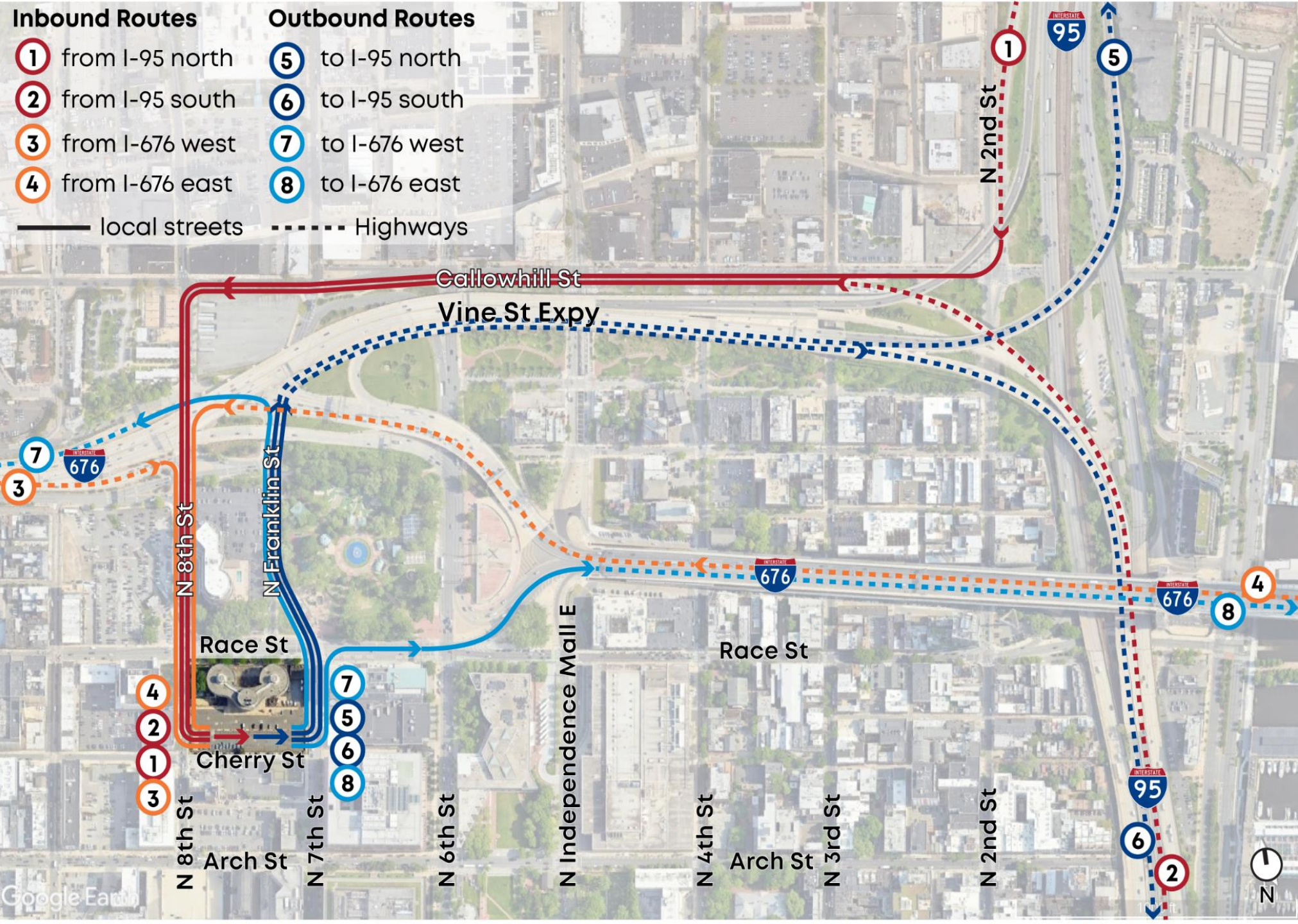


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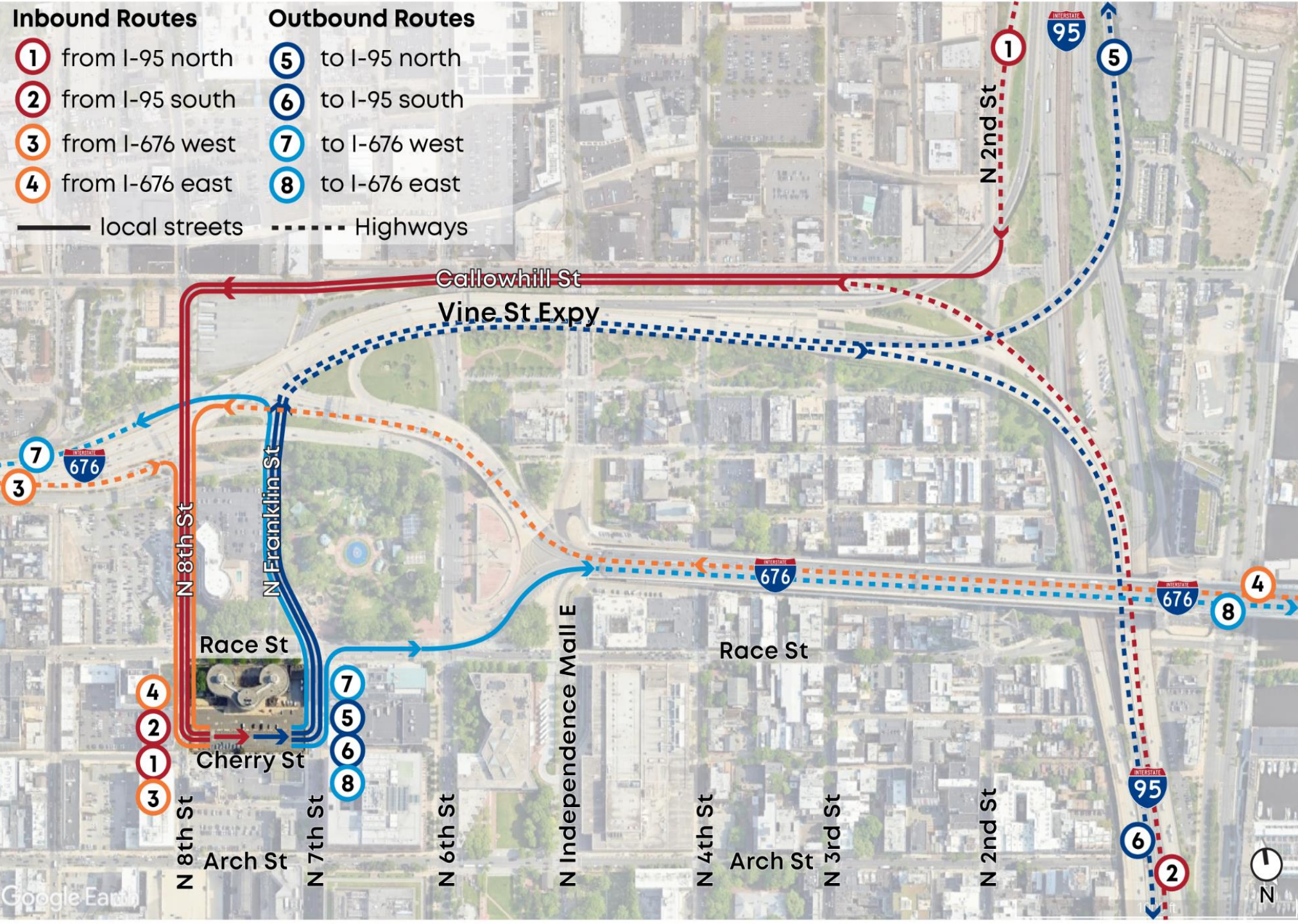


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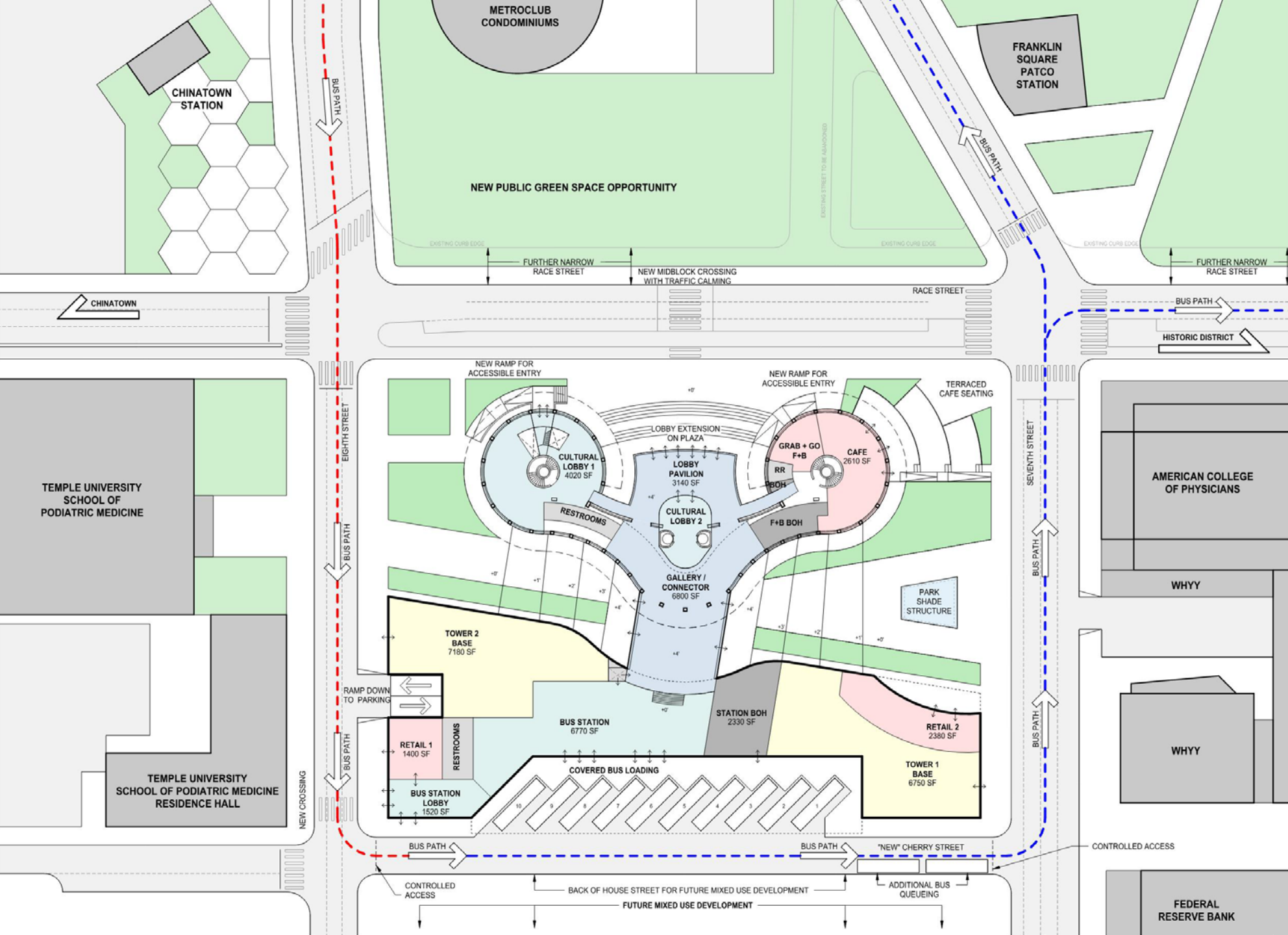
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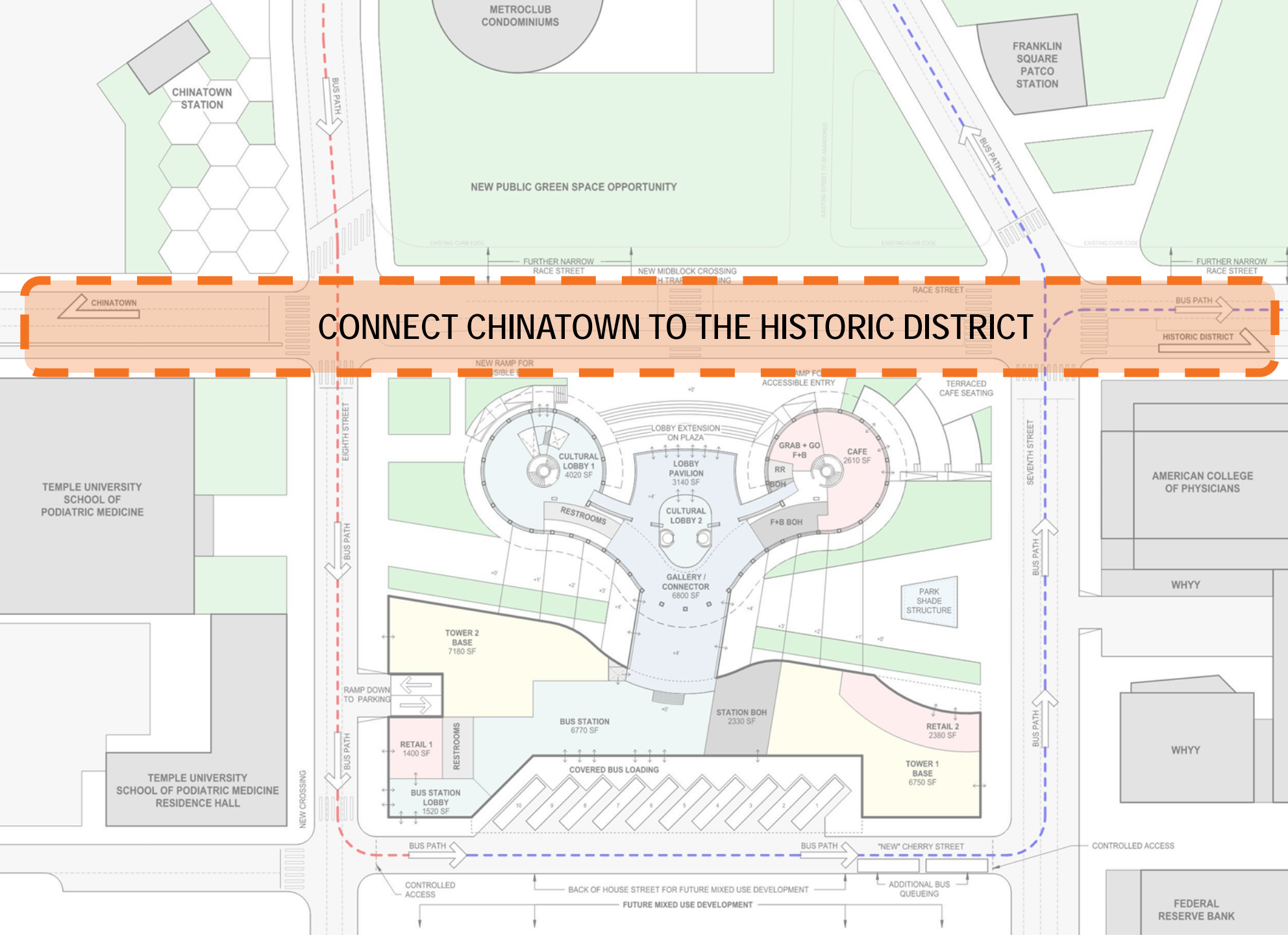
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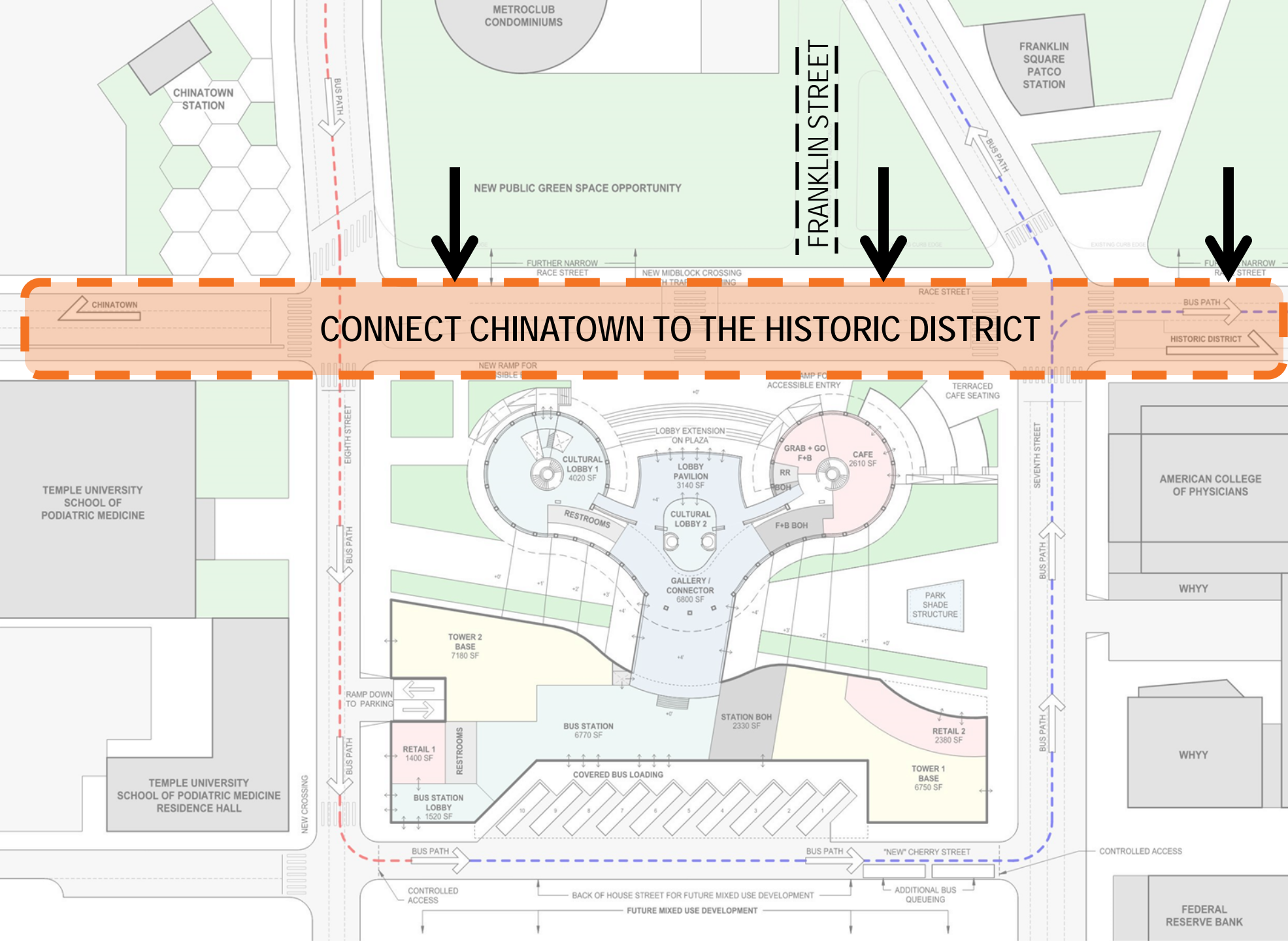
CONNECT CHINATOWN TO THE HISTORIC DISTRICT



ROUNDHOUSE REIMAGINED

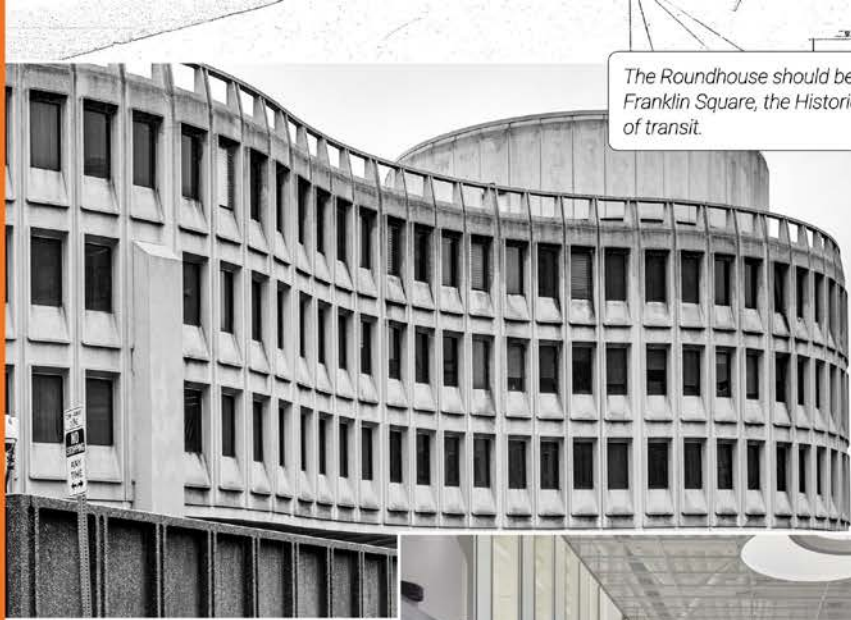
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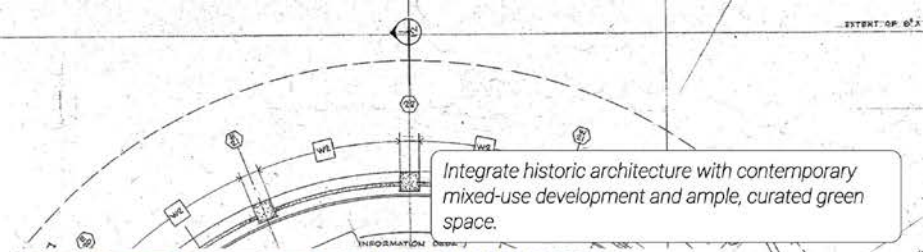


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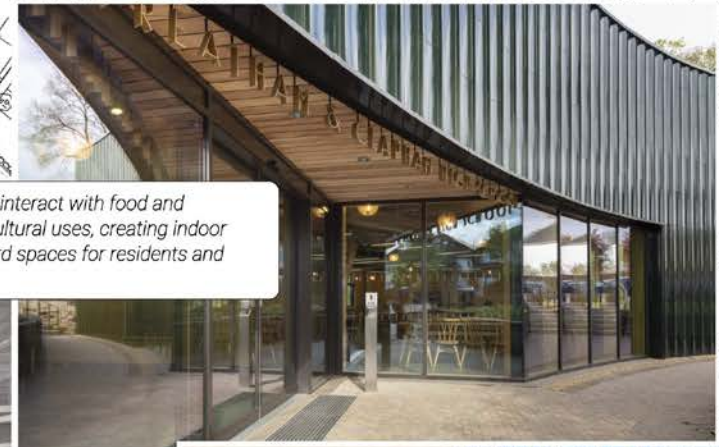
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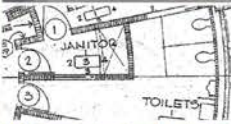
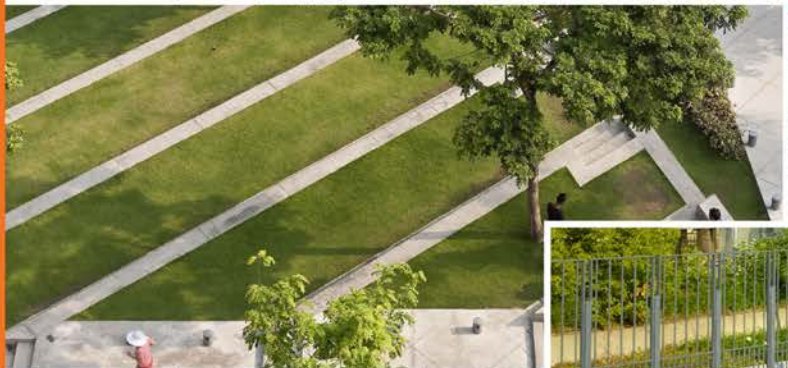
Integrate historic architecture with contemporary mixed-use development and ample, curated green space.



Allow waiting areas to interact with food and beverage, as well as cultural uses, creating indoor and outdoor public third spaces for residents and visitors alike.



This proposal is Phase 2. Phase 1 includes re-paving the parking lot for adequate bearing capacity and utilizing the Roundhouse interior as a temporary bus station.

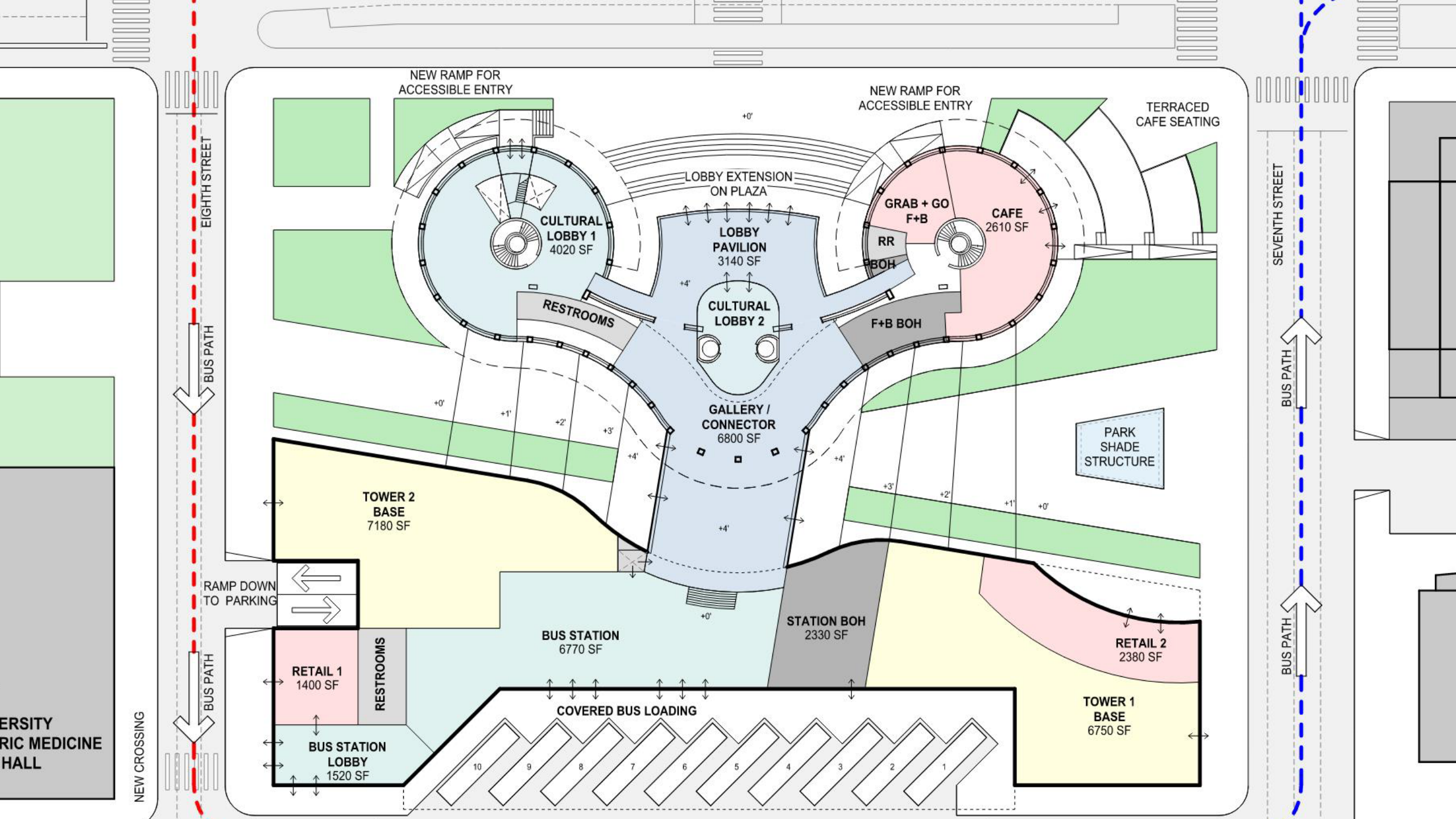


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UNIVERSITY
ERIC MEDICINE
HALL

NEW CROSSING

EIGHTH STREET

BUS PATH

BUS PATH

BUS PATH

NEW RAMP FOR
ACCESSIBLE ENTRY

NEW RAMP FOR
ACCESSIBLE ENTRY

TERRACED
CAFE SEATING

LOBBY EXTENSION
ON PLAZA

CULTURAL
LOBBY 1
4020 SF

LOBBY
PAVILION
3140 SF

GRAB + GO
F+B

CAFE
2610 SF

RESTROOMS

CULTURAL
LOBBY 2

RR

FBOH

F+B BOH

GALLERY /
CONNECTOR
6800 SF

PARK
SHADE
STRUCTURE

TOWER 2
BASE
7180 SF

RAMP DOWN
TO PARKING

RESTROOMS

RETAIL 1
1400 SF

BUS STATION
LOBBY
1520 SF

BUS STATION
6770 SF

STATION BOH
2330 SF

RETAIL 2
2380 SF

TOWER 1
BASE
6750 SF

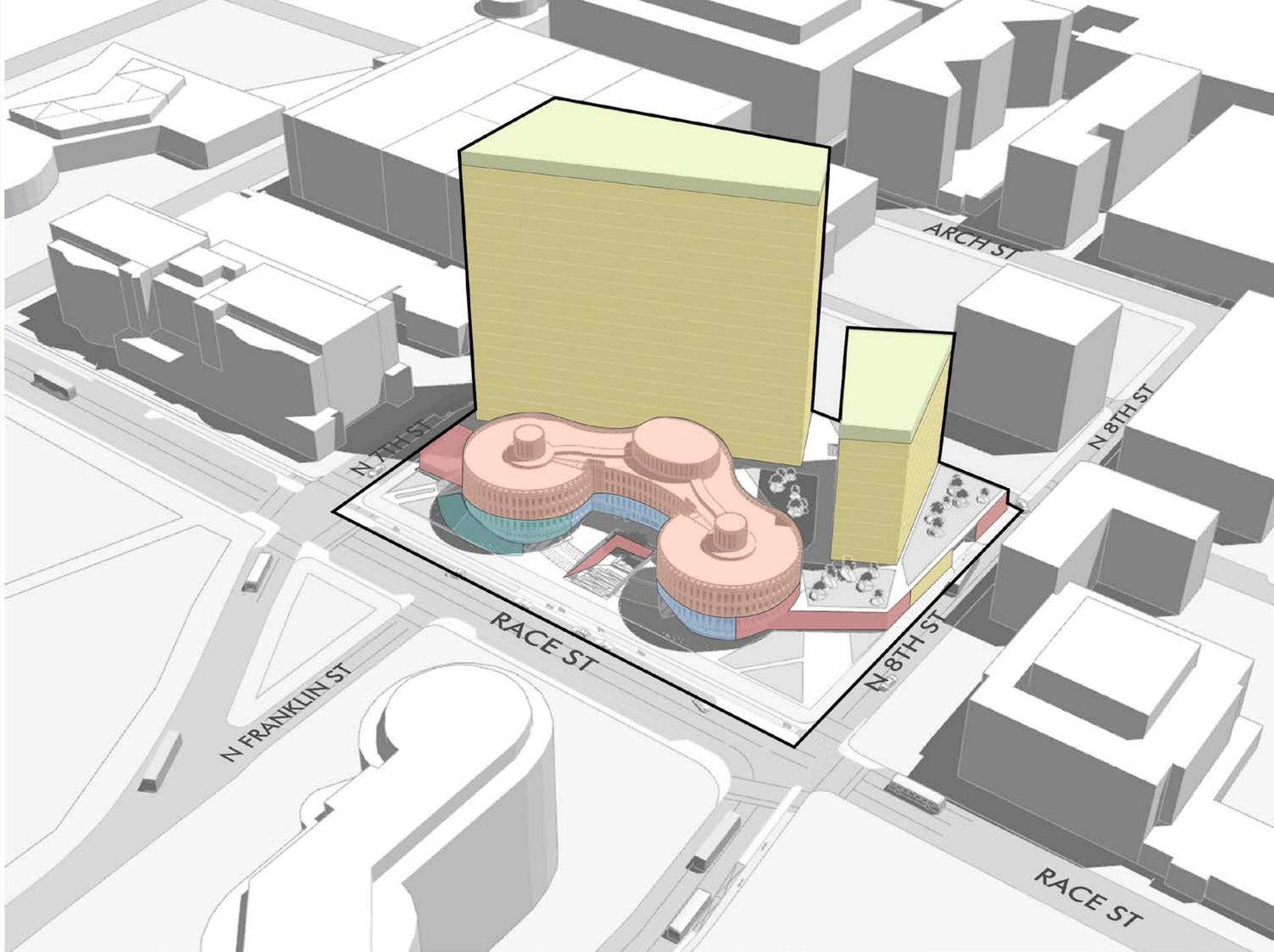
COVERED BUS LOADING

SEVENTH STREET

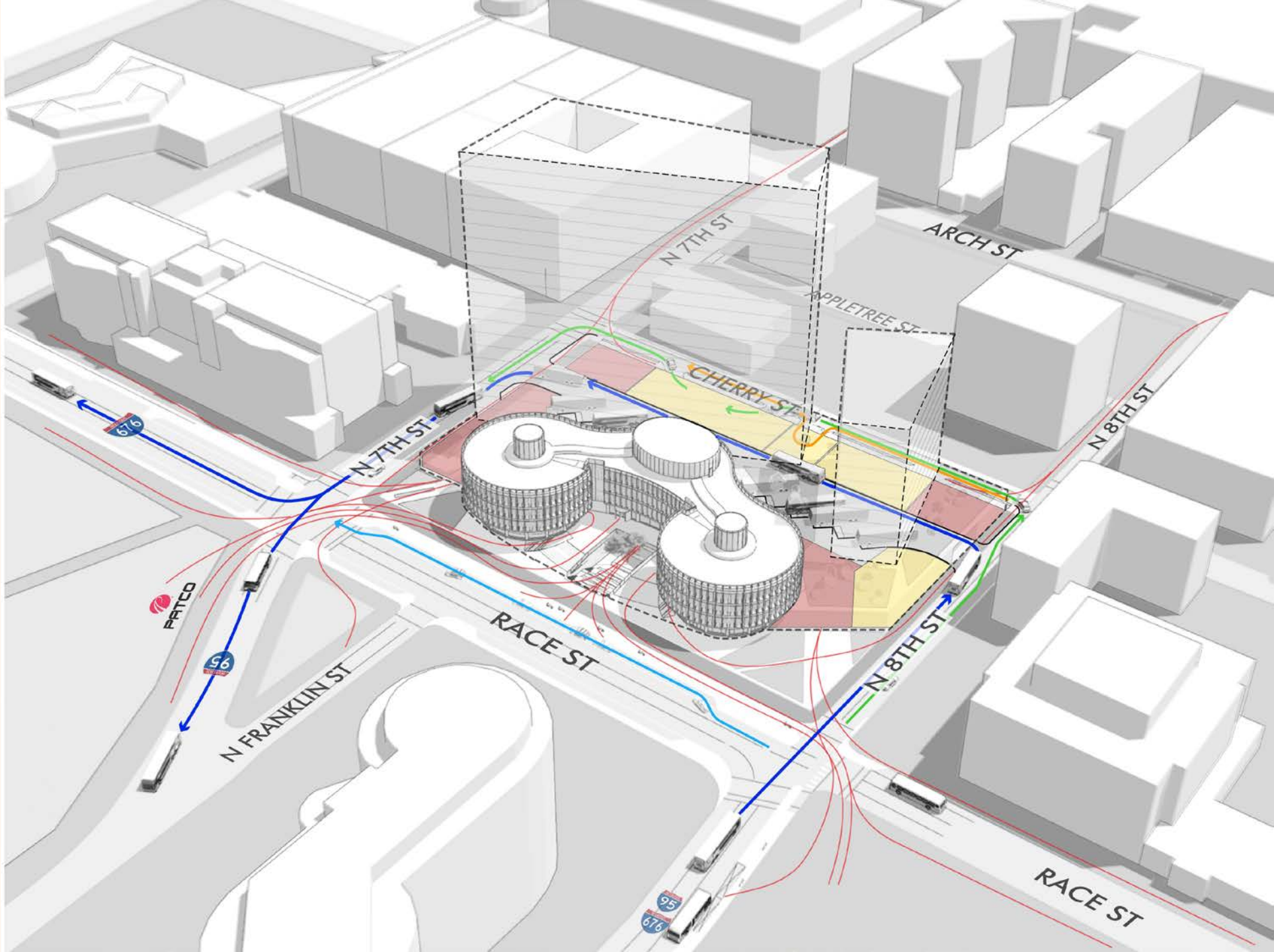
BUS PATH

BUS PATH

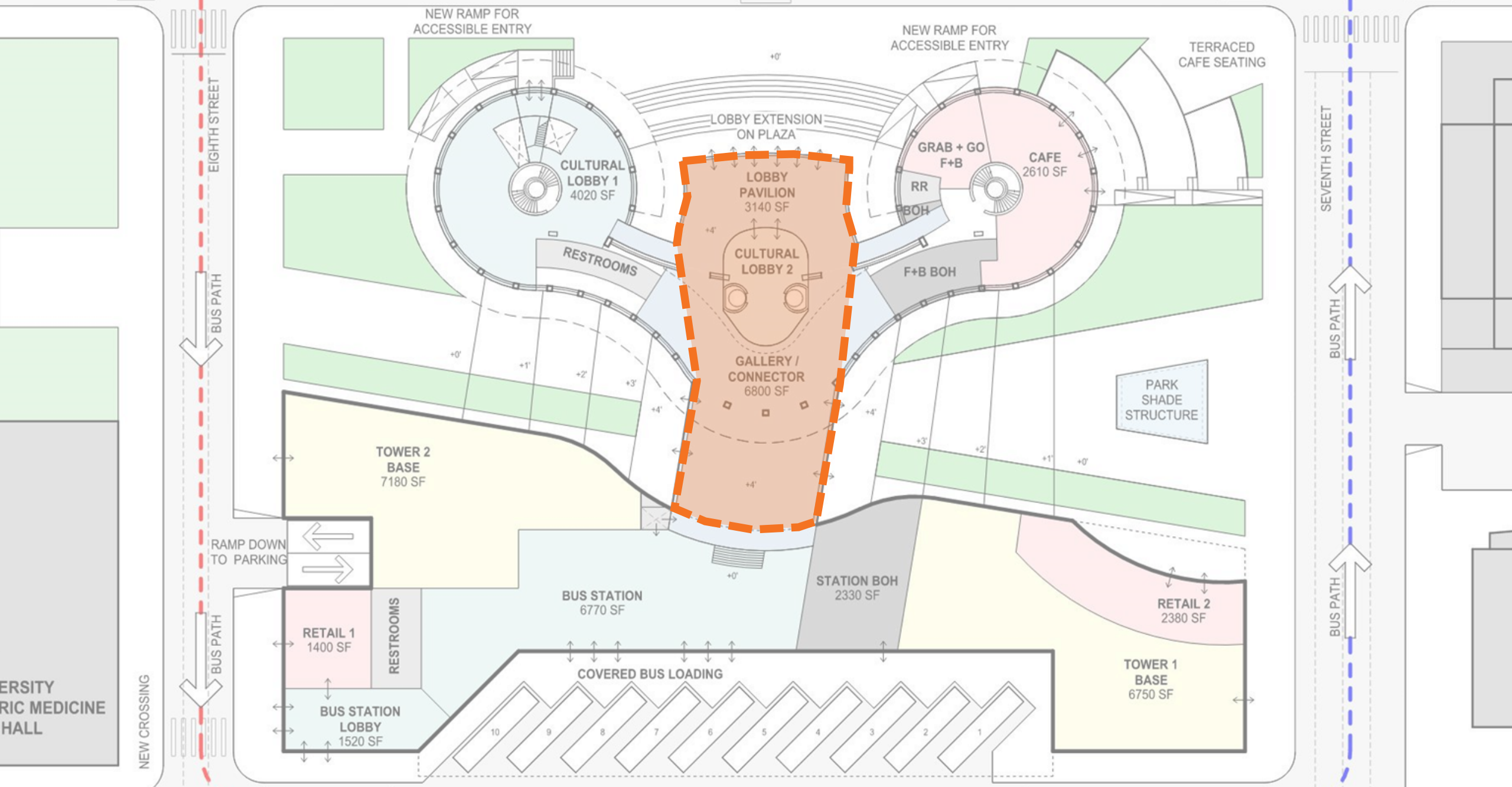
PREVIOUS ITERATION



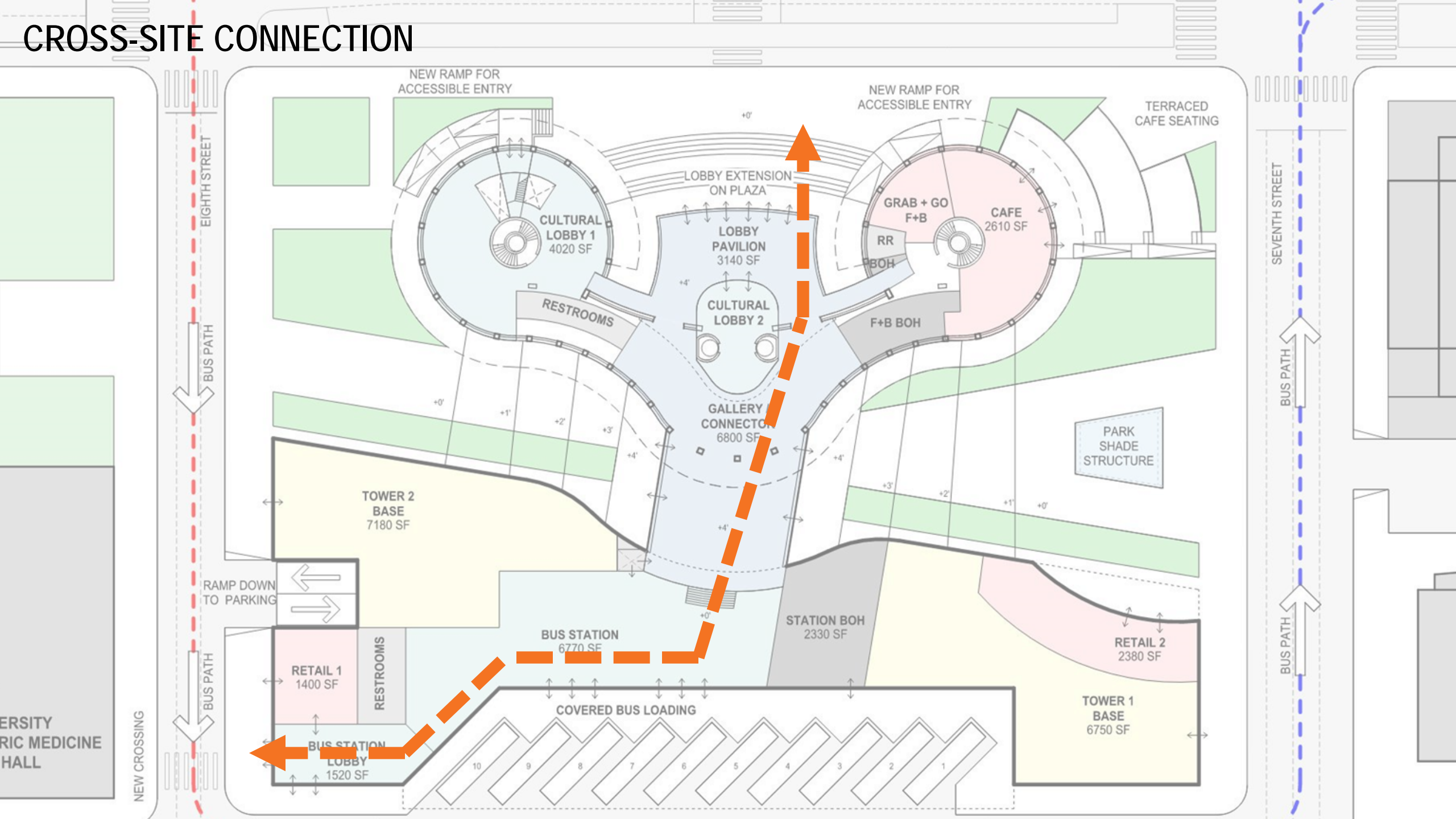
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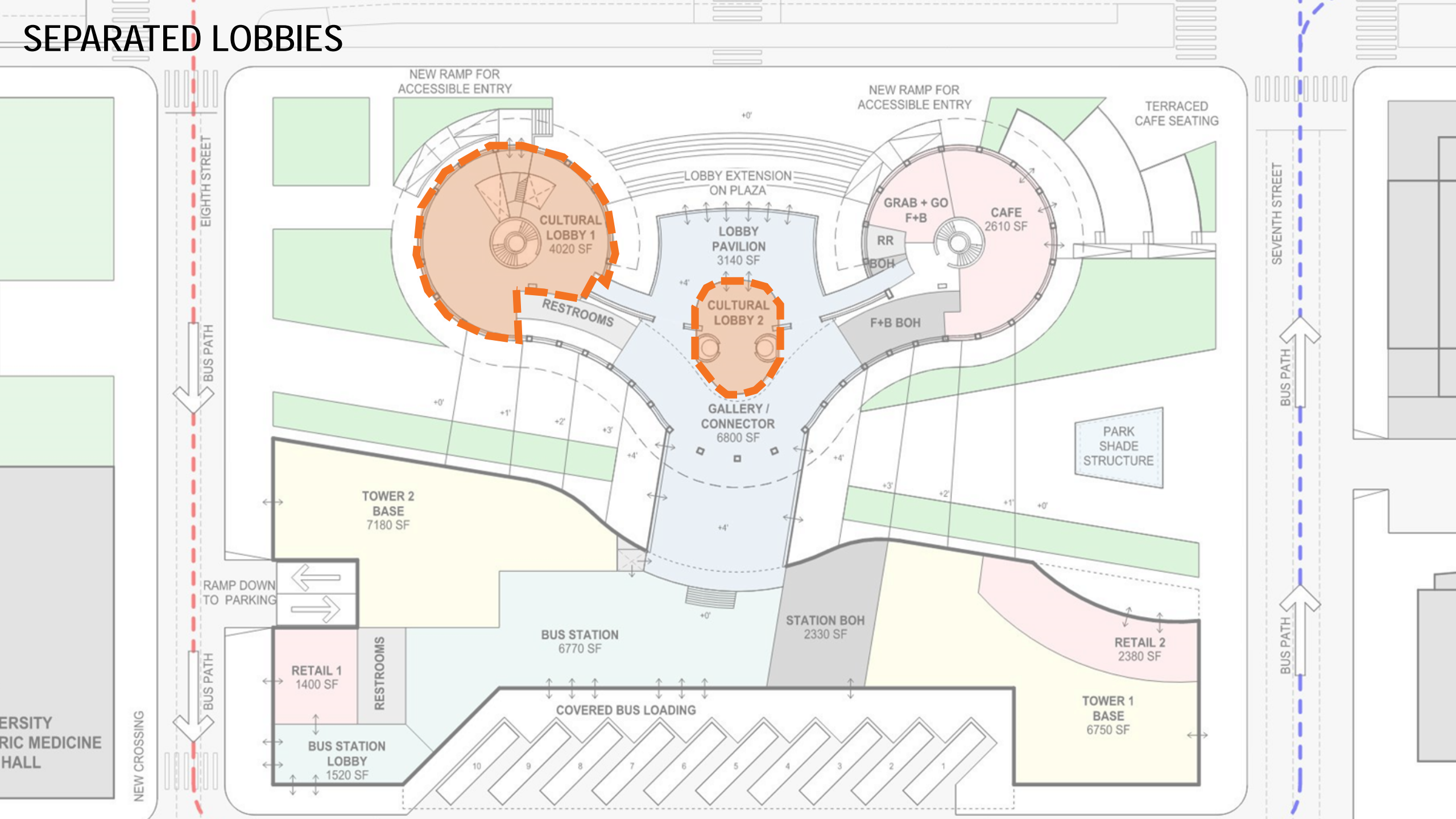
LOBBY PAVILION + GALLERY/CONNECTOR



CROSS-SITE CONNECTION

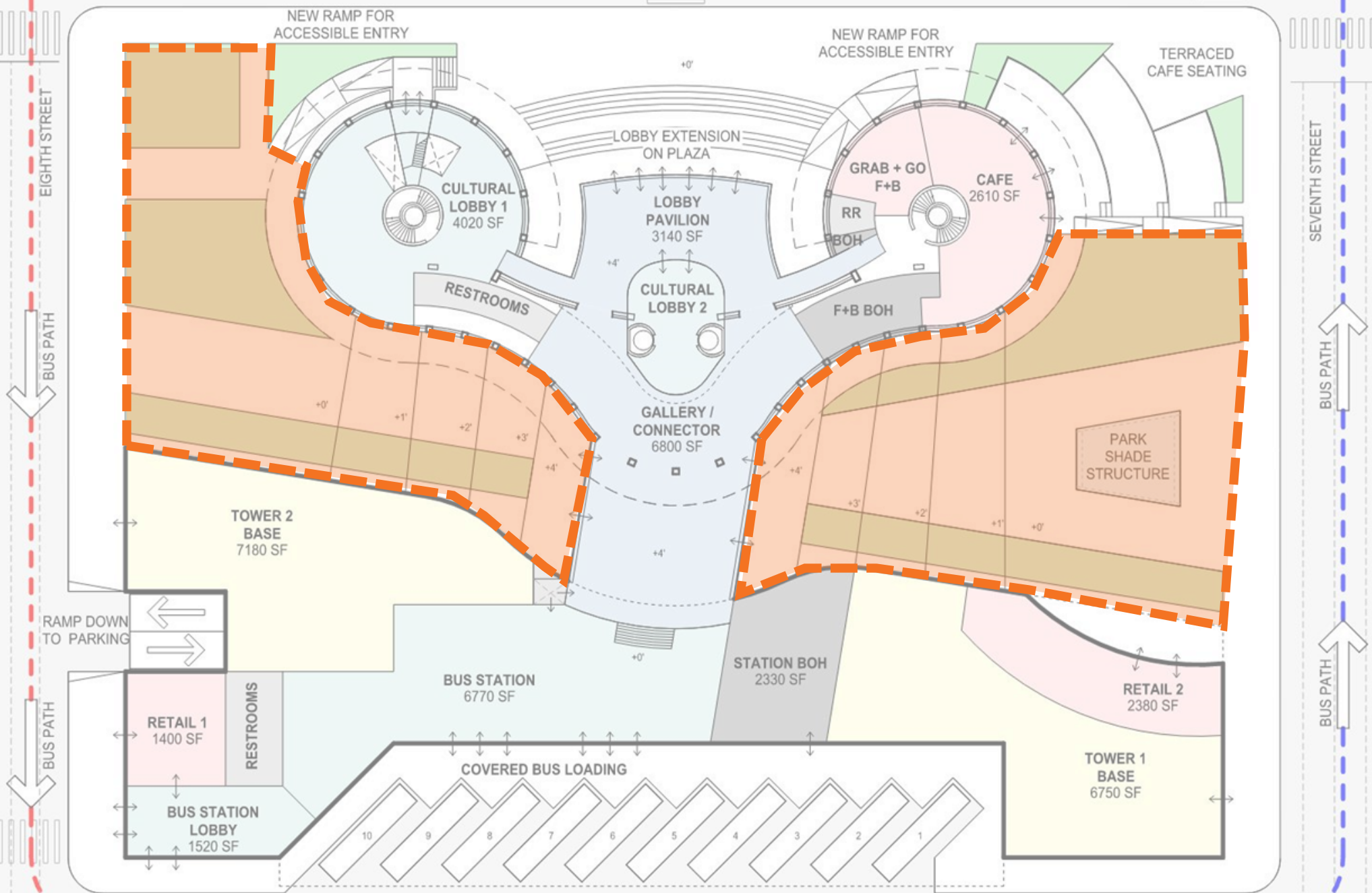


SEPARATED LOBBIES



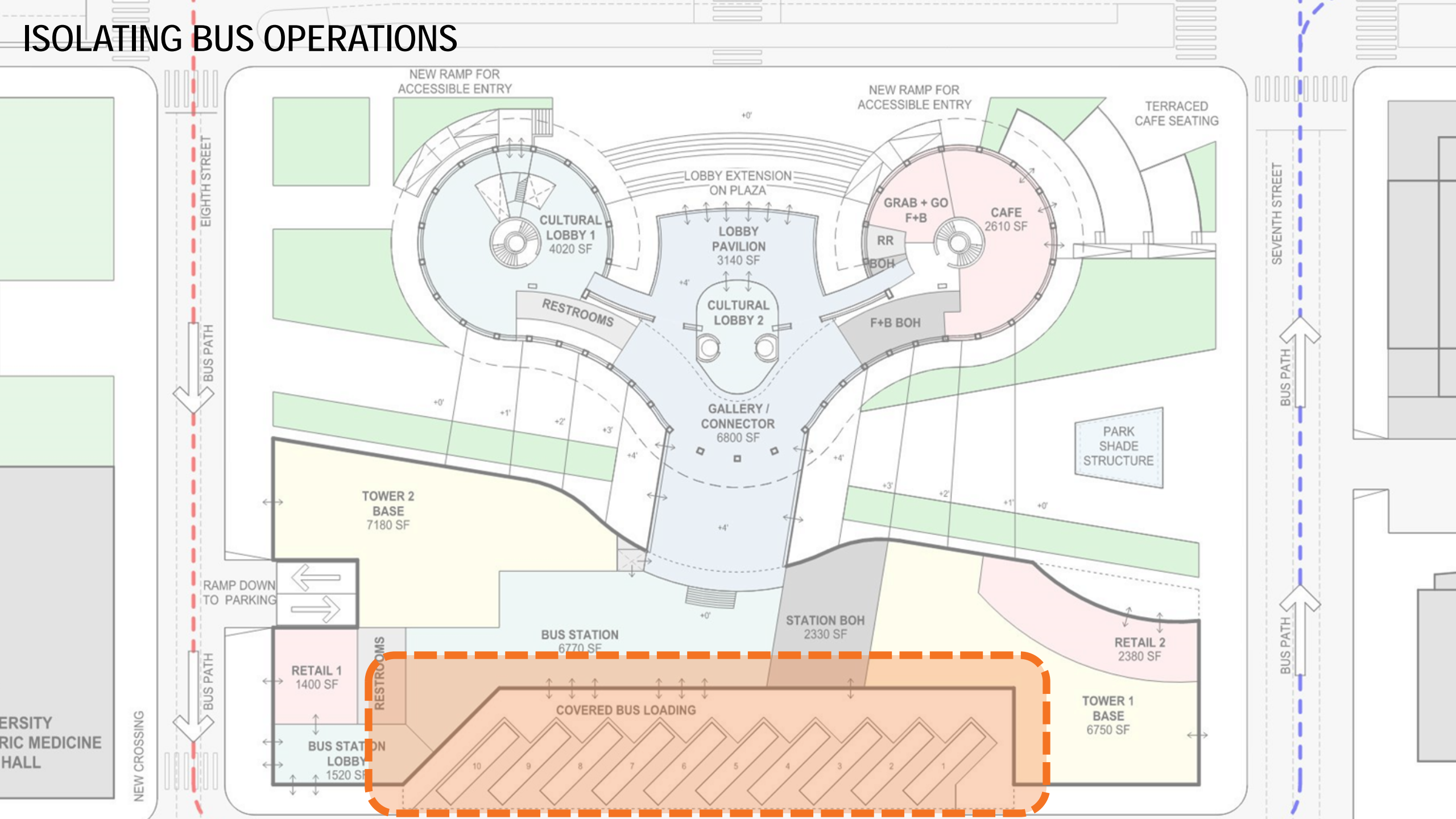
NEEDED THIRD SPACES

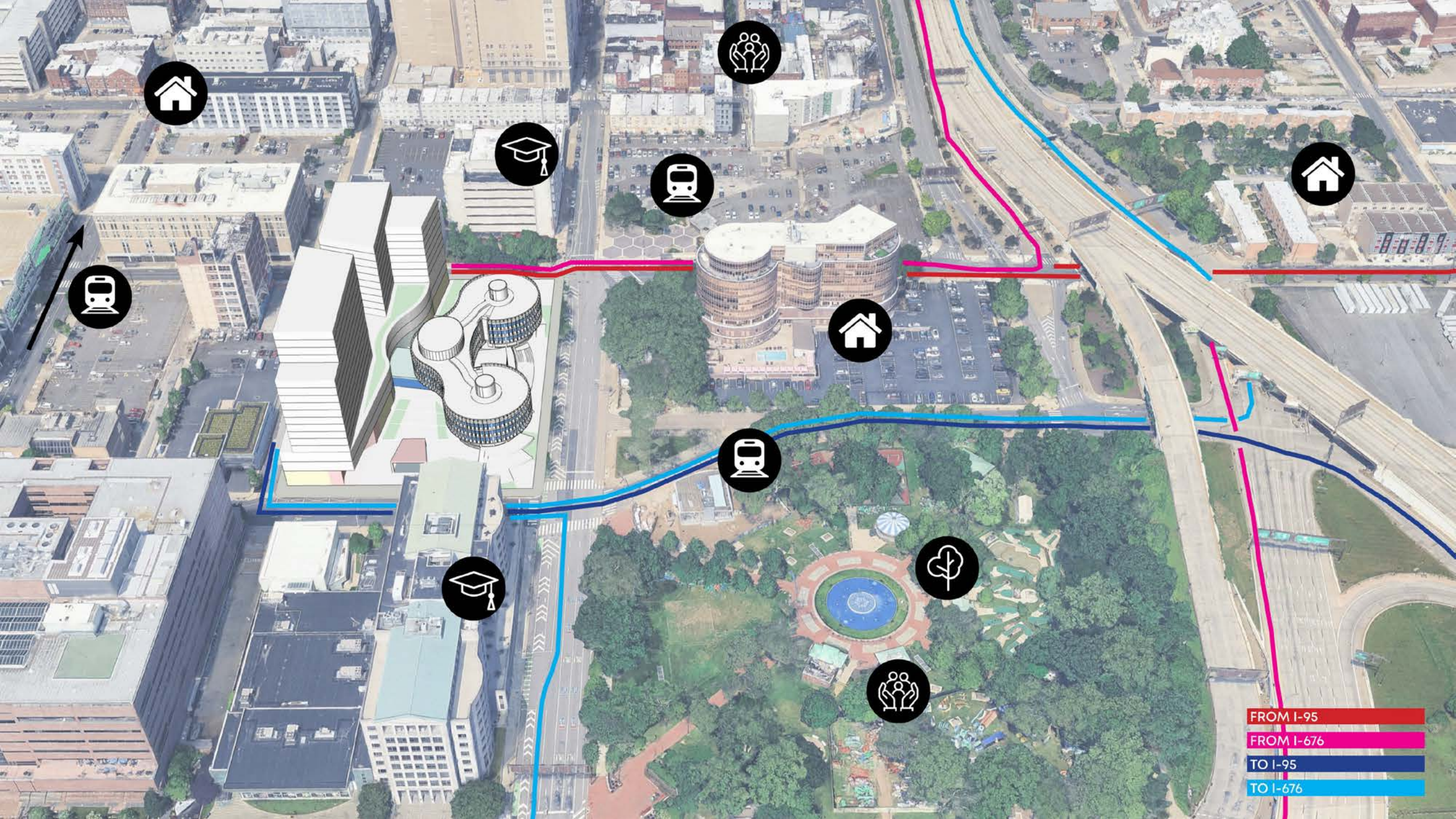
UNIVERSITY
ERIC MEDICINE
HALL



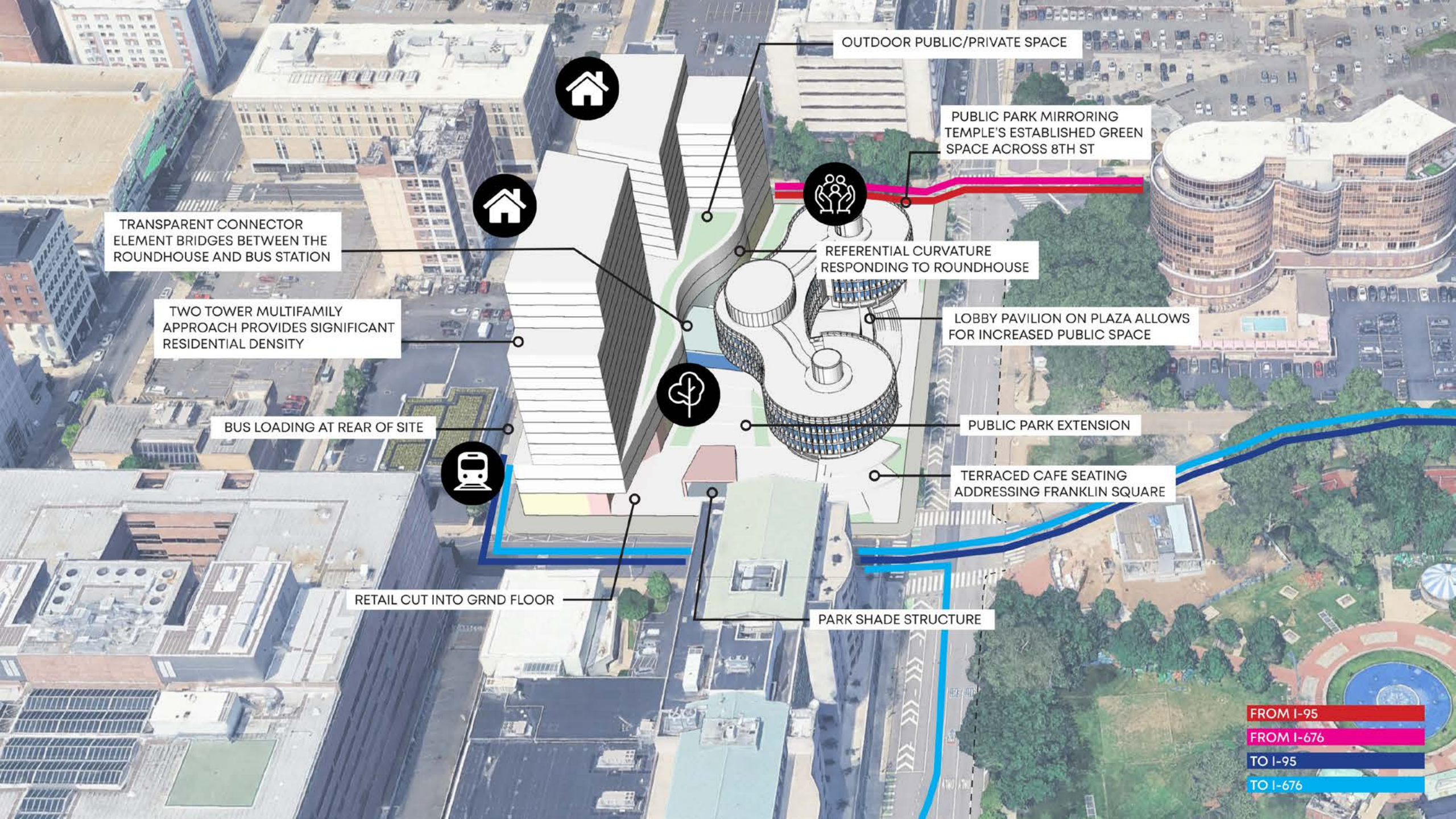
NEW CROSSING

ISOLATING BUS OPERATIONS





FROM I-95
 FROM I-676
 TO I-95
 TO I-676



OUTDOOR PUBLIC/PRIVATE SPACE

PUBLIC PARK MIRRORING
TEMPLE'S ESTABLISHED GREEN
SPACE ACROSS 8TH ST

REFERENTIAL CURVATURE
RESPONDING TO ROUNDHOUSE

LOBBY PAVILION ON PLAZA ALLOWS
FOR INCREASED PUBLIC SPACE

PUBLIC PARK EXTENSION

TERRACED CAFE SEATING
ADDRESSING FRANKLIN SQUARE

PARK SHADE STRUCTURE

TRANSPARENT CONNECTOR
ELEMENT BRIDGES BETWEEN THE
ROUNDHOUSE AND BUS STATION

TWO TOWER MULTIFAMILY
APPROACH PROVIDES SIGNIFICANT
RESIDENTIAL DENSITY

BUS LOADING AT REAR OF SITE

RETAIL CUT INTO GRND FLOOR

FROM I-95

FROM I-676

TO I-95

TO I-676

DAG

**Design
Advocacy
Group**

Proposal Benefits

1. Cultural opportunities as identified in “Framing the Future of the Roundhouse”
2. Intercity Bus Station
3. Significant Residential Density
4. Mixed-Use Site Programming for Round the Clock Activity
5. Activated Streetscape along Race Street
6. Improved Pedestrian Access through and around the Site
7. Safe and Maintained Indoor and Outdoor Third Spaces
8. Additional Food, Beverage and Grab-Go Options for the Historic District

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THANK YOU