



VITULLI  
MUDD 21 UNSW

# CHRISTIAN VITULLI

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Urban Designer + Landscape Architect

## Professional Experience

Site Image, Sydney, Australia

**Urban Designer + Landscape Architect**

August 2014 – Current

Site Solutions, Atlanta, Georgia, USA

**Graduate Landscape Architect**

July 2012 – July 2013

Hellmuth, Obata & Kassabaum (HOK), Atlanta, Georgia, USA

**Planning + Urban Design Intern**

May 2011 – September 2011

## Technical Proficiencies

Autocad \_\_\_\_\_

Sketchup \_\_\_\_\_

Photoshop \_\_\_\_\_

InDesign \_\_\_\_\_

Illustrator \_\_\_\_\_

GIS \_\_\_\_\_

Revit \_\_\_\_\_

Rhino \_\_\_\_\_

## Education

**Master of Urban Development & Design (MUDD)**

University of New South Wales, Graduate School of Urbanism, Sydney, Australia

February 2016

**Bachelor of Landscape Architecture (BLArch)**

University of Georgia, College of Environment & Design, Athens, Georgia, USA

May 2012

# SELECTED PROJECTS

SOM + UNSW OPC International Studio, CHI



Lower East Side Redevelopment, NYC

Wynyard Axis, SYD



# INTRO

To provide a mixed-use, intercultural, and intergenerational collage of spaces which allow the artistic and entrepreneurial culture in Lower East Side to thrive, optimizing the social, cultural, environmental, and economic benefits of the neighbourhood.



## Urban Region

Manhattan's street grid is much more dense than the four surrounding New York City boroughs and New Jersey's waterfront to the west. Three nearby airports - JFK, LaGuardia, and Newark, signify New York City's position as a major global influence.



## Urban District

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## Urban Block

Tenement housing on the Lower East Side is shown on the northern and eastern edges of the plan; spaces between each apartment allow air and light into interiors. The centre of the plan shows the breakdown of the street grid and large public housing units that replaced tenement housing in the 1960s.





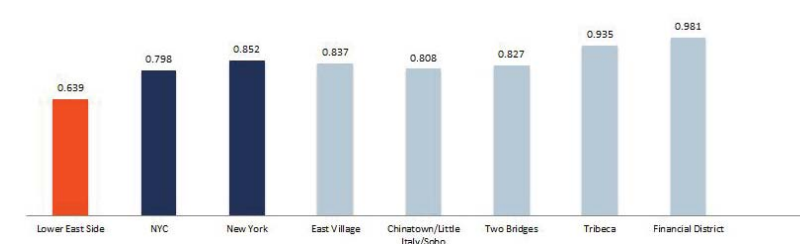
NYC  
LOWER EAST SIDE

# CHALLENGES

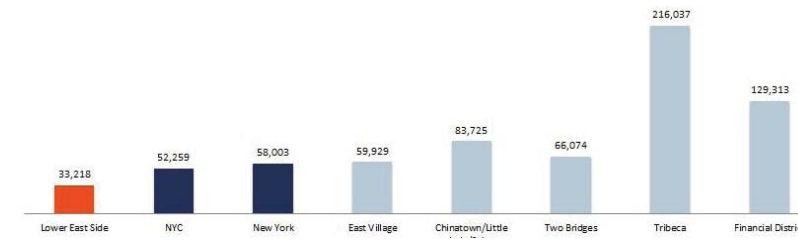
Lower East Side renewal area is comprised of empty parking lots that have been vacant since the 1960s

Towers placed on the land interrupted the historic grid and resulted in lack of connectivity

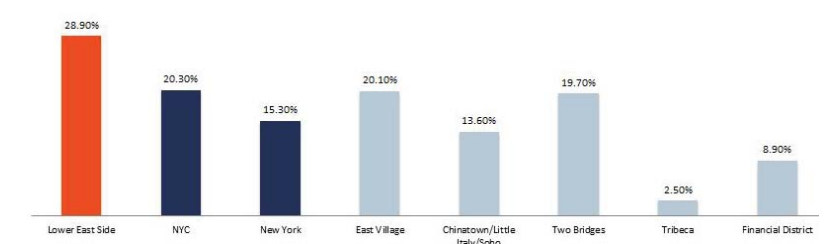
Need for better integration of the community fabric, better job opportunities, and increased pedestrian movement throughout the site.



Number of High School Graduates



Median Household Income



Individuals Below Poverty Line



# OBJECTIVES

Create a street level pedestrian experience

Decrease stormwater runoff

Provide ample community and open space, while accommodating density increases

Allow maximum light for residents and employees

Mandate affordable housing to prevent market-driven development that widens income disparities

Allow the existing art community to thrive

Create a small-business economy

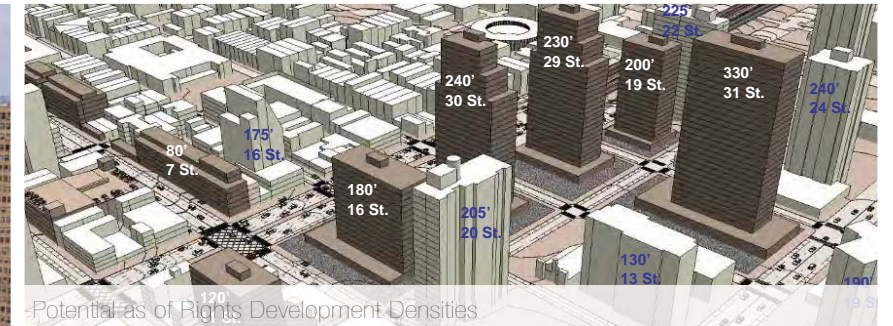
Integrate with the LowLine project



Delancey Street (1919) - Lower East Side - NYC



Delancey Street - Present Day



Potential as of Rights Development Densities



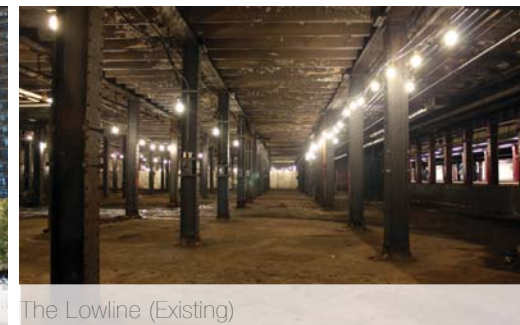
Empty Parking Lots along Delancey Street



Existing Co - Op



Existing Co - Op



The Lowline (Existing)



The Lowline (Proposed)

# STRATEGIES

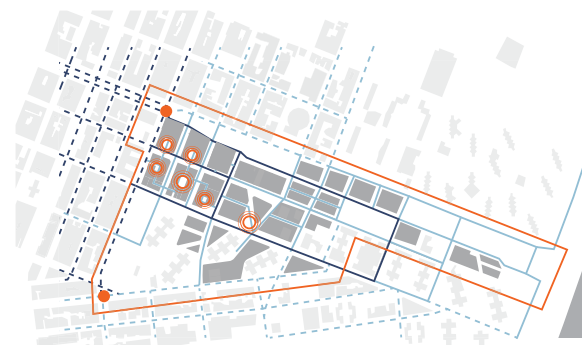
To enhance the pedestrian experience, we analysed and identified nodes that needed greater connectivity

Including 42,000 additional square metres of open space, in addition to 32,000 square metres of green roof space.

Using transfer of development rights, the renewal site will accommodate 4 pencil towers , each approximately 160 metres tall.

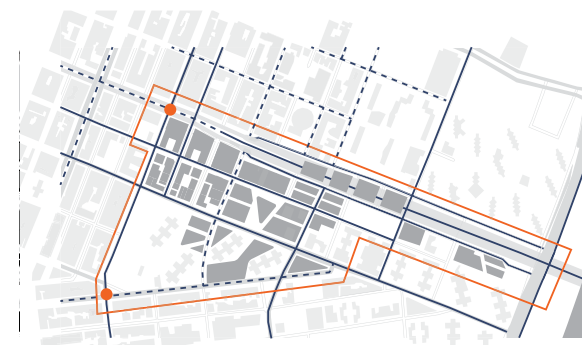
Development in the renewal area mandates 50% affordable units

The eastern portion of the site will be rezoned for creative industries to allow art lofts to exist at lower rental



Proposed Pedestrian Network

- Existing Pedestrian Network
- - - Proposed Pedestrian Network



Proposed Bicycle Network

- Existing Bicycle Network
- - - Proposed Bicycle Network



Proposed Green Space

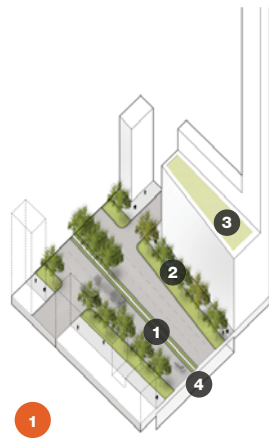
- Public Green Space
- Private Green Space



Proposed Building Use

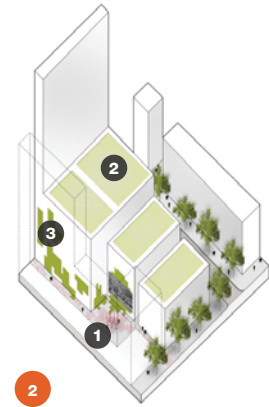
- Mixed Use Building
- Institutional & Service Building





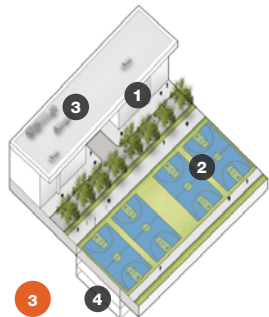
Delancey Streetscape

- 1 Landscape median w/cycle path
- 2 Landscape strip in place of removed lane
- 3 Green roof amenity space
- 4 Low line Park



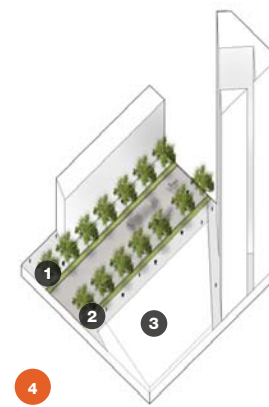
Pocket Plaza

- 1 Plaza Space
- 2 Green Roof Amenity Space
- 3 Vertical Garden



Active Park + Retail

- 1 Retail Under Bridge
- 2 Active Recreation Park
- 3 Williamsburg Bridge
- 4 Underground Parking



Grand Street Streetscape

- 1 Widened Sidewalk with Landscape Strip
- 2 Retail Frontage
- 3 Undulating Retail / Landscape Space





# STAGING + OUTCOMES

2015

PRE-DEVELOPMENT  
Project is awarded NYC trades land ownership with developers NYC secures financing for community amenities Developers begin to sell parcels of each block

2020

PHASE TWO  
Construction begins for Community Centre and Age Care Centre. Development begins on blocks within a 5 minute walk of the subway.

2030

HASE FOUR  
Construction begins for retail space between co-op towers begins.

2017

PHASE ONE  
Construction begins on blocks closest to the subway, including the job-training centre, start of the commercial spaces on Delancey Street, and two high-rise pencil towers. Urban garden is constructed, as it will provide immediate permanent employment to residents.

2024

PHASE THREE  
Construction of the Graffiti Museum begins. Development begins on blocks within a 10 minute walk of the subway.

2035

PHASE FIVE  
Project completion.

ESSEX CROSSING VS LOWER EAST SIDE RENEWAL PROPOSAL

| ESSEX CROSSING  |                               | LOWER EAST SIDE RENEWAL  |
|---|-------------------------------|--|
| 153,000 square metres<br>9 sites  | <b>TOTAL DEVELOPMENT SIZE</b> | 520,000 square metres<br>30 sites  |
| 1,400 square metres   | <b>OPEN SPACE</b>             | 31,000 additional square metres<br>11,000 renovated  |
| 1,000 units (50%)   | <b>HOUSING</b>                | 3,200 units (50%)  |
| 25,000 square metres  | <b>COMMERCIAL</b>             | 240,000 square metres  |
| Space for small businesses, micro-retail, and co working space  | <b>SMALL BUSINESSES</b>       | Space for small businesses, tech, and co-working will be located at ground level along Delancey Street, creating a new commercial corridor   |
| Community Centre, Grocery, Museum, Bowling alley, Movie theatre, Fitness centre                             | <b>COMMUNITY AMENITIES</b>    | Community Centre, Grocery, Graffiti Museum, Library, Day Care, Skate Park  |
| Urban farm (rooftop)  | <b>URBAN AGRICULTURE</b>      | Urban farm (spanning 4 blocks under Williamsburg   |
| The Market Line is a 3-block underground concourse along Delancey Street for small vendors and entrepreneur | <b>TRAINING CENTRES</b>       | A training centre is located on Delancey Street next to the Essex Street metro to provide the low-income Lower East Side residents with the skills needed to obtain a stable job , |
| Relocation and expansion  | <b>ESSEX ST. MARKET</b>       | Not addressed to preserve historic market  |
| A site is reserved for a public school  | <b>SCHOOL</b>                 | Primary school, located on ground floor of high-rise   |





# INTRO

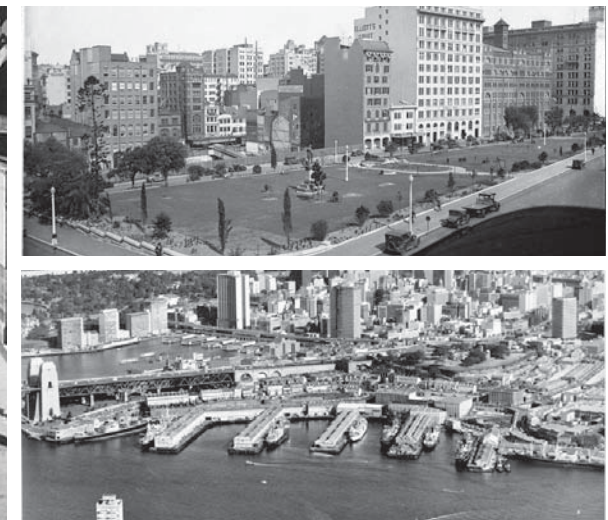
To create a dynamic and integrated urban fabric in the heart of Sydney that provides opportunities for people to live, work and play. This concept adapts to the existing city layout and compliments the surrounding developments on George Street. The cohesion of the North South George Street Axis and the East West Axis will create a vital creative, social and commercial core for the City.



Wynyard Axis Study Area



George Street 1900



Walsh Bay 1960





SYD

WYNYARD AXIS

## ISSUES

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Recent Urban Development trends tend to enforce livable pedestrian connectivity along with pedestrianisation of George Street and light rail line reinstallation in which neglecting potential connectivity to Barangaroo development. We see opportunity to connect the George Street pedestrianisation project with the Barangaroo Development through the Wynyard Place redevelopment.

## OBJECTIVES

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Create a robust street level pedestrian experience by providing options of street level activities.

---

Emphasise connections between Wynyard Place to Barangaroo by providing unique character of streetscape in accordance to Sydney Special Character Area

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Provide strong public domain bond with ground surface plane and sub-surface ground plane from George Street to Wynyard Station

---

Provide interactive digital wayfinding elements as part of pedestrians visual cues from one point to another

---

Introduce dynamic public realm by creating a small-retails activities and more humanise street activities

---

Provide vibrant urban greenery by encouraging green architecture  
Inculcate water sensitive urban design into production of public domains

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## STRATEGIES

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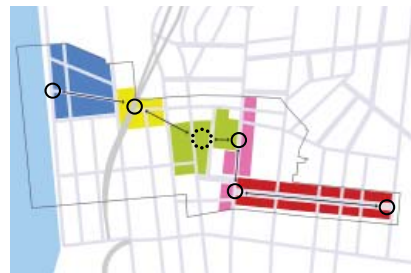
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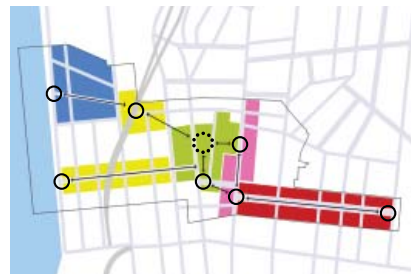
Ground Plane VS Sub-surface Plane Pedestrian  
Diagram shows current pedestrian flows on ground surface and sub-surface plane with connection bridges



Vehicular Access VS Public Transport Access  
Diagram shows traffic flows of existing vehicular and public transport access.



Heritage Items VS Special Character Areas  
Diagram shows existing heritage items and special character areas zoning found on site



Ground Plane VS Sub-surface Plane  
Diagram shows pedestrian flows on ground surface and sub-surface plane with connection bridges as per future development of George Street pedestrianisation and Barangaroo Development



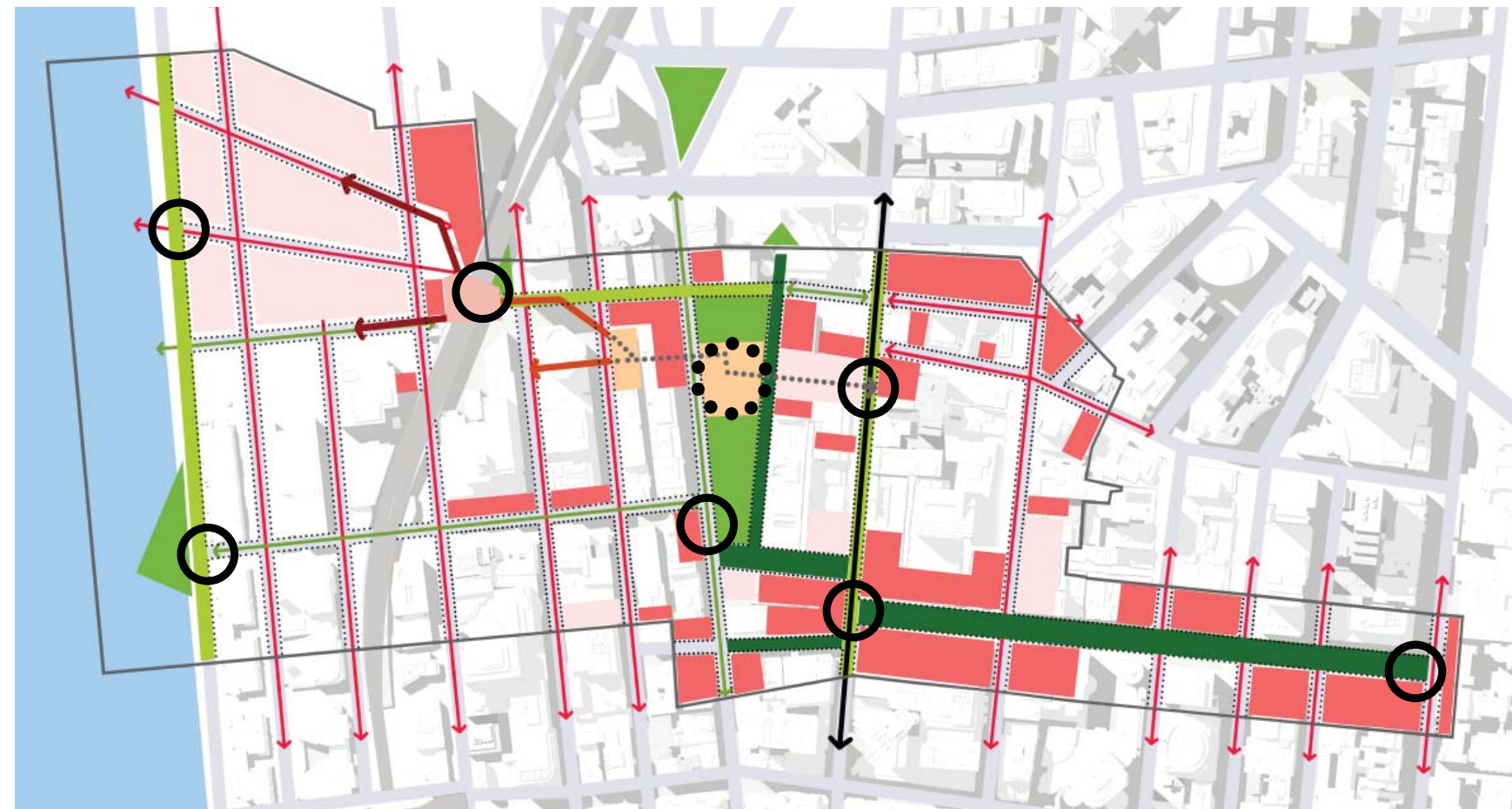
Vehicular Access VS Public Transport Access  
Diagram shows traffic flows of vehicular and public transport access as per future development of George Street pedestrianisation and Barangaroo Development



Heritage Items VS Special Character Areas  
Diagram shows heritage items versus Special Character Areas as per heritage items list and special character area of Sydney

Overall Key

- |                    |               |                 |                  |                |
|--------------------|---------------|-----------------|------------------|----------------|
| Heritage Item      | Public Domain | Corridor        | Light Rail       | Main Roads     |
| Under Construction | Park          | Wynyard Station | Skybridge Conn.  | Sidewalk Conn. |
| Underground Space  | Pedestrian    | Physical Cues   | Subsurface Conn. |                |







**ROBUST**

Implementing color code, form & distinctive pattern to the ROBUST streetscape corridor, it will help to create UNIQUENESS in defining the axis from one to another.



**UNIQUE**

Implementing transformative streetscape furniture and providing multi-functioning streetscape corridor in which it promotes ROBUSTNESS that encourage pedestrian dynamism throughout George Street-Wynyard-Barangaroo axis



**BOND**

Integrating the corridor of George Street-Wynyard-Barangaroo axis by providing strong physical & visual BOND. This involves design manipulation of ground plane with sub-surface plane.



**INTELLIGENT**

Inculcating INTELLIGENT devices onto the streetscape elements and interactive digital art to posse pedestrian movement throughout the spaces. As an example, the traffic flow will be programed to correspond to pedestrian intensity at every intersection.



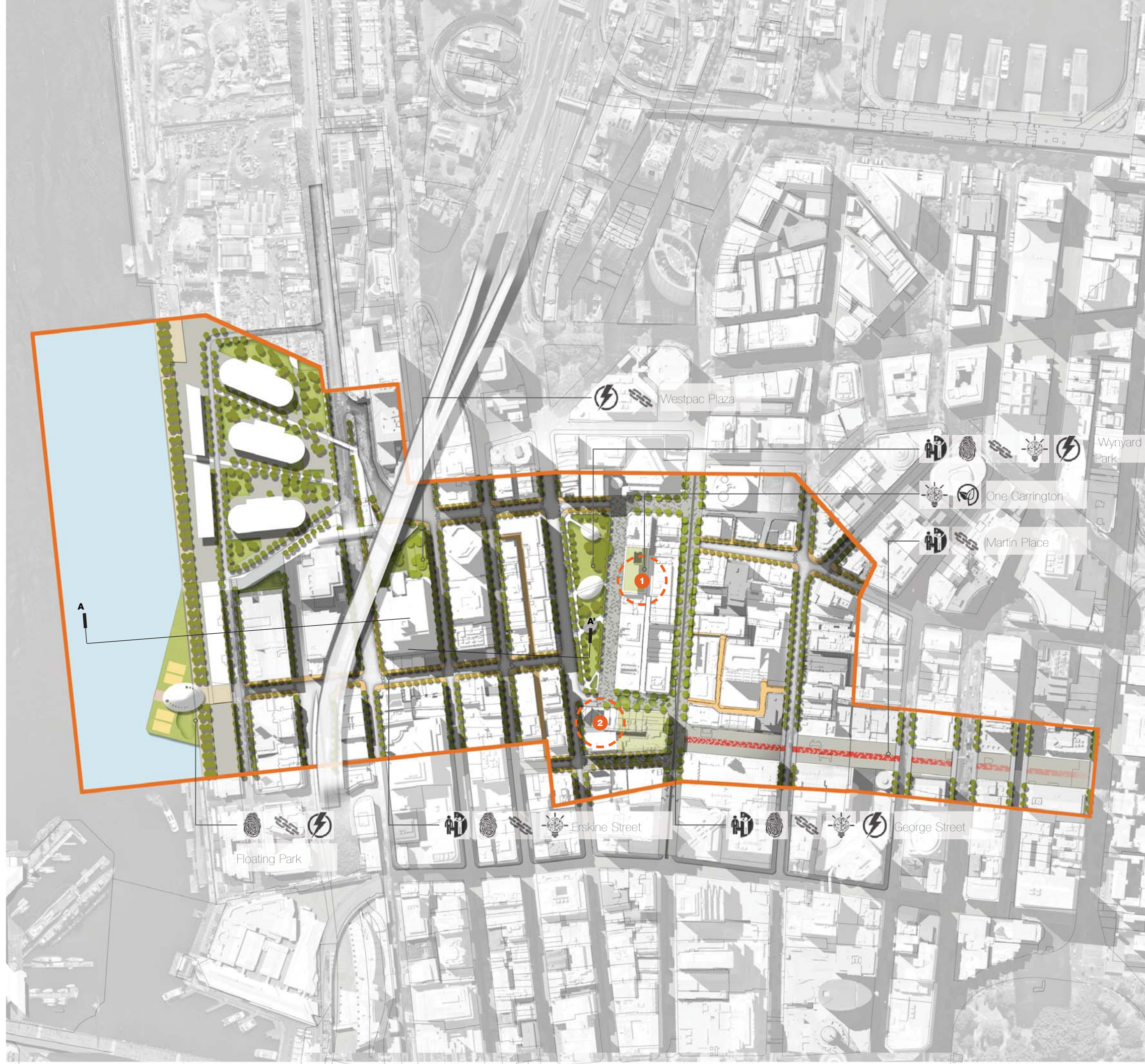
**KINETIC**

George Street-Wynyard-Barangaroo axis should also be seen a corridor that is always dynamic (KINETICS) in which it animates pedestrian energy by providing various spaces of experience.

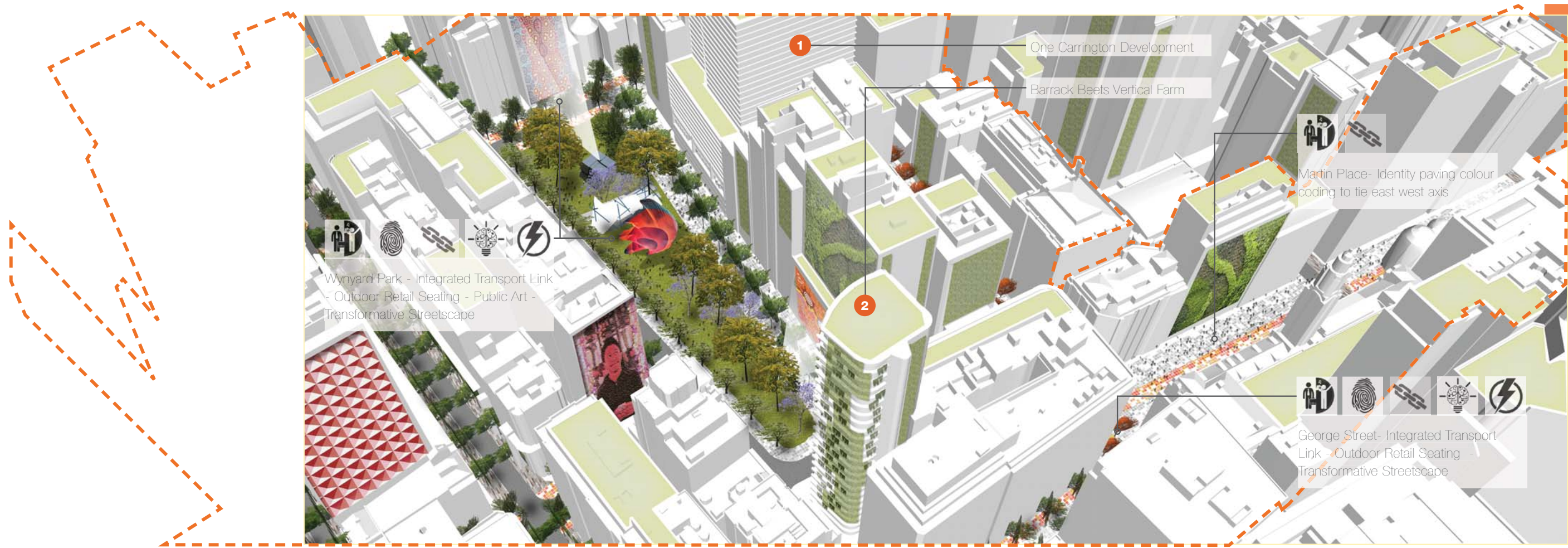


**SUSTAINABLE**

The development should also promotes SUSTAINABLE base urban design which encompasses Water SUSTAINABLE Urban Design (WSUD) as well as promoting green building & vertical greeneries such as Urban Farming through manipulation of materials and so on.







Wynyard Park - Integrated Transport Link  
- Outdoor Retail Seating - Public Art -  
Transformative Streetscape

One Carrington Development  
Barrack Beets Vertical Farm

Martin Place- Identity paving colour  
coding to tie east west axis

George Street- Integrated Transport  
Link - Outdoor Retail Seating -  
Transformative Streetscape

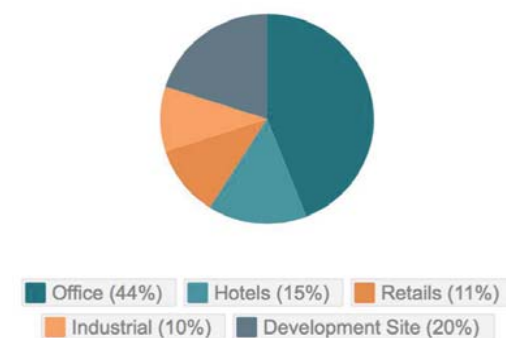
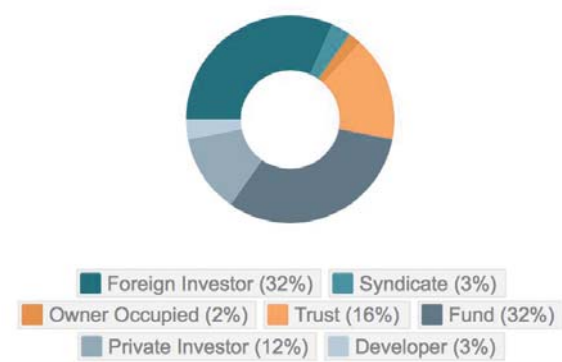
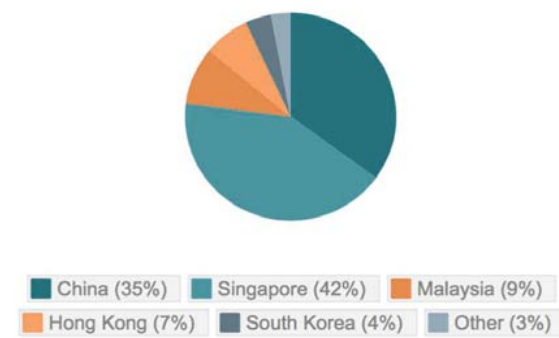
# FEASIBILITY ANALYSIS

## CURRENT DEVELOPMENT TRENDS

The market feasibility study will also cover current development study in which it shows the on going development of residential or retail or office in the city that is located within the radius of transect. DA Approved stage will also be shown in orange.

## SOCIO-ECONOMIC ISSUES

Socio-economic The socio-economic issues will be premised on Australian population projection, their tendency and concentration to live in the city. The study will also be associated with Australian Dollars currency performance with background study of Foreign property investment and ownership pattern in Sydney.



# MARKET ANALYSIS

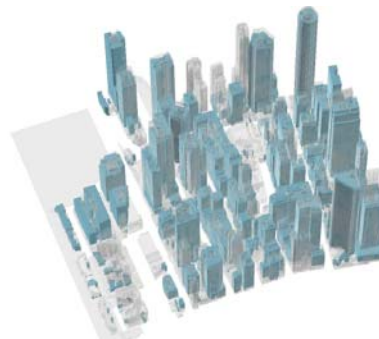
This is one of the most important sections of the feasibility study as it examines the marketability of the product or services and convinces readers that there is a potential market for the product or services. If a significant market for the product or services cannot be established, then there is no project.

Typically, market studies will assess the potential sales of the product, absorption and market capture rates and the project's timing. The feasibility study outputs the feasibility study report, a report detailing the evaluation criteria, the study findings, and the recommendations.

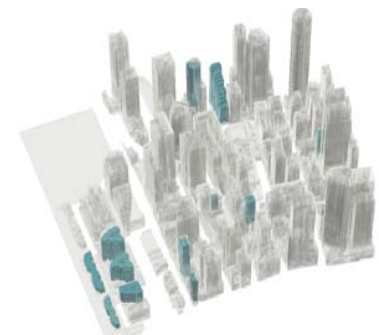
Market feasibility studies typically involve testing geographic locations for a real estate development project, and usually involve parcels of real estate land. Developers often conduct market studies to determine the best location within a jurisdiction, and to test alternative land uses for given parcels. Jurisdictions often require developers to complete feasibility studies before they will approve a permit application for retail, commercial, industrial, manufacturing, housing, office or mixed-use project. Market Feasibility takes into account the importance of the business in



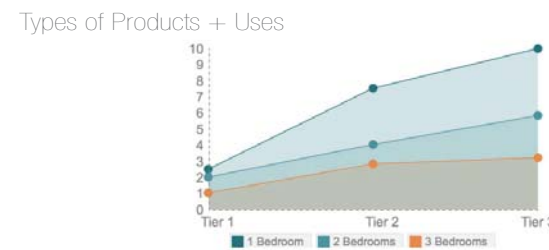
Residential Location + Saturation



Office Location + Saturation

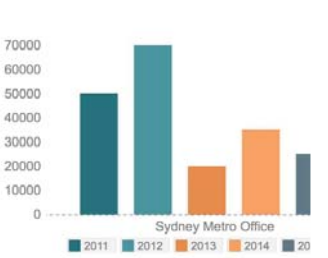
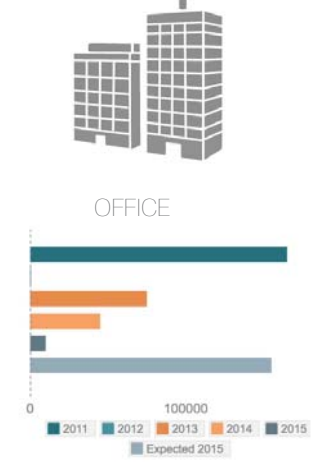
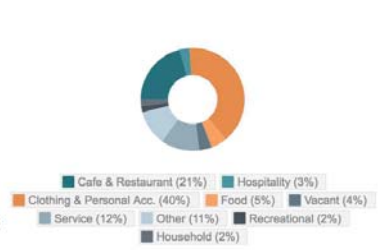
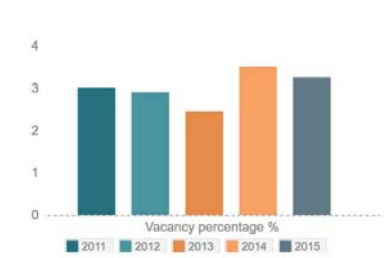


Retail Location + Saturation



Current Development Trends in Sydney

| Address              | #   | Year |
|----------------------|-----|------|
| 383 George St        | 199 | 2016 |
| Lot 5 & 6 Hiksons Rd | 159 | 2016 |
| 155 Bathurst St      | 490 | 2018 |
| 161 Castlereagh St   | 179 | 2018 |
| 130 Elizabeth St     | 148 | 2018 |



Current Development Trends in Sydney

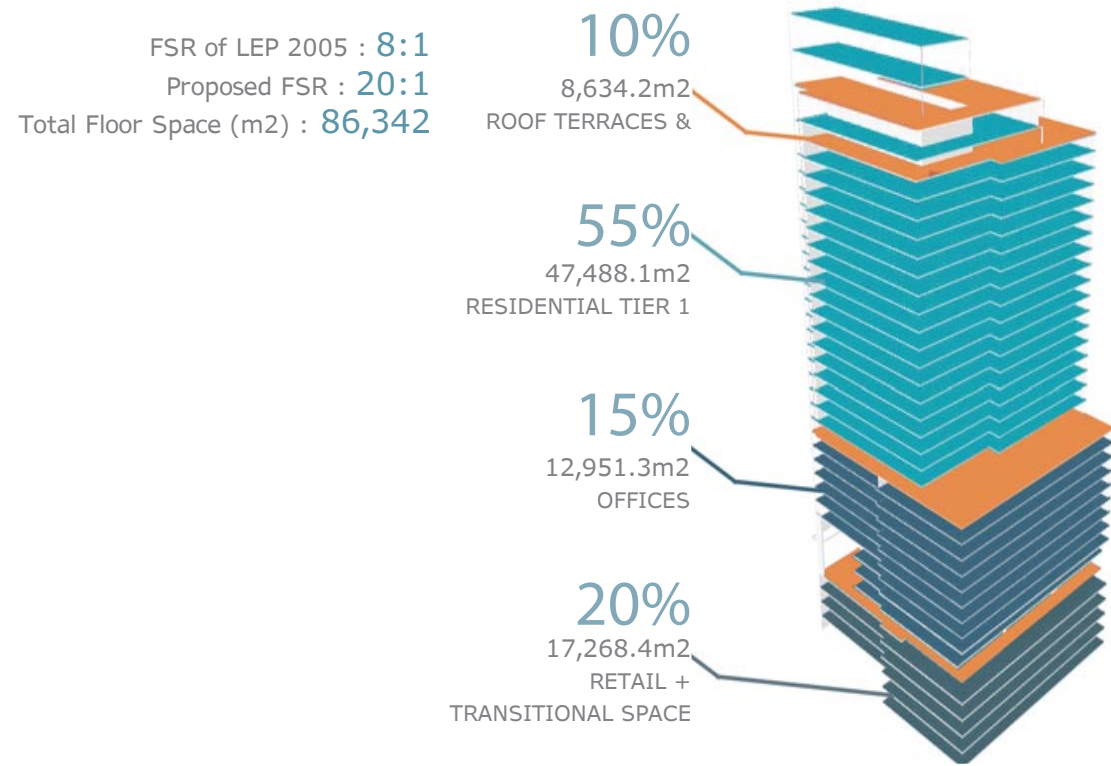
| Address             | #    | Year |
|---------------------|------|------|
| Glasshouse Building | 5000 | 2015 |
| 5 Martin Place      | 2256 | 2015 |

Current Development Trends in Sydney

| Address           | #       |
|-------------------|---------|
| 20 Martin Place   | 18,000  |
| International T3  | 78,000  |
| International T2  | 89,000  |
| 190-200 George St | 37,672  |
| 333 George St     | 12,300  |
| International T1  | 101,000 |
| The Ribbon (IMAX) | 38,000  |
| 151 Clarence St   | 21,000  |
| 33 Blight St      | 21,000  |
| One Carrington    | 60,000  |



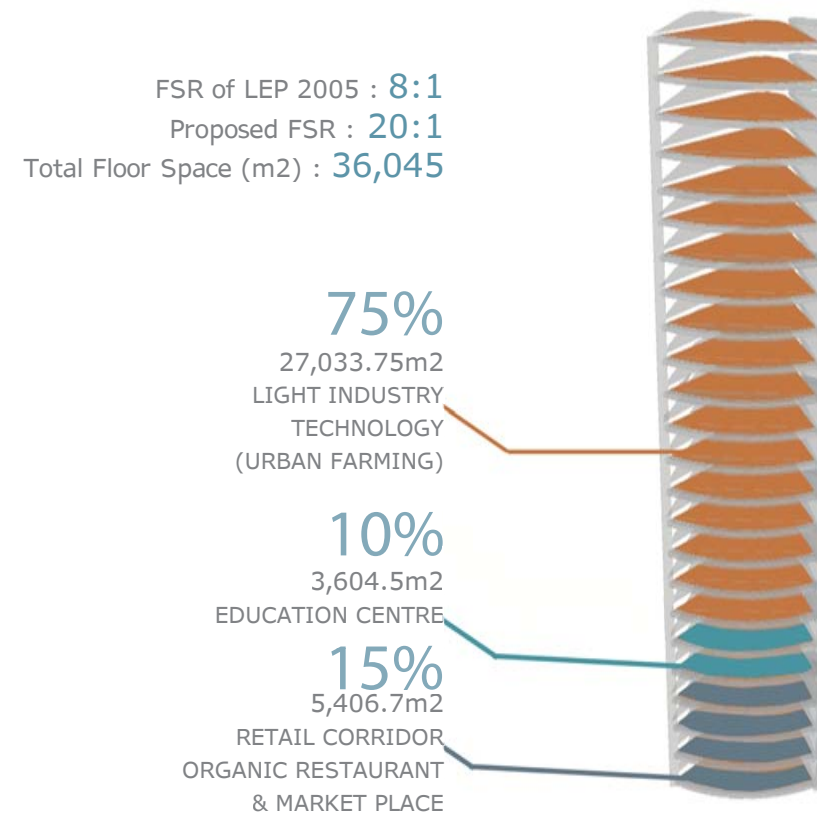
# DEVELOPMENT MIX : OPTIONS



One Carrington

"Sophisticated living in the heart of Sydney"

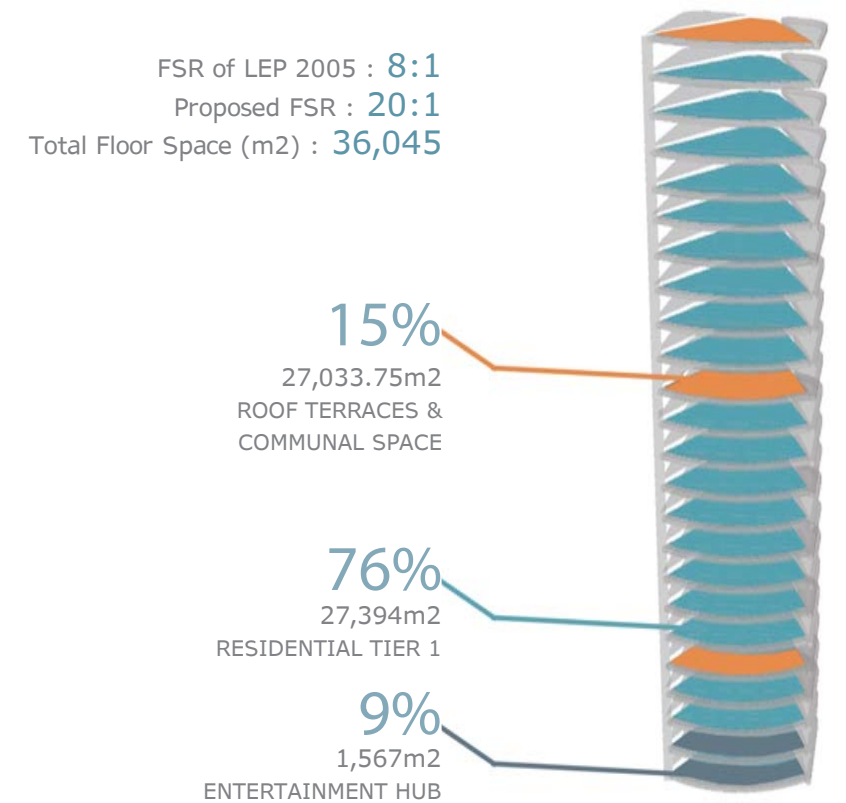
One Carrington seen as an urban gateway of new sophisticated living of Sydney congregating urban life in efficiency combining workplace, recreational and entertainment with retails corridor as Sydney's major urban transitional place.



Yorkganics

"Vertical farming to encourage a fresh take on farm to table living and dining"

The idea of bringing vertical urban farming at the city centre is quite radical. It has not been attempted in Sydney before. The case study that we referred to when considering this approach to a development was taken from an urban vertical farm in Singapore and one from the USA. Commercialised urban farming is becoming increasingly a profitable and viable option for new business opportunities.



Folks on York

"Sustainable Community Ecosystem to live, work and play"

The idea of bringing livelihood in a building as a place for the citizen to live and play through a sustainable and building design integrated with recreational facilities which accessible within 10 minutes walking distance.

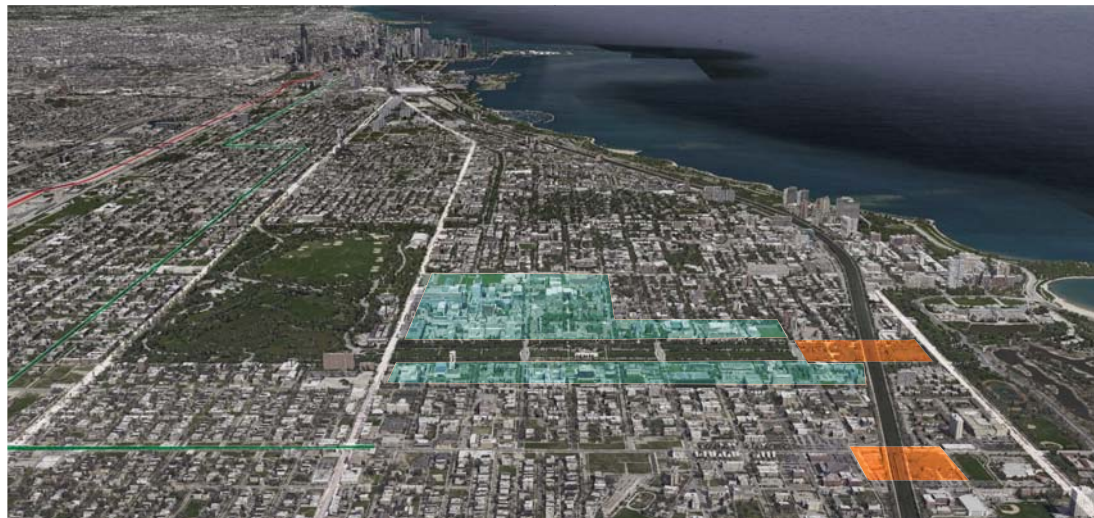




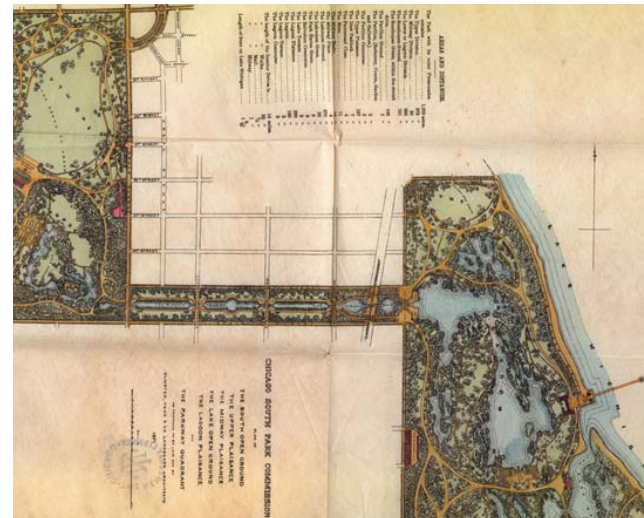


# INTRO

The focus of this study was to explore the community regeneration in the long-troubled neighbourhoods of Chicago South Side, through critical analysis of the proposed Obama Presidential Centre as a catalyst for urban change.



Wynyard Axis Study Area

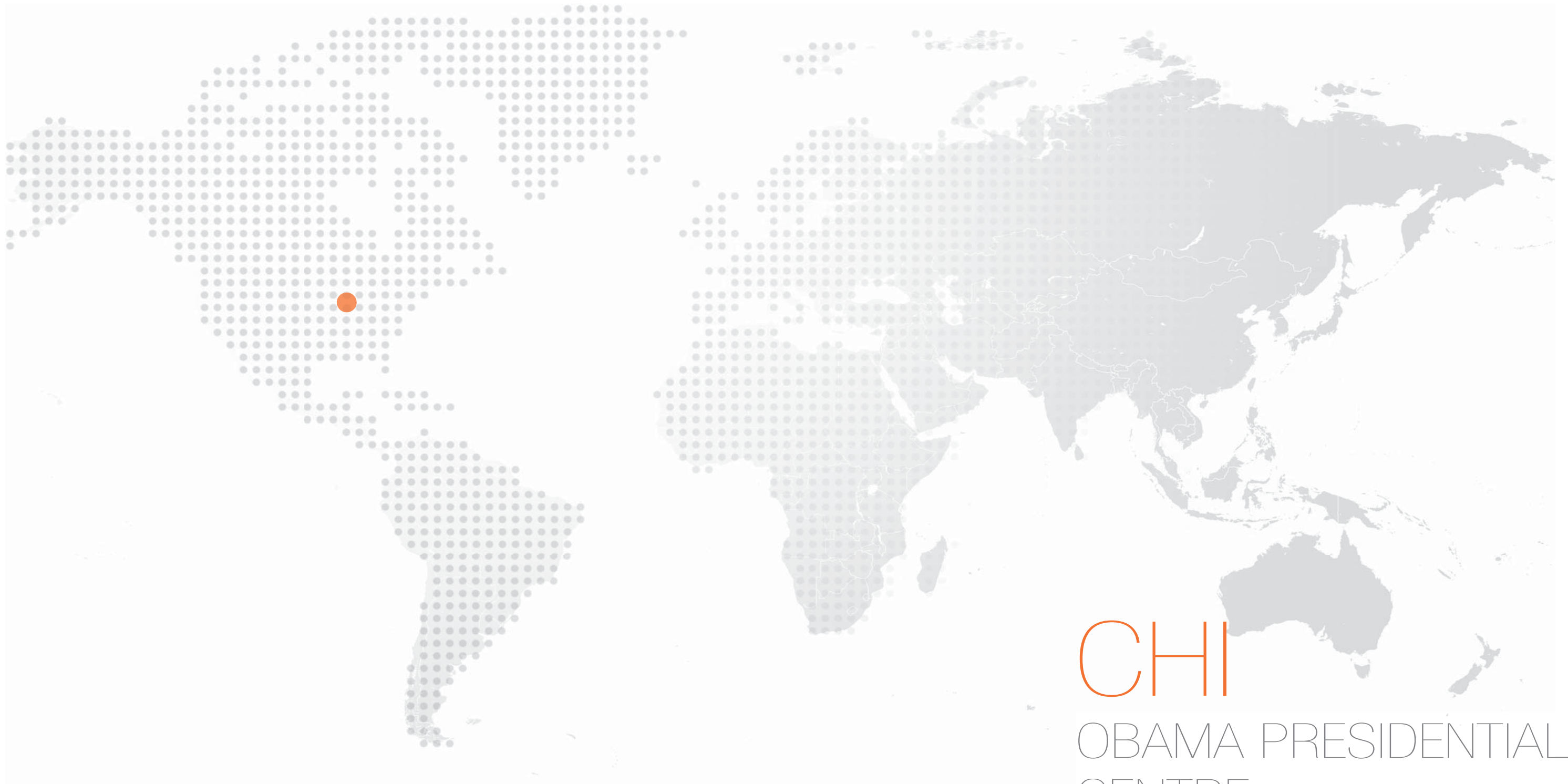


George Street 1900



Walsh Bay 1960





CHI  
OBAMA PRESIDENTIAL  
CENTRE





# ISSUES

The official Jackson Park location for the Obama Presidential Center is isolated from the Woodlawn community, cut off by the elevated tracks of the Illinois Central/Metra lines and multi-lane arterial roads.

The eastern end of 63rd Street contains important community assets – the Apostolic Church of God, Hyde Park Academy, YMCA and Mount Carmel School.

The location is poorly serviced by South Shore Metra trains, which run infrequently outside peak travel times on week days.

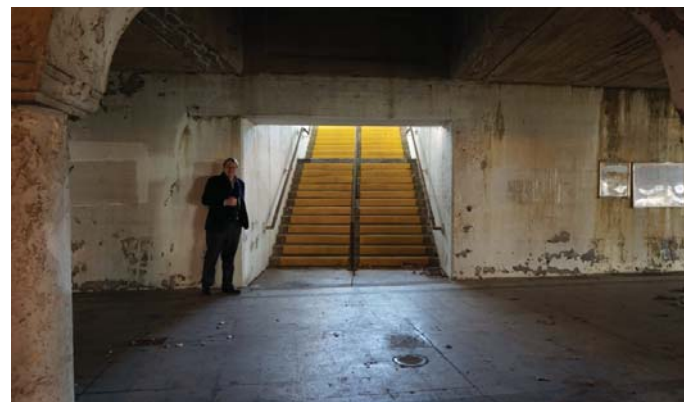
Due to community dislocation and disinvestment over the past 50 years, there are many vacant lots within the neighborhood and few retail shops.

At present the eastern end of 63rd Street has limited employment opportunities.

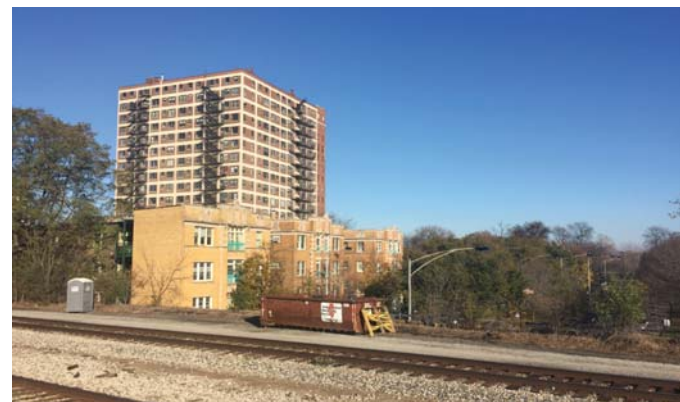
# OBJECTIVES

To create a landmark Obama Presidential Centre while still integrating with the existing local special places: the YMCA, Apostolic Church of god, Mount Carmel School and Hyde Park Academy

To generate more employment opportunities and medium density housing for the local community.



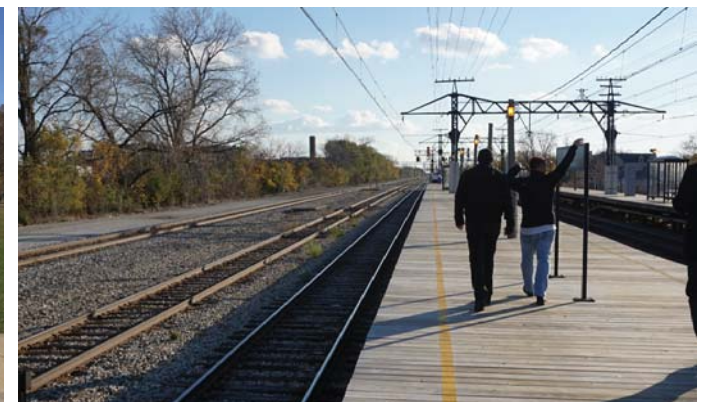
Delapidated entrance to the train platform



Scattered high rise residential towers



Axis of the Midway Plaisance



59th Street Station

# STRATEGIES

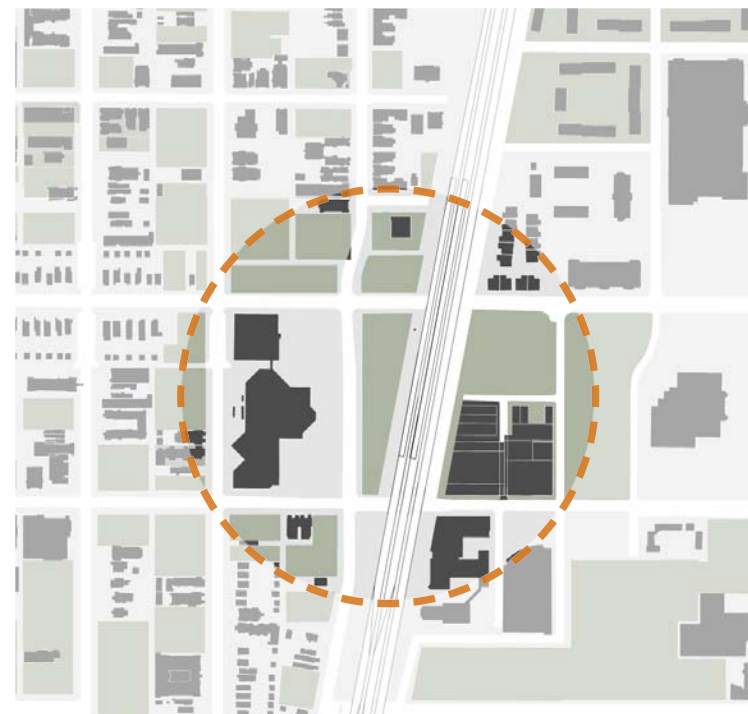
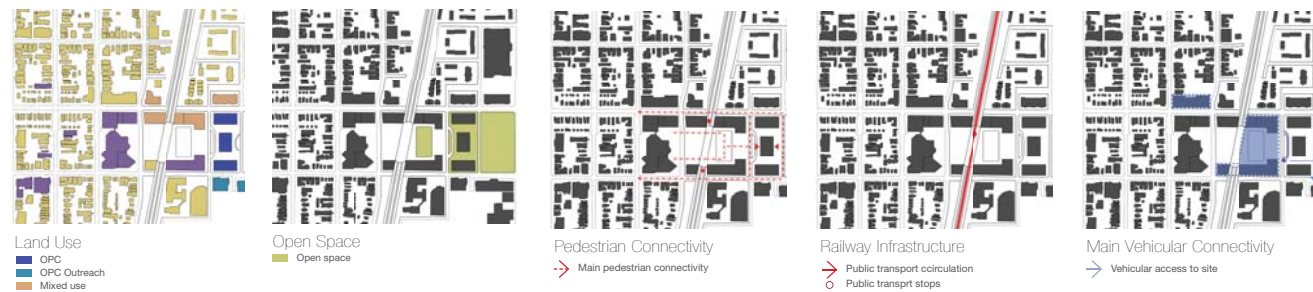
Convert the Metra line into a CTA line to provide rapid transit connection to The Loop and reconstruct the 63rd Street Station as the centerpiece of Transit Oriented Development

Land swap the YMCA with the Obama Presidential Centre to give the OPC a landmark presence on Stony Island Avenue overlooking Jackson Park, and to integrate the YMCA more effectively with the 63rd Street train station, retail activity and associated community facilities.

Develop a hotel to the north of the site to create tourism opportunities.

Create a strong retail and commercial urban edge along 63rd street to provide local jobs

Infill land with medium density residential housing.



Existing figure ground map



Proposed Infill development





Existing aerial looking north to site and Chicago CBD





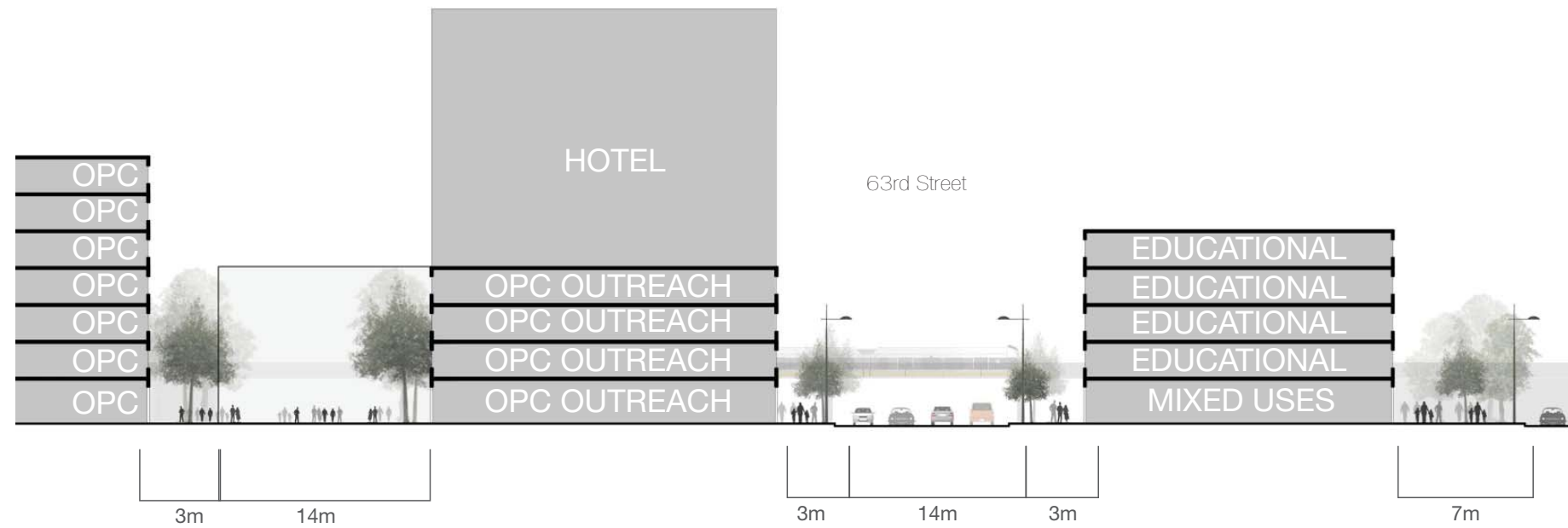
Proposed development looking north to site and Chicago CBD



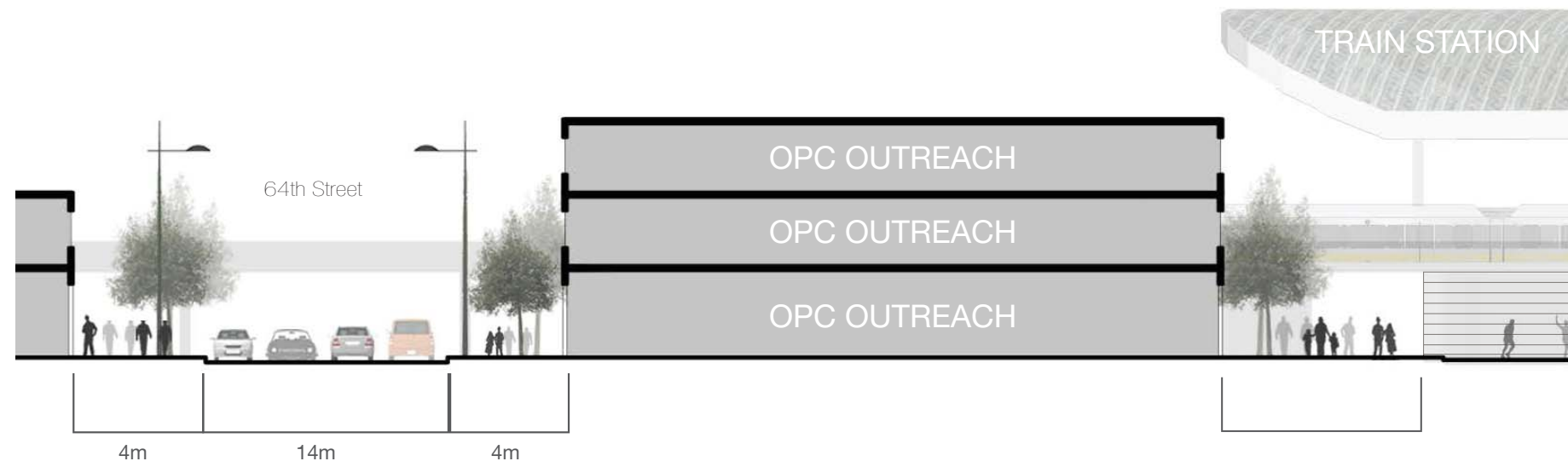


View from the proposed fronting park looking back at the Obama Presidential Centre and Outreach Building



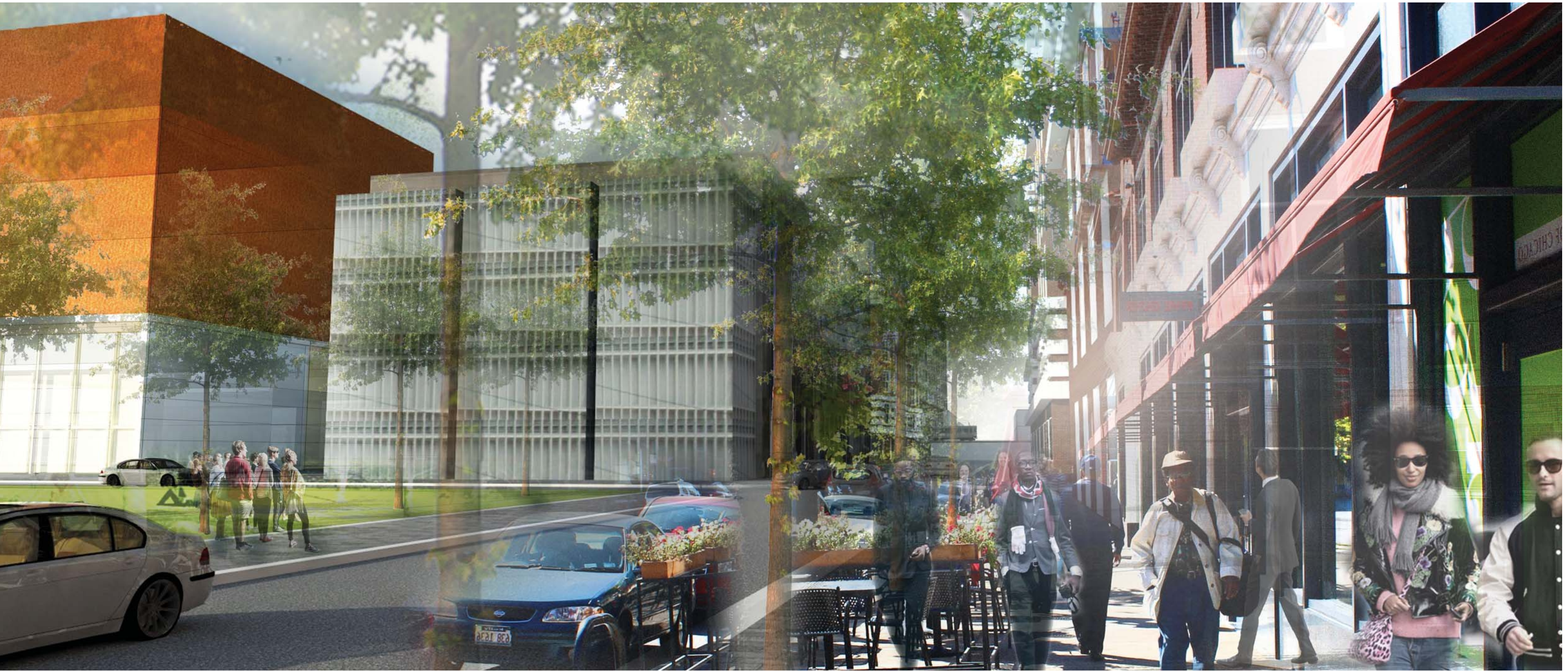


1. Section: 63rd street facing west towards rail line



2. Section: 64th street facing west





63rd street with OPC on left and activated ground floor retail with school above



## MIDWAY PLAISANCE

The vision is to create a spectacular building on the Midway Plaisance in the tradition of the Daniel Burnham's big moves for Chicago.

The Obama Presidential Center is conceived as a structure crossing the Illinois Central/Metra railway line at the 59th Street station. The Center will link the University of Chicago and the Woodlawn community through a creative hub on the western side of the railway line, while on the eastern side, it will relate to the Museum of Science & Industry. A hotel is proposed on the north of complementary scale to the nearby high rise buildings.

## ISSUES

The official Jackson Park location for the Obama Presidential Center is isolated from the Woodlawn community by the elevated tracks of the Illinois Central/Metra lines.

The official site is an 'island' within the park, cut off by multi-lane arterial roads – Stony Island Avenue on the west, Cornell Drive on the east.

The site is located between the University of Chicago and the Woodlawn community, which have been in tension with each other for many decades.

The site is public parkland containing active sports facilities valued by the community.

## OBJECTIVES

To integrate the Obama Presidential Center with the Woodlawn community and the University of Chicago more effectively than would be possible with the official 'island' site option in Jackson Park.

To create a development that pays homage to the Olmsted & Vaux landscape vision for the Midway Plaisance but also embraces the monumental legacy of the World's Columbian Exposition

To seamlessly connect the Midway Plaisance with Jackson Park across the barrier of the Illinois Central/Metra tracks.

To mediate the relationship between the University of Chicago and the Woodlawn community by linking the community outreach component of the Obama Presidential Center with a new technical college and creative hub built around the existing community gardens and farmer's market.

To visually connect the Obama Library and Museum on the west side of the Illinois Central tracks with the civic institution role of the Museum of Science & Industry in its Jackson Park setting

## STRATEGIES

Convert the Metra line into a CTA line to provide rapid transit connection to The Loop, and in the long term, connect with a reconstructed Green Line extension from Cottage Grove Avenue.

Create a grand entrance to the Obama Presidential Center that fronts Stony Island Avenue and Jackson Park, while creating a more subtle entrance to face the Midway Plaisance and the Woodlawn community

Develop a hotel to the north of the Obama Presidential Center to create tourism opportunities

Turn the side streets within the Midway Plaisance into pedestrian streets

Establish a new technology college and creative hub to integrate the University of Chicago and the Woodlawn community, linking vocational education with start up enterprises.

Relocate the Masaryk Memorial to a new location on the Midway and re-grade the central greensward to fuse with the Obama Presidential Center.





Aerial Looking north west to site and Chicago CBD





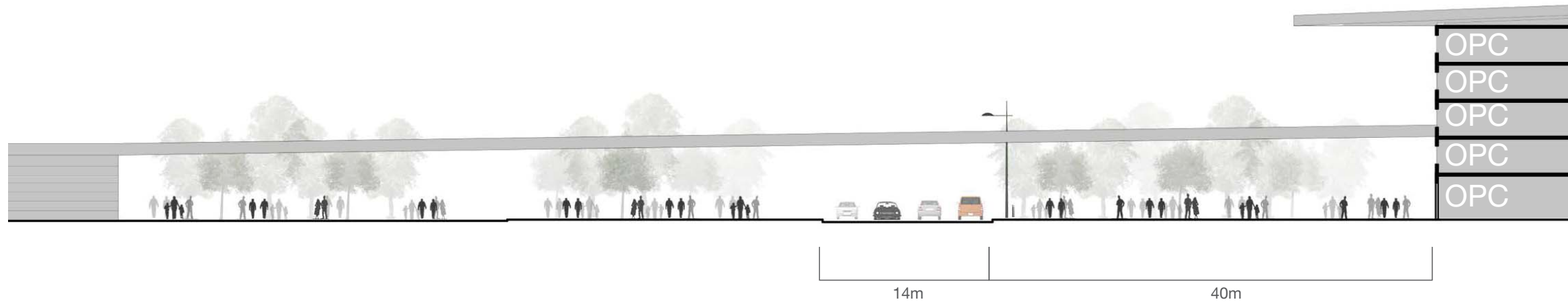
OBAMA PRESIDENTIAL CENTRE





View from the Midway Plaisance looking west towards the OPC, Outreach Centre and METRA line





1. Section: Stoney Island Avenue facing south



2. Section: 60th street facing west





View looking east with the OPC on the right and activated stree frontage on the left.







