

# cityWALK

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***A NETWORK OF CONNECTED URBAN LANDSCAPE SPACES  
ENHANCING THE EVERYDAY LIFE OF THE CITY***

# cityWALK

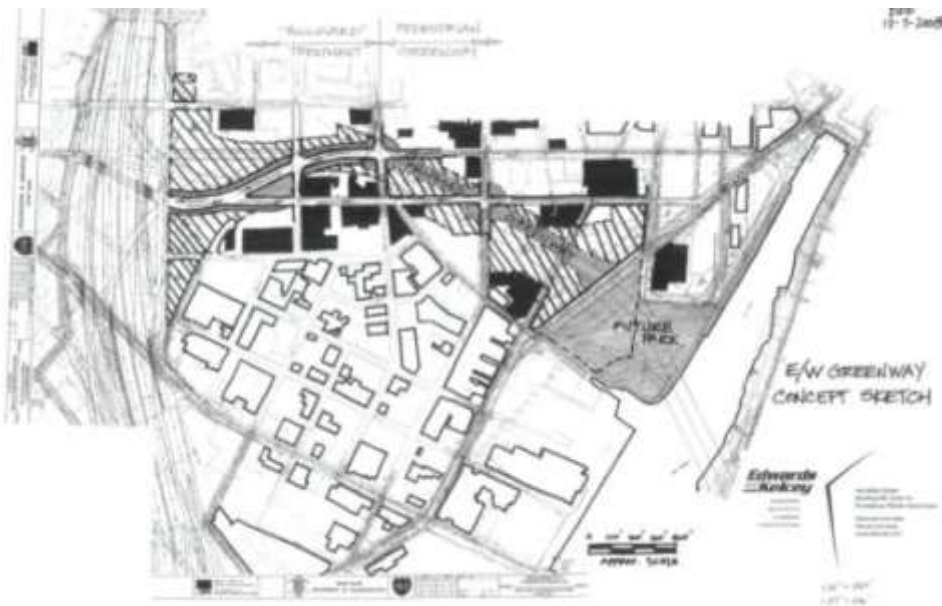
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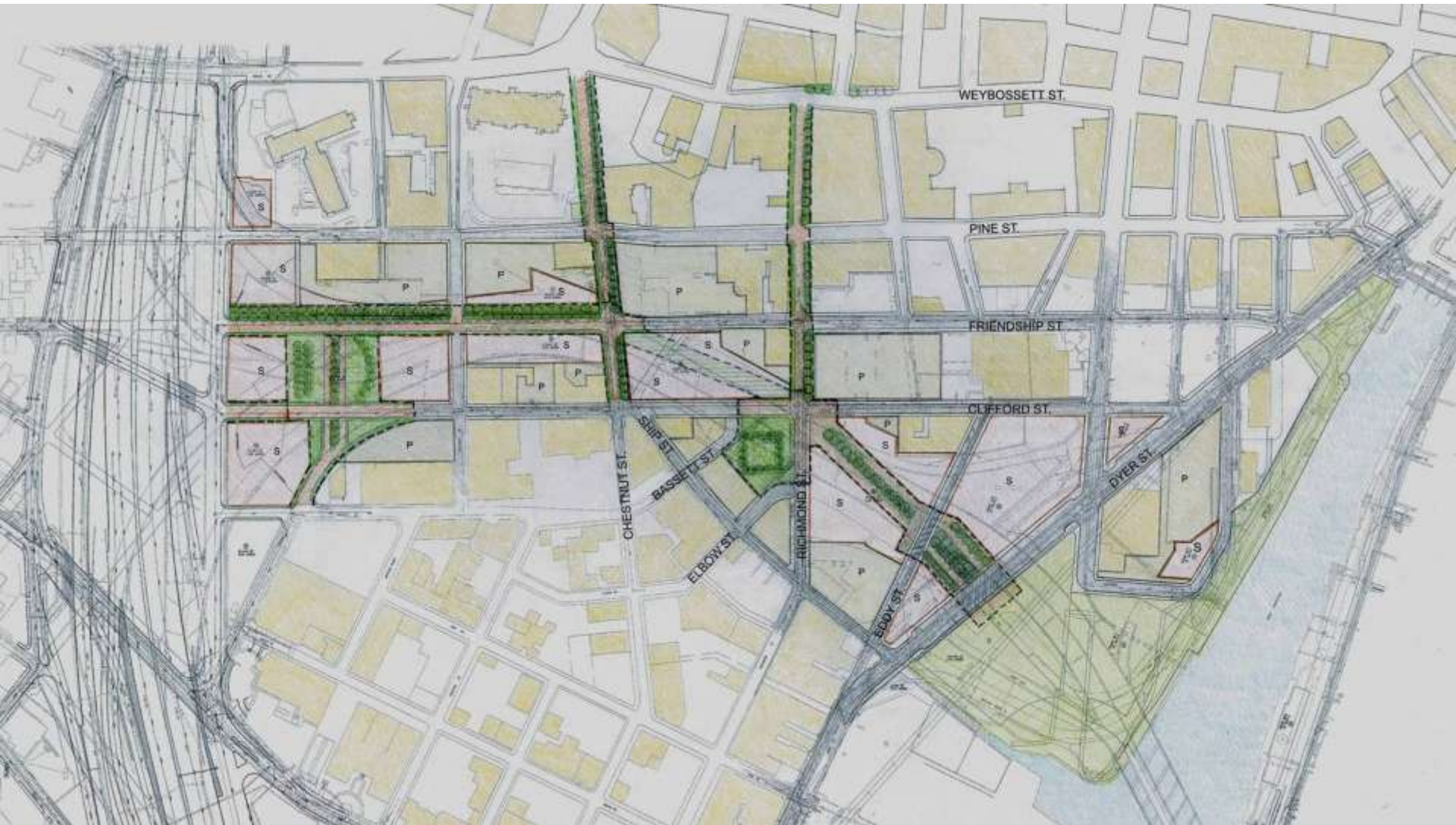
***PROVIDENCE FOUNDATION  
L+A LANDSCAPE ARCHITECTURE  
JEWELRY DISTRICT ASSOCIATION***

[www.providencedowntown.com](http://www.providencedowntown.com)

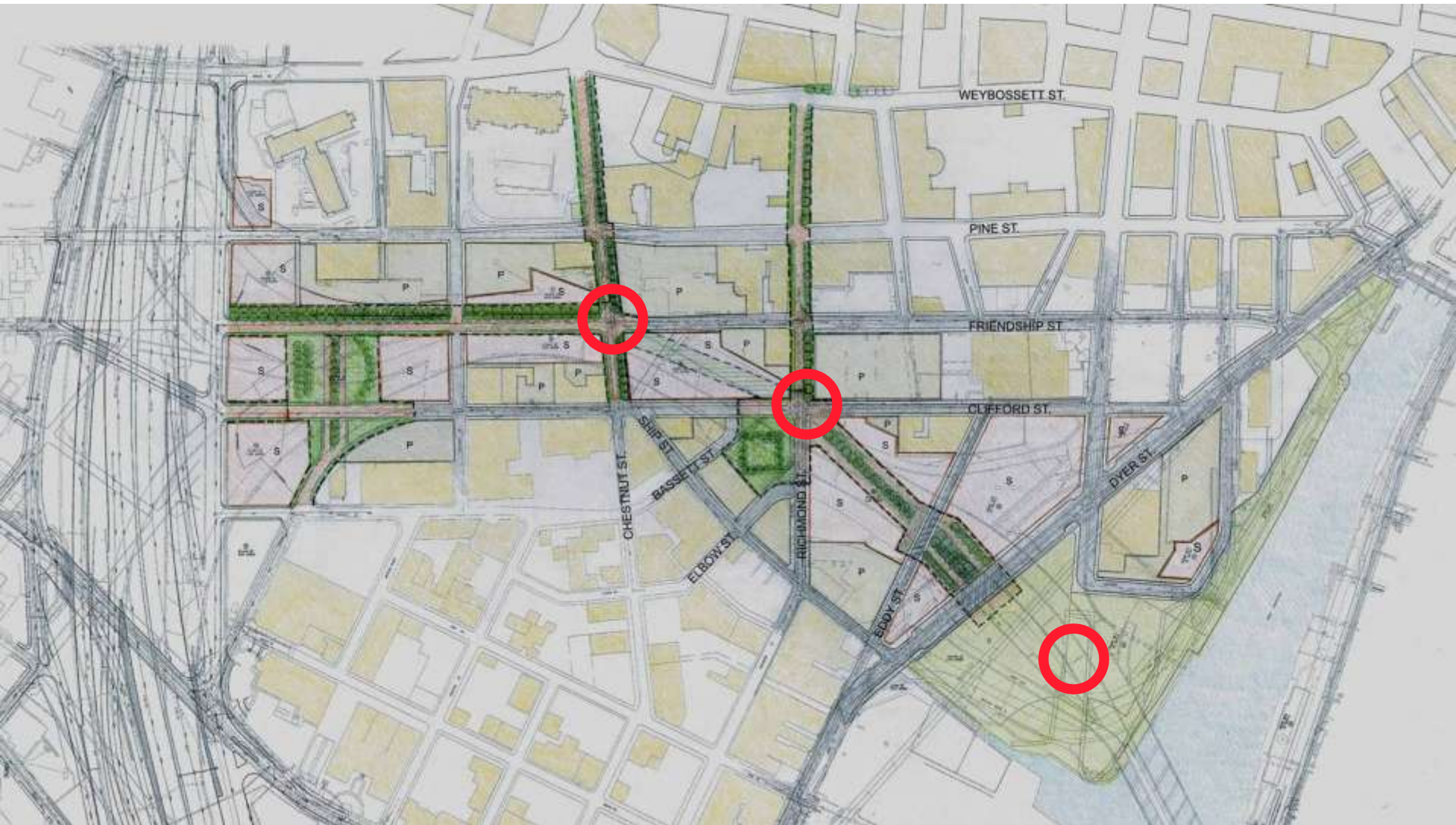
[www.LplusA.net](http://www.LplusA.net)

[www.jewelrydistrict.org](http://www.jewelrydistrict.org)







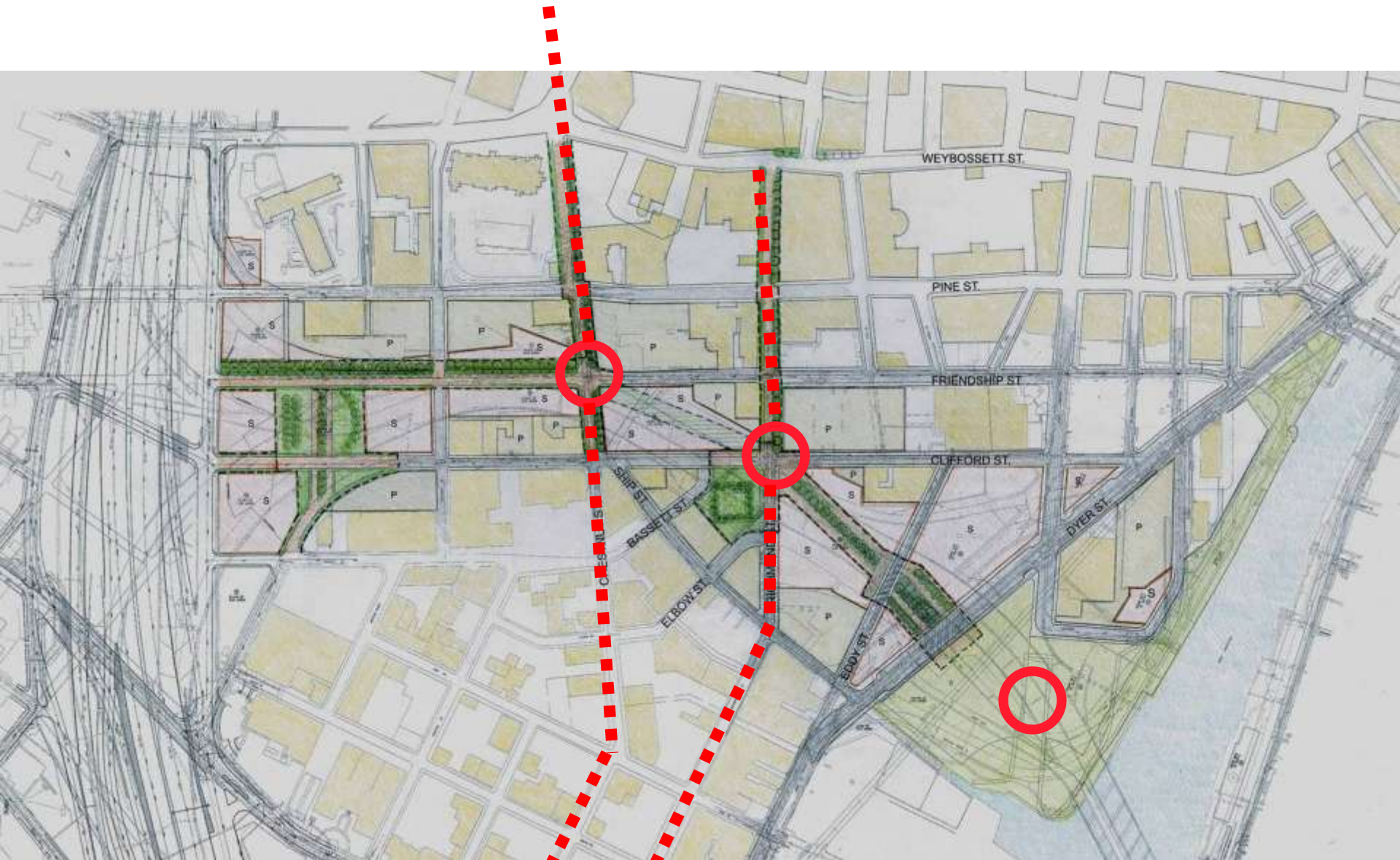


RIVERFRONT AND PUBLIC PARK  
SQUARES AND CORNER PARKS  
100% CONVERSATION CORNERS  
PLAZAS AND GARDENS

PEDESTRIAN STREET / PROMENADE  
ATRIUM / CONCOURSE / ARCADE  
GENEROUS PUBLIC SIDEWALKS  
PEDESTRIAN-SCALED BRIDGES

2007



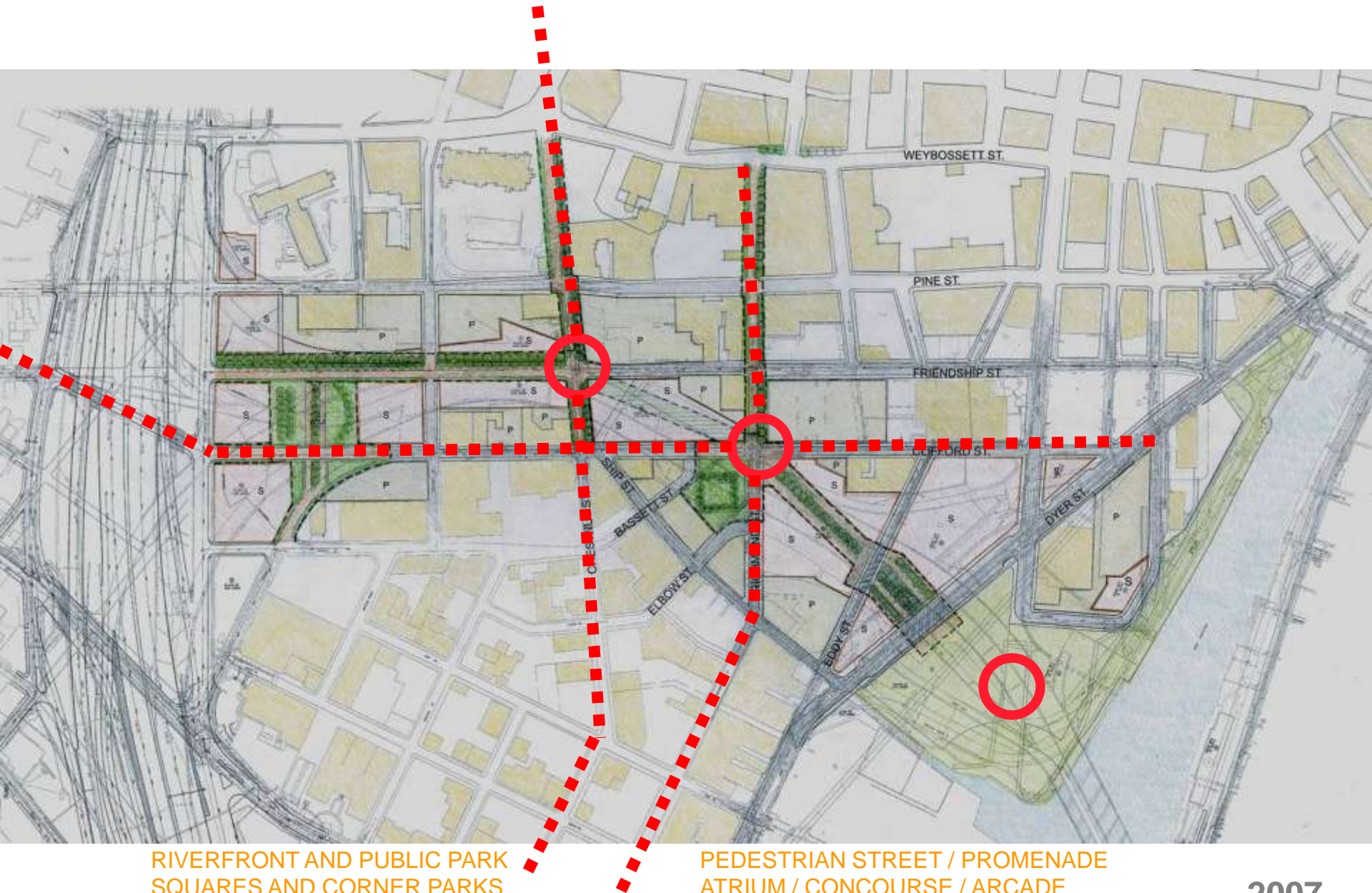


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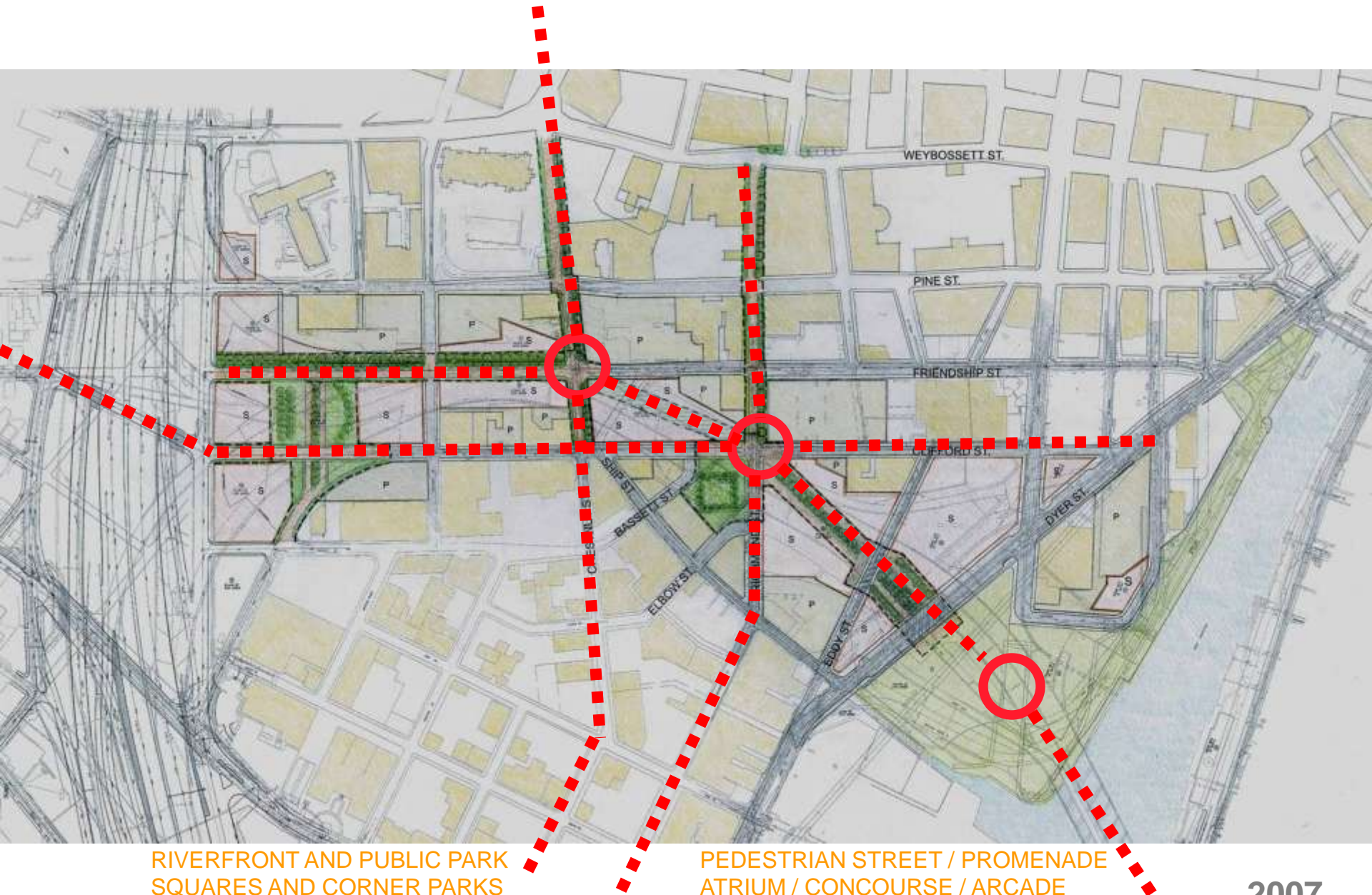


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2007





## SEQUENTIAL / EPISODIC PATHS

G. CULLEN TOWNSCAPES, RIVERWALK (PROVIDENCE), PARKWAY (PHILADELPHIA, OLIN)



# An Activity Every Minute

The Parkway should be a walkable street; a promenade that is a destination in and of itself, a place that makes visitors want to stay and explore.

A walk along the Parkway should be constantly engaging, with various small-scale, street-related activities spaced so the next one is never more than a minute away.

These activities can be located in architecturally distinguished structures that have a common vocabulary yet varied size and design—a layer of unique elements that defines the space and character of the Parkway.

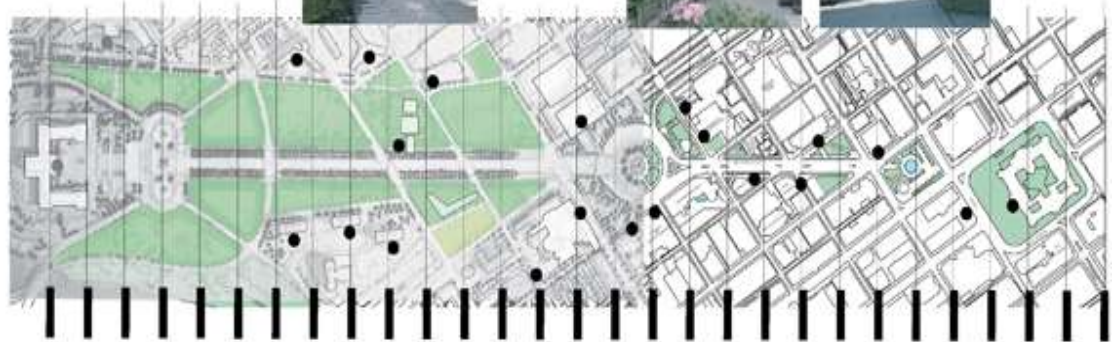
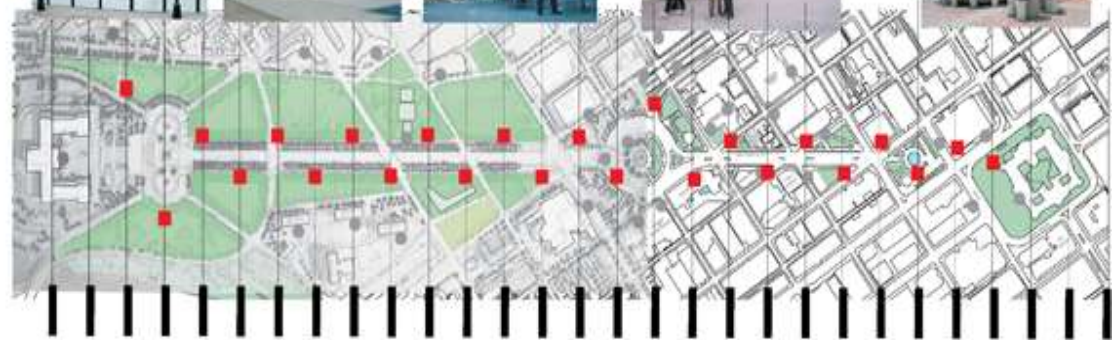


Diagram of one-minute walking distances along the Parkway and entrances of major pedestrian-generating activities. West of Logan Circle, there are few entrances within an easy walk of the Parkway.



Conceptual plan for locating "an activity every minute."



# PEDESTRIAN STREETS

LAS RAMBLAS, BARCELONA







# PEDESTRIAN PROMENADES

BLACKSTONE BOULEVARD, PROVIDENCE and COMMONWEALTH AVENUE, BOSTON



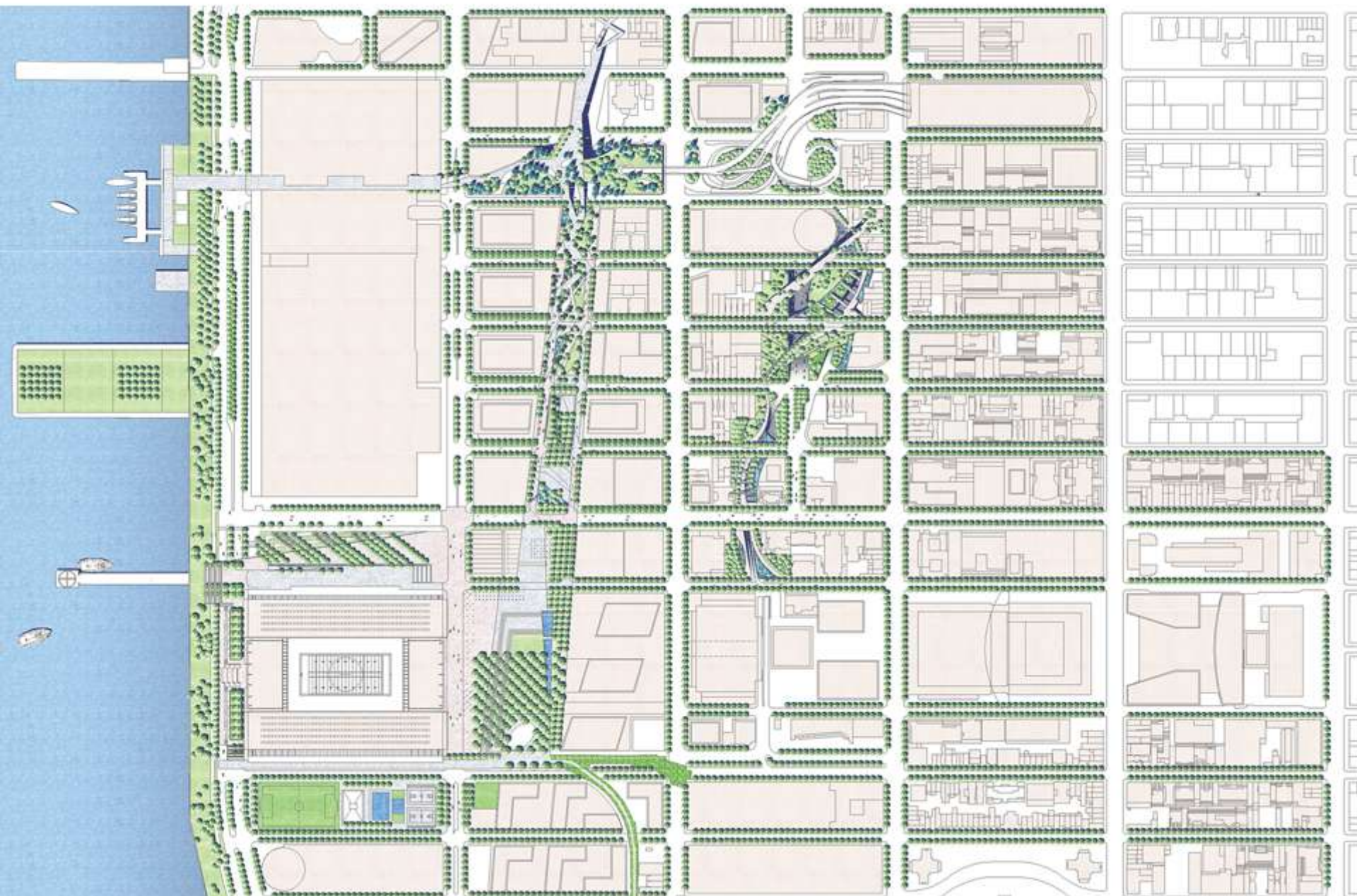


# THROUGH-BLOCK CONNECTIONS

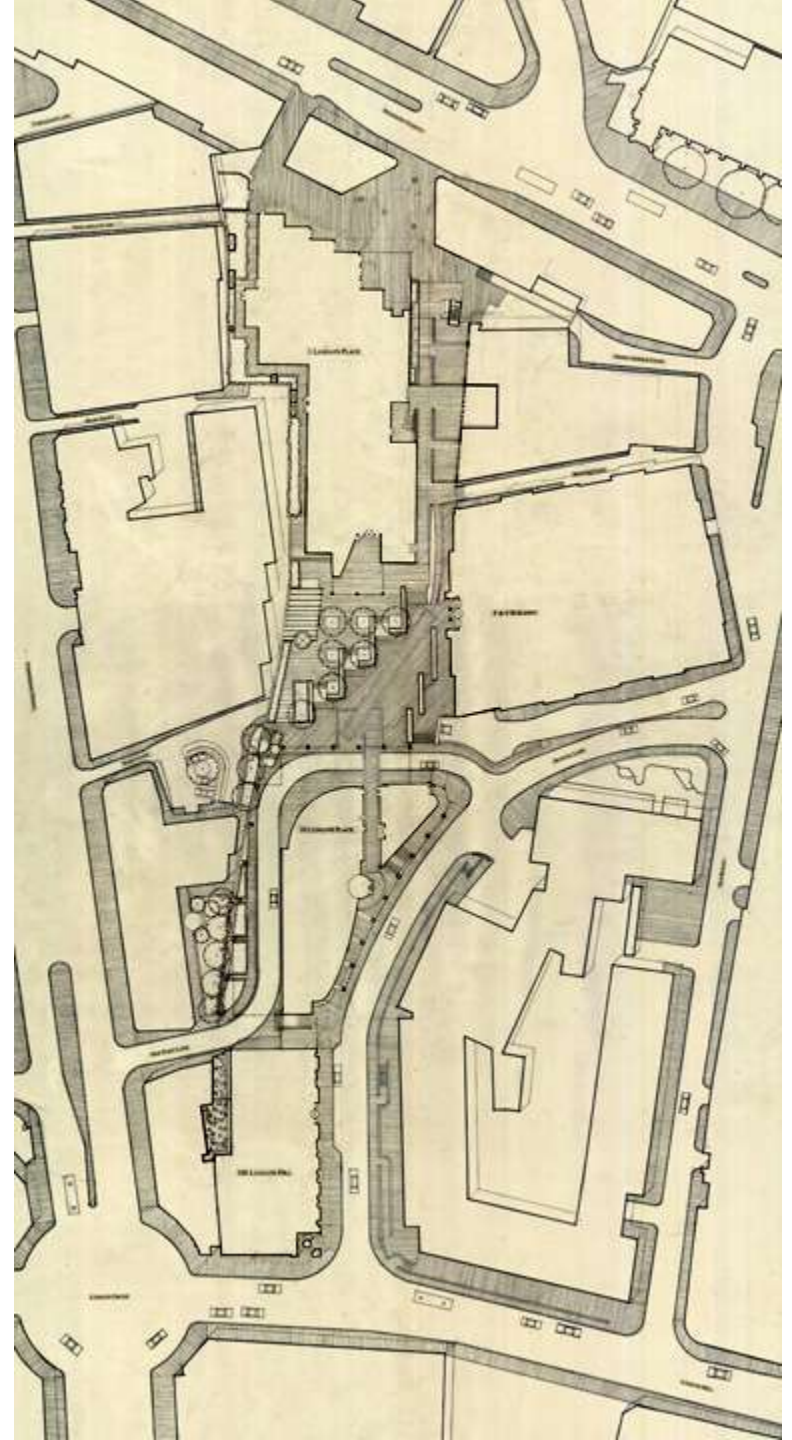
PAUL REVERE MALL (BOSTON), WESTSIDE RAILYARDS (MANHATTAN), LUDGATE (LONDON)









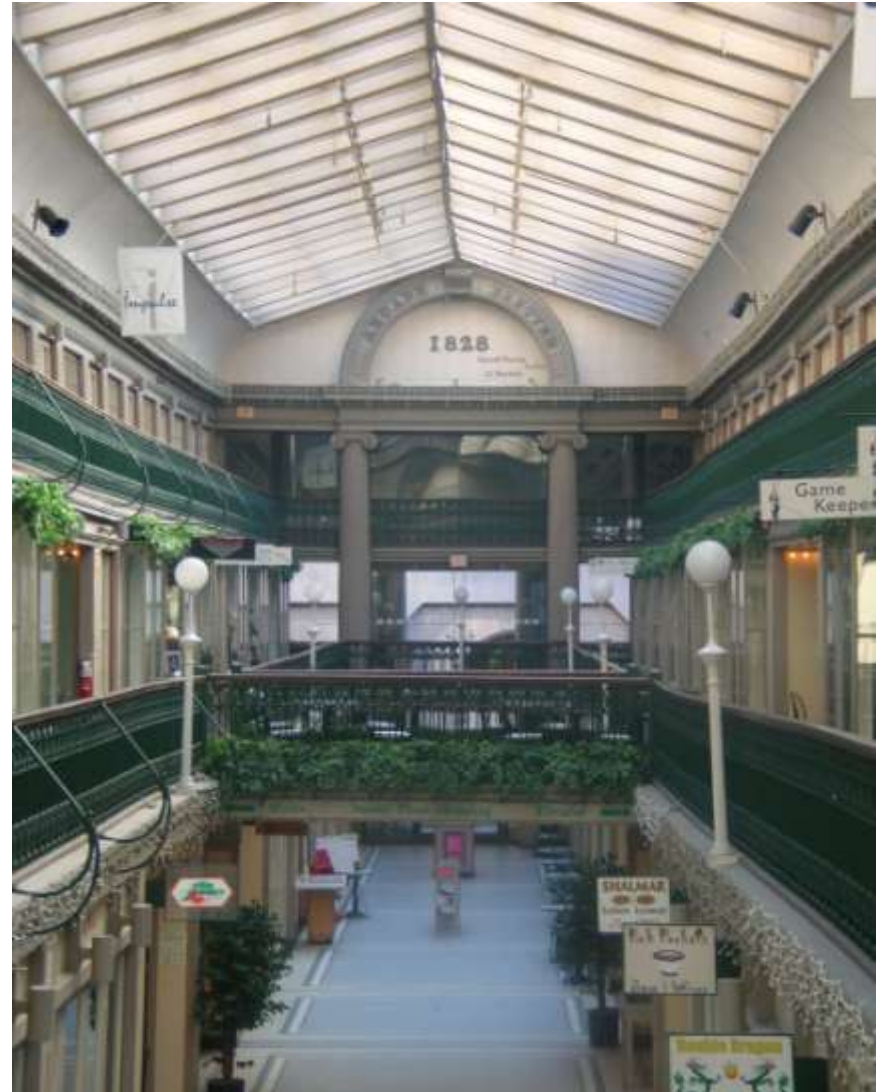






# THROUGH BLOCK CONNECTIONS

PROMENADES PLANTE (PARIS), ARCADE (PROVIDENCE)













L + A Landscape Architecture  
124 Washington Street - 2nd Floor East  
Providence, RI 02903 USA

Ron Henderson - ASLA AIA

## MEMORANDUM

Date: 12 October 2009  
From: Ron Henderson, L + A Landscape Architecture  
To: Dan Boudouin, Providence Foundation  
Subject: Medical Research Buildings - Planning Principles

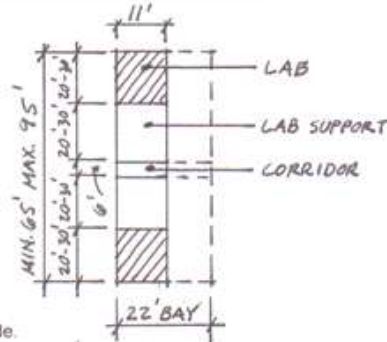
On Monday 12 October 2009, Ron Henderson spoke with Kevin Sullivan, Principal at Payette Associates, Architects (ksullivan@payette.com) regarding planning principles for medical research buildings. Ron worked with Payette Associates and Kevin in the early 1990s. The rules-of-thumb criteria follow:

### 1. Floor area

Floor plates range from 20,000 to 30,000 sf.  
30,000 sf is an optimal floor plate.  
Floor plates larger than 30,000 lose efficiency.

### 2. Building width / depth

Labs are 20' - 30' deep.  
Lab Support Spaces are 30' - 20' deep.  
Corridors are minimum 6' wide.  
See sketch at right.



Overall width / depth of 65' are super thin.  
Overall width / depth of 75' - 85' are common.  
Overall width / depth of 85' - 90' are normal.  
Overall width / depth of greater than 95' are considered too wide.

Academic campus buildings tend to be thinner than corporate buildings. This often has to do with the difference between urban campus real estate for academic buildings and suburban corporate buildings.

### 3. Structural bays

The lab modules are about 11'-0" wide so structural bays of 22' (2x11) is ideal.  
Structural bays of 33' is too large for structural efficiency and cost.

### 4. Building heights

Academic facilities are often 4 stories so that they are "walk-up" buildings. Few are more than 6 stories.  
Corporate facilities tend to have more stories.

### 5. Overall building area

Most facilities are between 100,000 and 150,000 sf.



END OF MEMORANDUM











### 4.25 miles

India Point Park to Wickenden Street at South Water: 3/4 mile  
Wickenden Street to Riverfront Park: 1/2 mile  
Riverfront Park to Clifford Street Bridge: 1/2 mile  
Clifford Street Bridge to Trinity Square: 1/2 mile  
Trinity Square to Roger Williams Park via Elmwood Avenue: 2 miles



*The redevelopment of the I-195 parcels, with the development of new waterfront parks and a pedestrian bridge that links them together, provides an opportunity to consider a larger network of linked urban spaces that connect Fox Point to the Jewelry District continuing through the I-195 parcels and linking across I-95 along the Crawford Street bridge to Upper South Providence and the Southside neighborhoods.*

*The cohesive network of linked open spaces could be made of a sequence of varied landscapes from parks to bridges to promenades and generous public sidewalks and pedestrian-oriented streetscapes. To fill in the missing pieces from India Point Park, through the waterfront parks and pedestrian bridge will require careful planning of the I-195 parcels with special consideration for pedestrian movements through the corridor. Public access through building plazas or courtyards can be an essential component to making the linked network of open spaces a success, while ensuring that the I-195 parcels are fully redeveloped.*

*In addition, a coherent identity, such as “CityWalk”, together with a branding and wayfinding program, will help to promote this new network of linked urban spaces.*

# cityWALK

