cityWALK

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

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L+A  LANDSCAPE ARCHITECTURE
JEWELRY DISTRICT ASSOCIATION

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

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.
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)
MEMORANDUM

Date: 12 October 2006
From: Ron Henderson, L + A Landscape Architecture
To: Dan Baudouin, Providence Foundation
Subject: Medical Research Buildings - Planning Principles

On Monday 12 October 2006, 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 50,000 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
MAIN BAR 32,000 SF / FL
(NOT INCLUDING "WEST TAIL" AND DYER / CLIFFORD CORNER BLDG.)

MAIN BAR 32,000 SF / FL
(NOT INCLUDING RICHMOND ST. AND DYER ST BARS)
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.
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