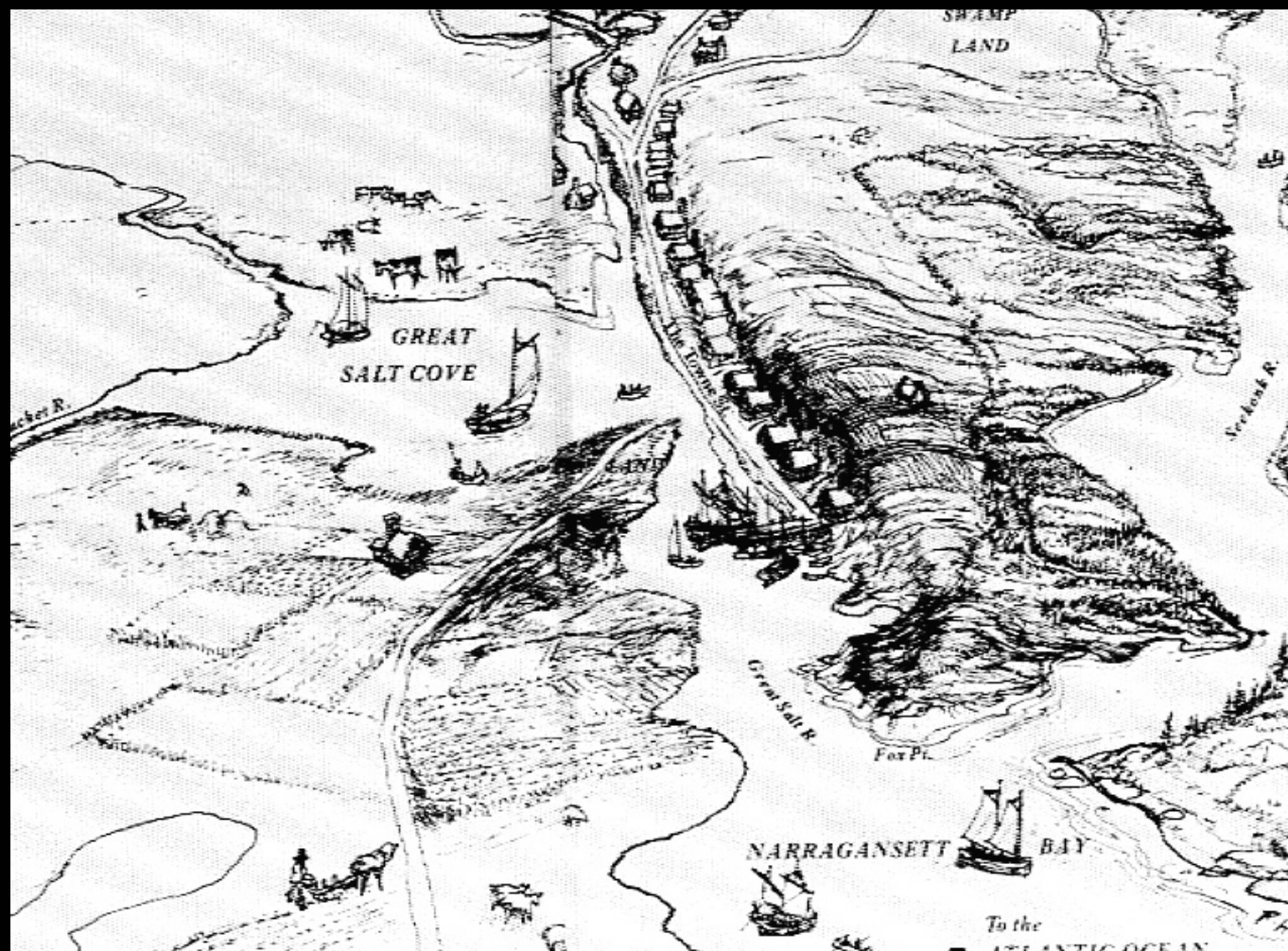


A 3D architectural rendering of the Old Harbor District in Providence, Rhode Island. The image shows a dense urban environment with numerous brown, rectangular building blocks of varying heights and widths. A central street with a light-colored surface and green grassy areas on either side runs through the middle of the district. To the right, a body of water is visible, with a green grassy area and a white path leading towards it. The sky is a clear, light blue. The overall style is a simplified, blocky representation of the city's layout.

Providence, RI – The Old Harbor District



17th century



1891



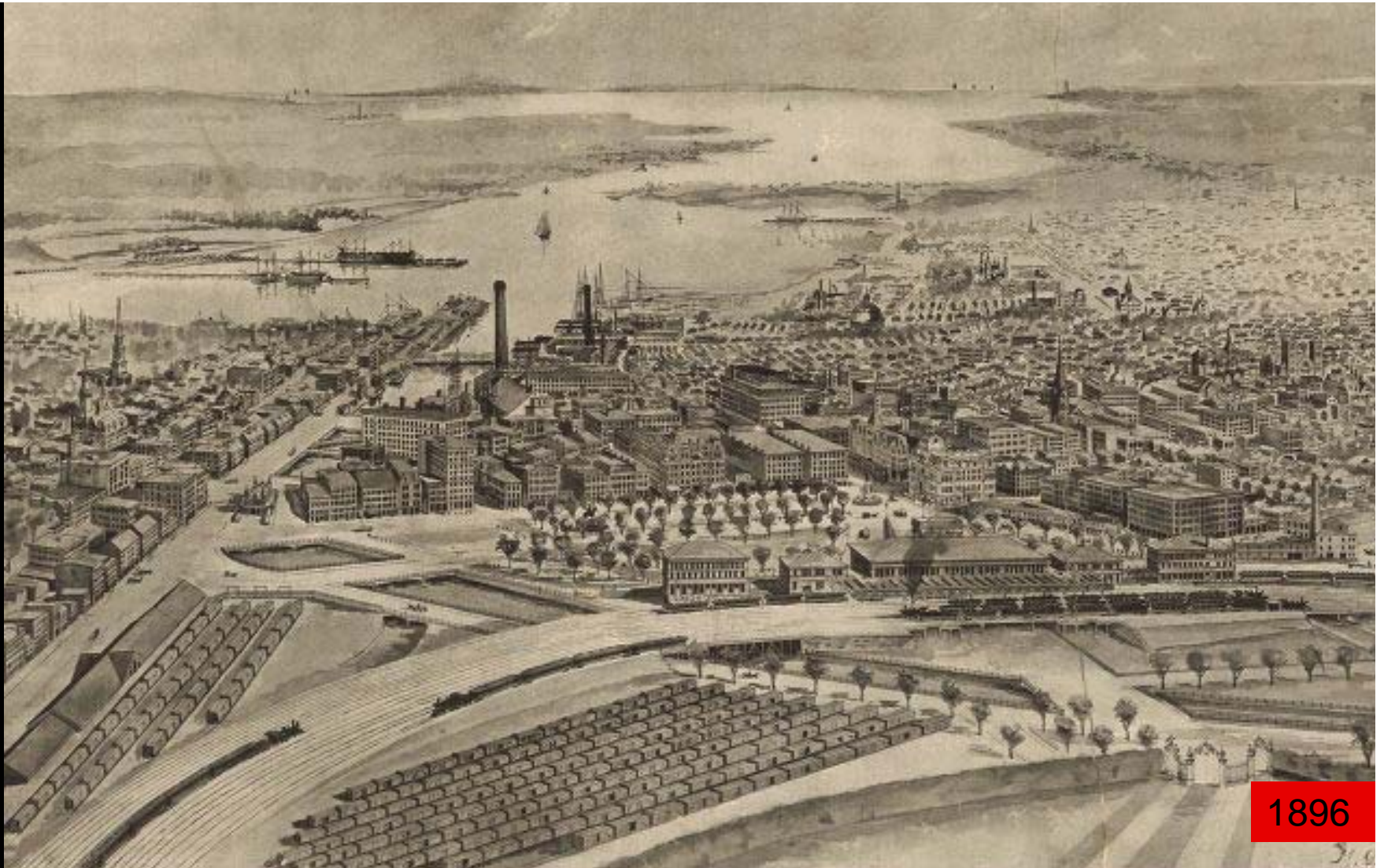
1904



1895

VIEW WEST FROM BROWN UNIVERSITY (down Westminster)

- Westminster is the main street out of the city



VIEW SOUTH FROM NEW STATE HOUSE

- “Great Salt Cove” and river are nearly gone
- Capitol is separated from city by industry







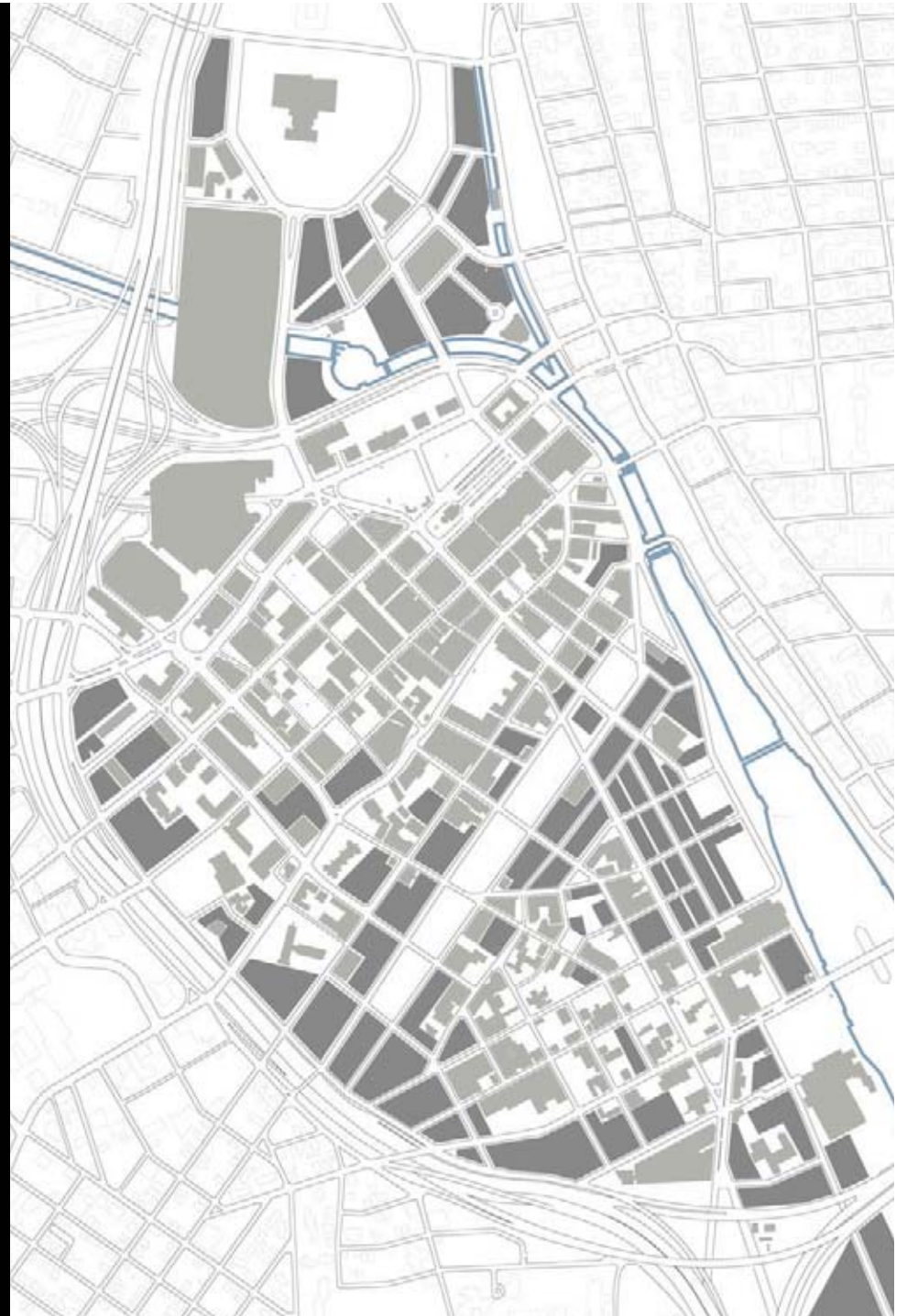








(proposed)



Civic Structure (proposed)



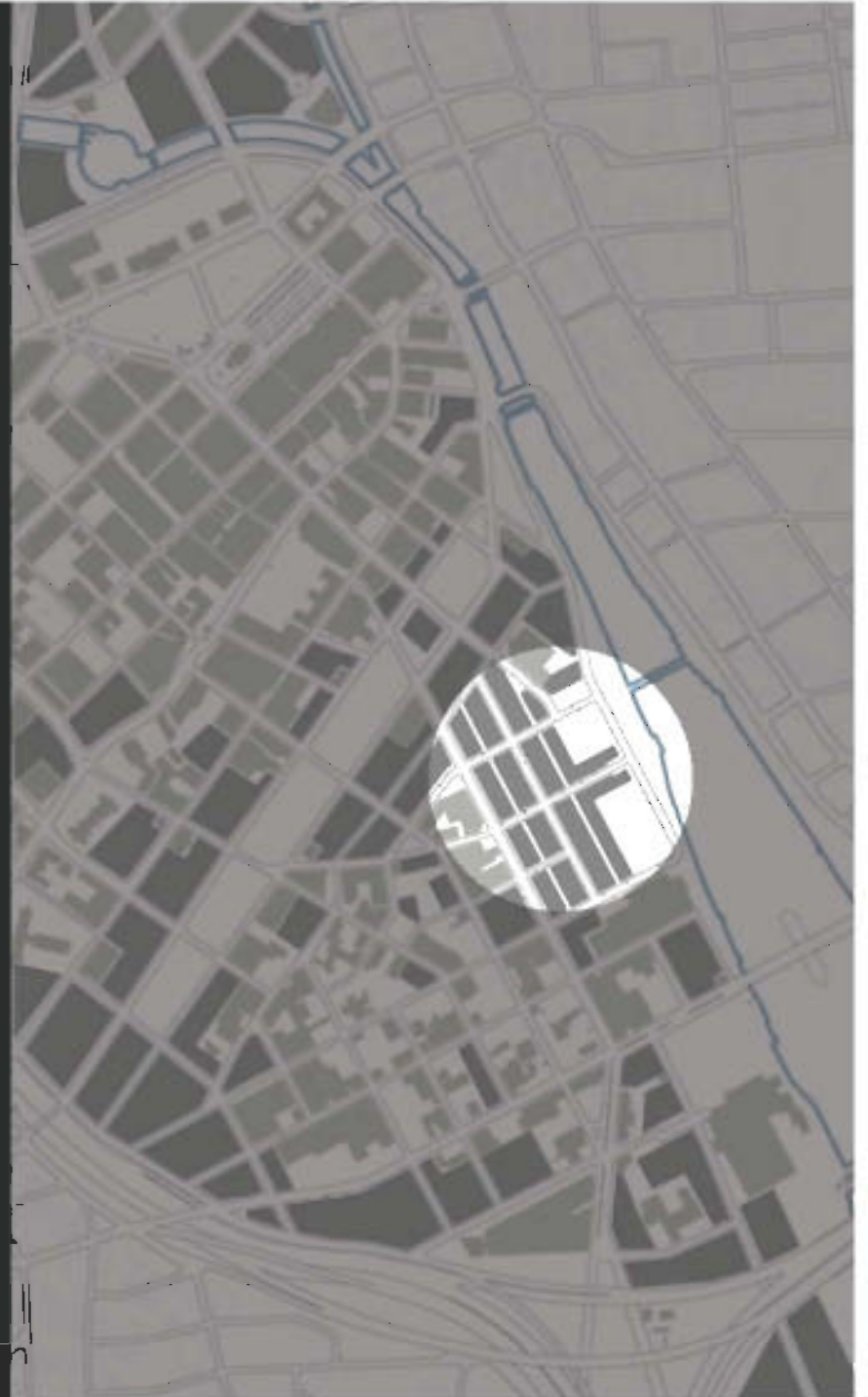
Open Space



Districts



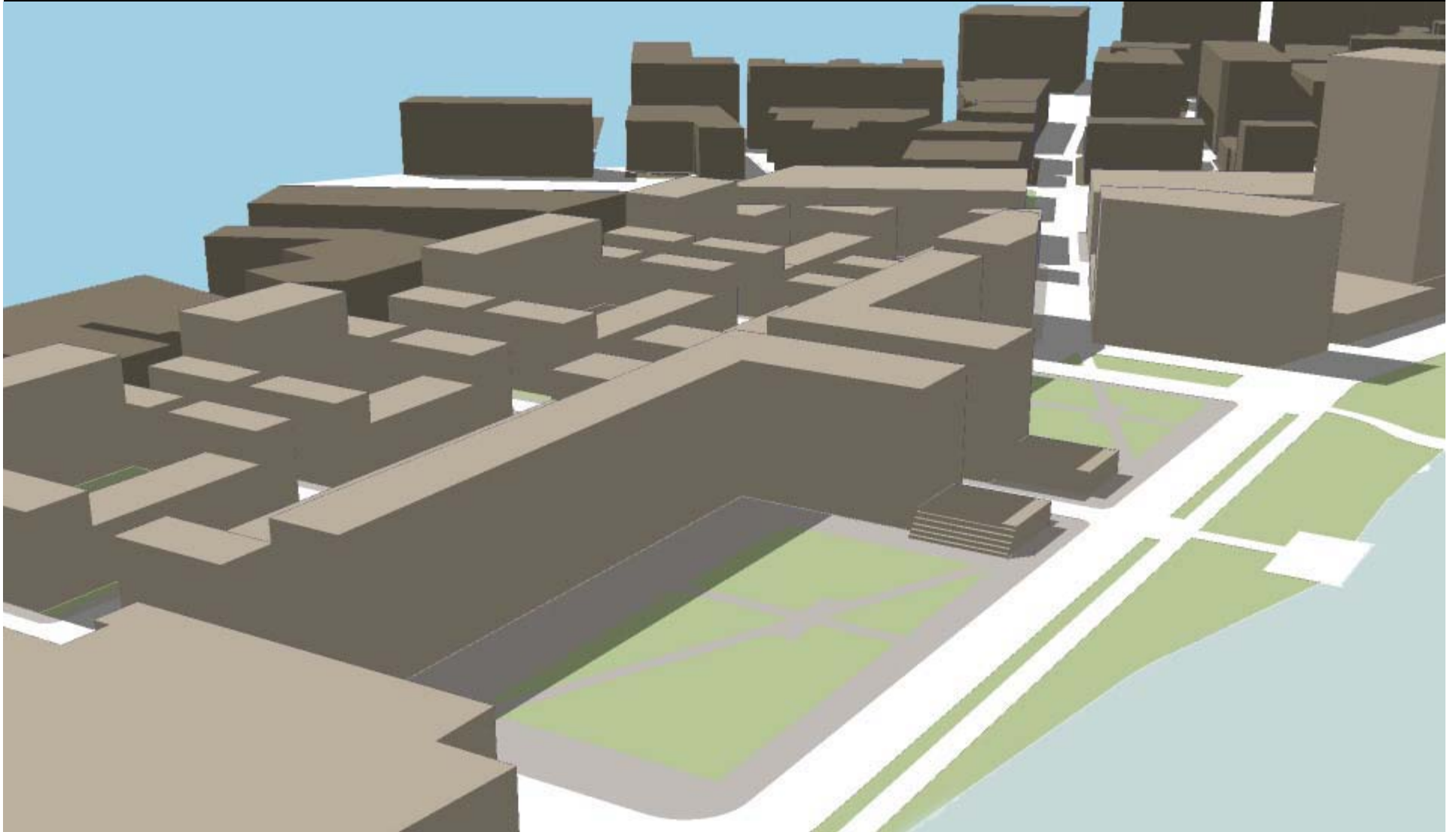
The Old Harbor District



The Old Harbor District



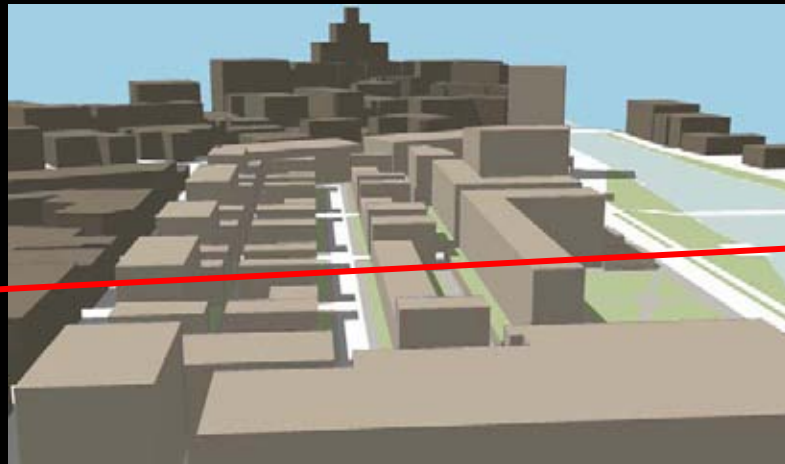
The Old Harbor District



The Old Harbor District



Looking North



Harbor Street

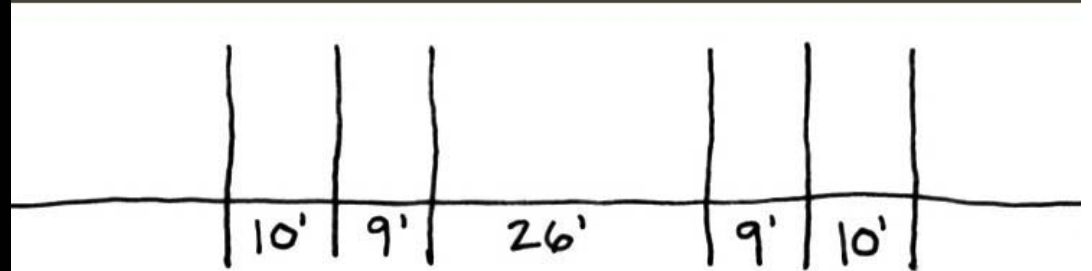
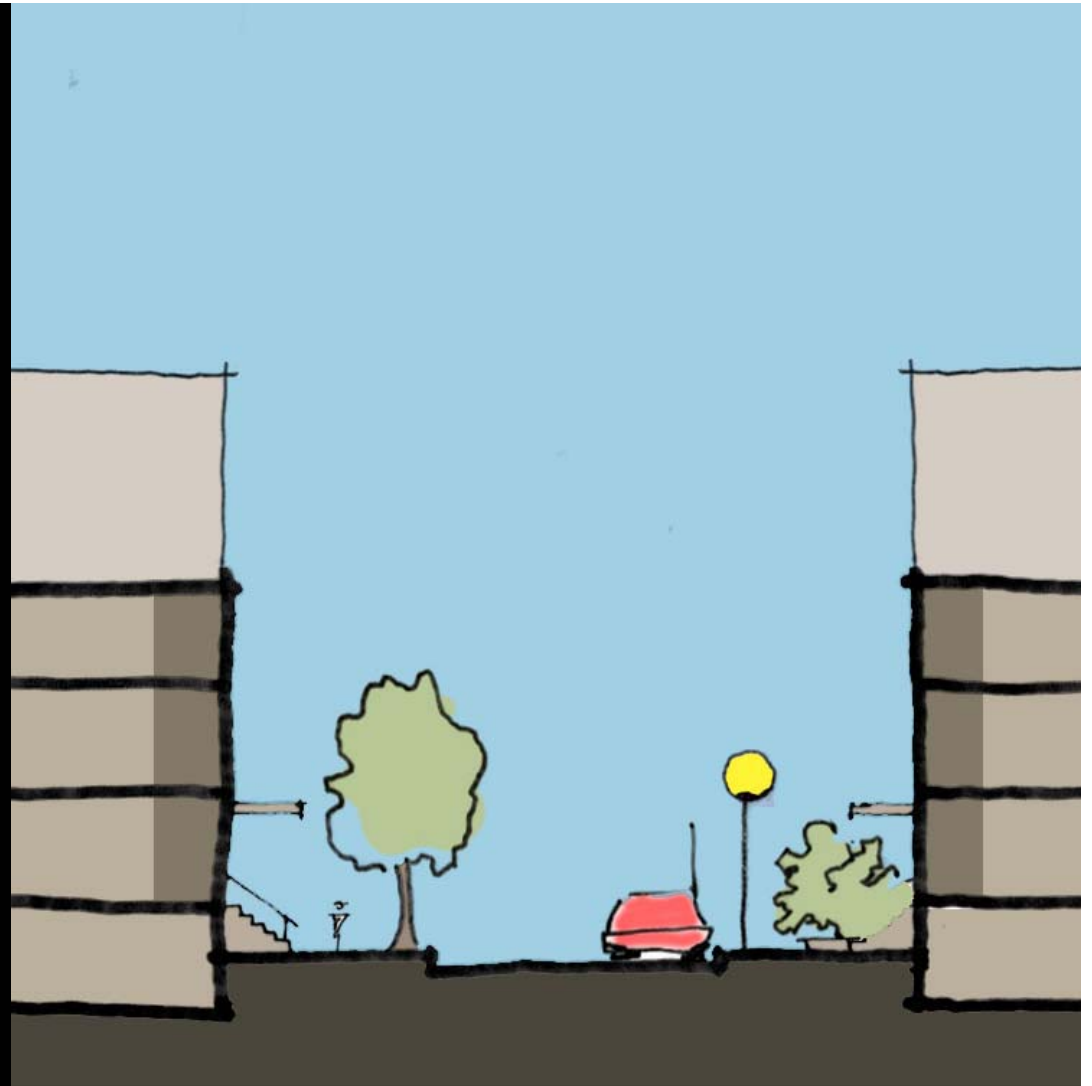
→ A SHELTERED PLACE

Mid Street

- Parcels must be 20' wide and cannot be combined or subdivided
- Buildings must be 35' tall
- Buildings must share a party-wall
- Building must be set back 10'
- The setback must not exceed 10'
- A maximum lot coverage of 53%
- First floors must be 5' above ground level and accessed by an exterior staircase

Corner Buildings

- Maximum 55' high
- Entrance on East-West street



Other Design Objectives

→ Ship Street

Formal landscaping and arcade

Park buildings

→ Active institutional space

→ First floor retail

→ Multiple entrances

→ Semi-public second story terrace

Eddy Street

→ The need for a large street should be complemented with large buildings

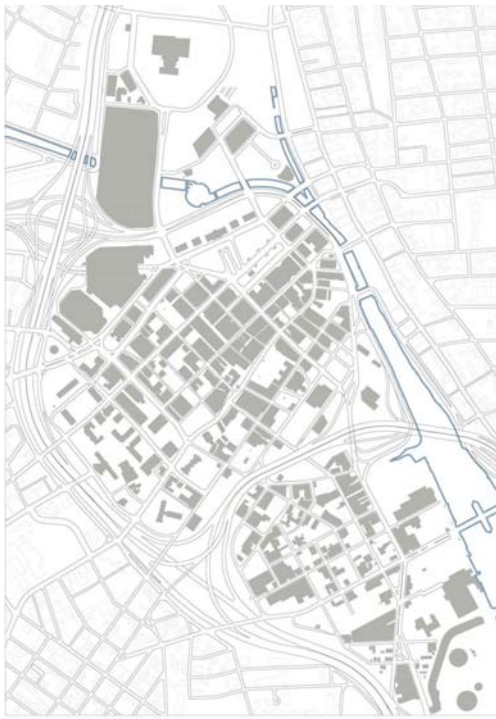
Dorrance Street

→ Sight of the park should not be facilitated and not obstructed

Waters Edge

→ Permeable surfaces should be prioritized to mitigate runoff

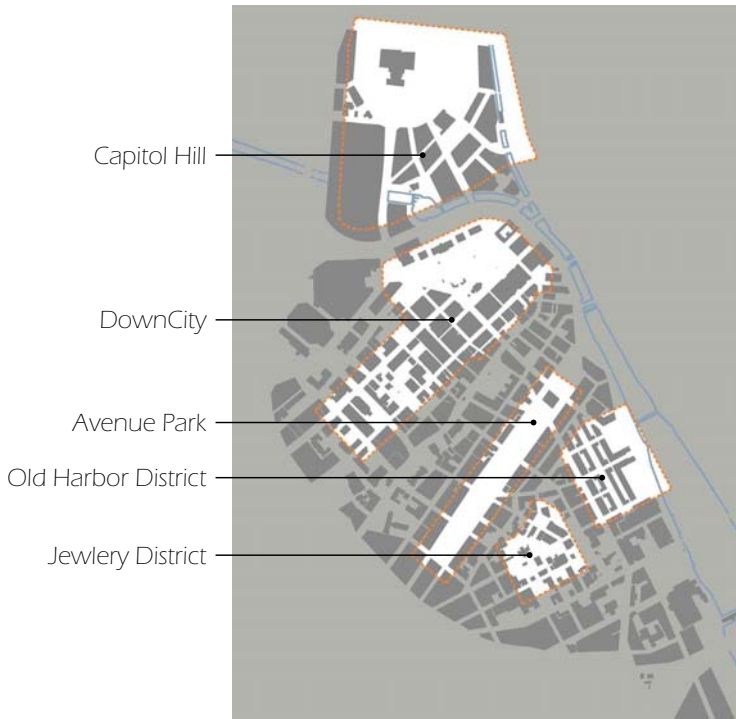




Existing



Existing Civic Structure



Districts



Proposed



Proposed Civic Structure

Districts for Growth

With the removal of 195, one might be encouraged by the opportunity to expand DownCity to the south in order to bolster its network of offices, hotels, restaurants, and cultural amenities. Instead, the city would be better served to consider it an opportunity to create new districts with distinct character and identity. With this in mind, this proposal considers the core of Providence to be made up of four districts: DownCity, Capital Hill, Avenue Park, the Jewelry District, and the Old Harbor District. The purpose of these districts is to create unique destinations within the city that provide for a variety of opportunities and experiences.



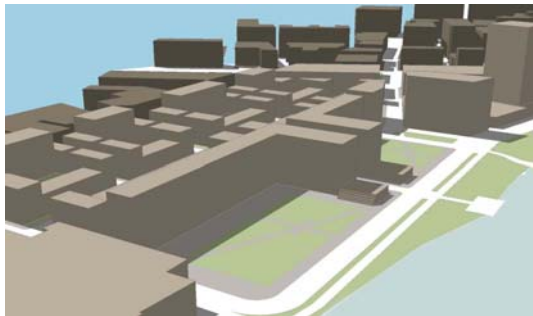
Proposed Green Space

The Old Harbor District

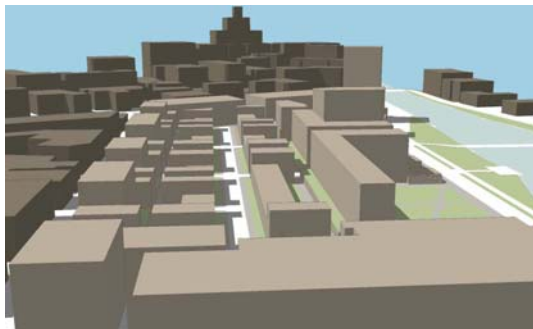
In this proposal the form and dimensions of the Old Harbor District are considered in detail. Old Harbor is located where ships once docked to access the markets, factories and warehouses of Providence. Dormant since the 1940's, these piers have since been filled in and are the home to a retired energy plant and a highway interchange. The proposed district is defined by twin parks that face the water at the terminus of Dorrance, and Ship Streets. With the addition of a new bridge, the parks act as a much needed gateway from the east side of the river.



Waterfront in 1935



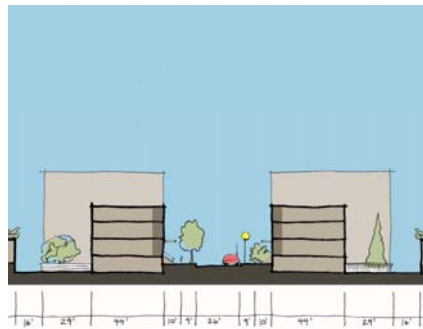
Looking Northwest From River



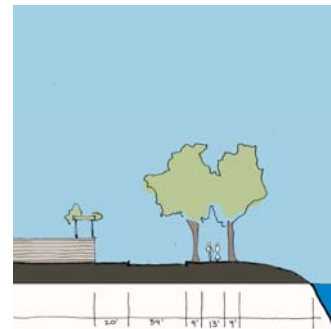
Looking North



Looking North



Harbor Street



Waterfront Promenade

Twin Parks

These twin parks provide for active, yet intimate waterfront destinations. As urban space these parks are intended to be well defined and enclosed by their surrounding buildings—despite intersecting streets. These streets, with parallel parking, serve to ensure activity in the area without dominating the environment—note that two sides of each park connect directly to adjacent buildings.

Ship Street

Progressing towards the water on Ship Street a user is intrigued not by the view of water or a park but a clearly distinguished formality to the space—consistently placed trees, and an arcade terminating at a small terrace. The view of the river is not apparent until actually arriving at it, and the parks are unknown until turning back toward the city. This progression provides for the gradual unfolding or perhaps surprising elements in the Old Harbor District experience.

Waterfront Promenade

Another important feature of this site is the waterfront promenade which is defined by a dense double tree row. This promenade is intended to serve both as a connection from other areas of the waterfront as well as a subtle barrier to the waters edge. In this way it is intended to diversify the perception of the water by altering its view depending on the season, weather or location, while also tempting the user to venture closer to the waters edge for complete visual access.

Harbor Street

Between the twin parks and Eddy street lies Harbor Street. Sitting between these large and perhaps imposing elements of the city, Harbor Street is intended to be a unique haven, sheltered from the larger buildings around it. Constrained street and building scale ensures that it achieves the intimate character desired. To further define it as moment in the city, stringent guidelines are required.

Eddy Street

Eddy Street, where Old Harbor meets the Jewellery District, is also the main road leading south out of the city. As such, it can be expected to be wide and can thus accommodate sizable commercial and residential buildings. With this in mind the most important requirement is that developers build to the lot line facing the street.