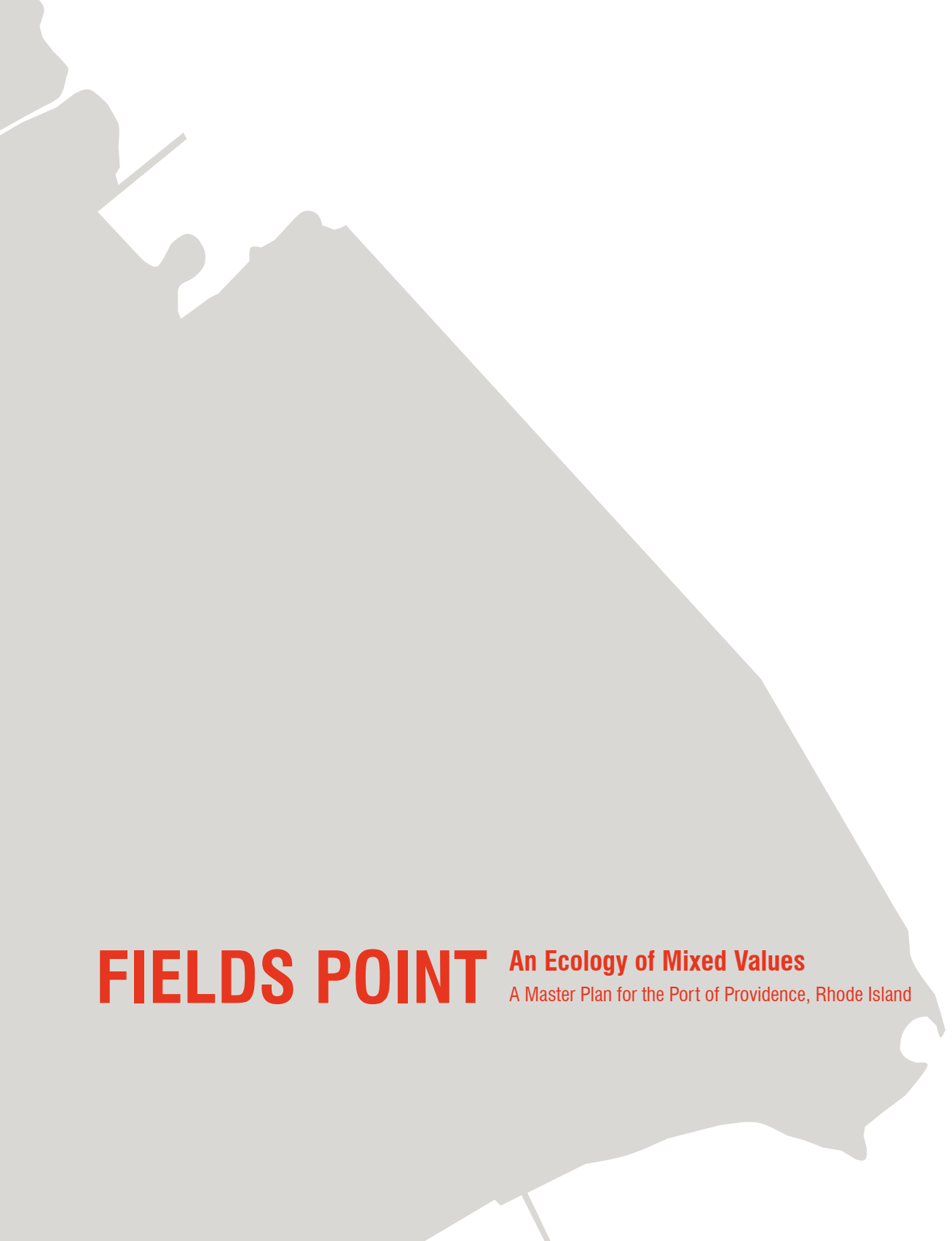


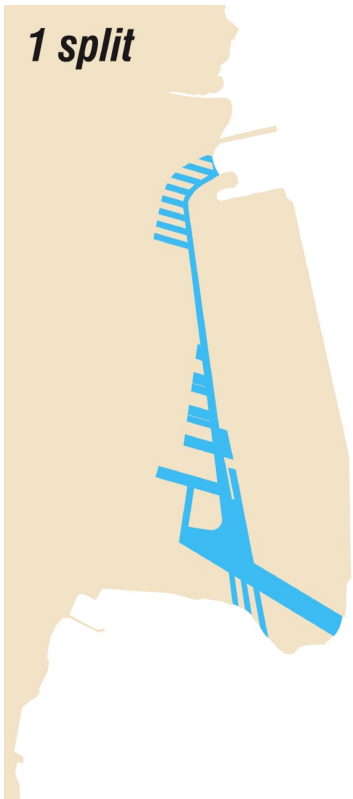
FIELDS POINT

An Ecology of Mixed Values

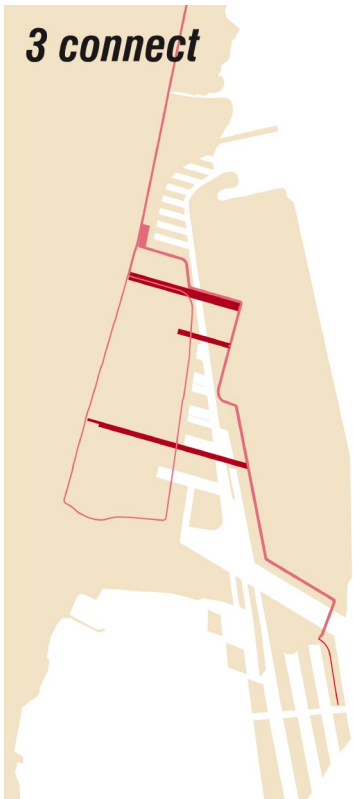
A Master Plan for the Port of Providence, Rhode Island

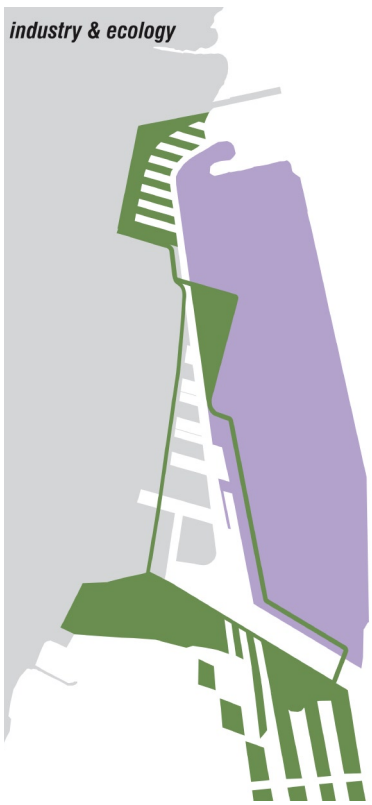
Edited by **Enrique Martínez + Maia Thurlow Small**

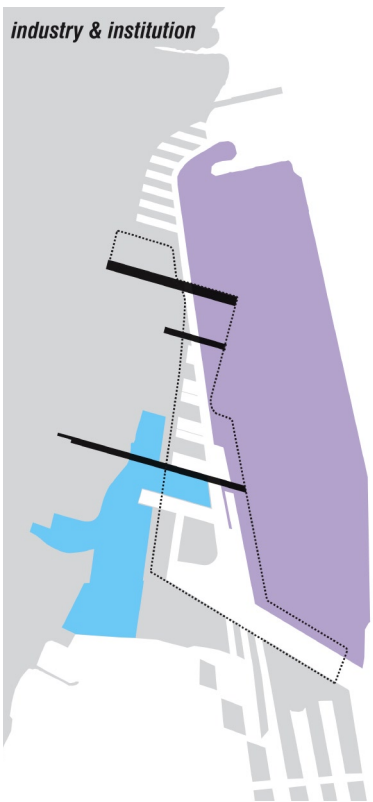
Architecture Department
Rhode Island School of Design

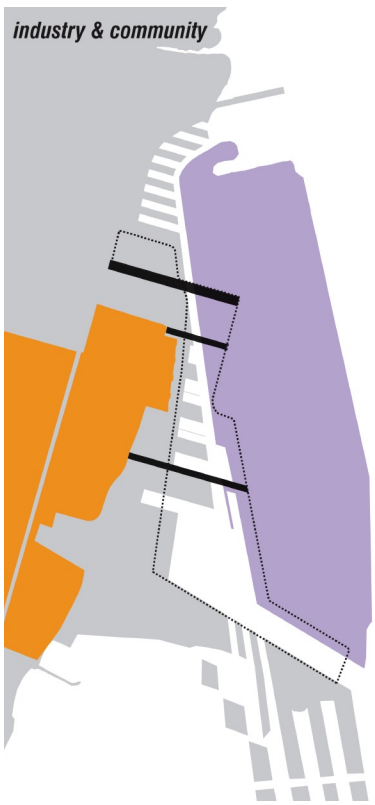

1 split


2 densify


3 connect


industry & ecology


industry & institution


industry & community

Project Concepts

The Fields Point Master Plan develops an ecology of mixed values through both a careful delineation of boundaries with specific moments of interchange. Industry can exist near housing, near protected ecosystems, near institutions as long as its boundaries are respected, defined and the public is encouraged to understand its importance.

There are four major intentions with the Fields Point Master Plan:

Encourage Public Space
To encourage urban vibrancy and personal interchange, the Master Plan reinstates the importance of the public sidewalk, develops formal and informal recreation zones and offers a large-scale space for public gathering. This is done through three primary moves:

• the insertion of a new boulevard sided by high density retail and market edges, lined by a new light rail line and connected to the existing neighborhoods

• the development of park networks that allow public access to the Bay and, specifically, a Port Promenade, or elevated walkway, to vault the public into the space above the port and industrial zones

• a public market and event space that allows for more connection others through daily life.

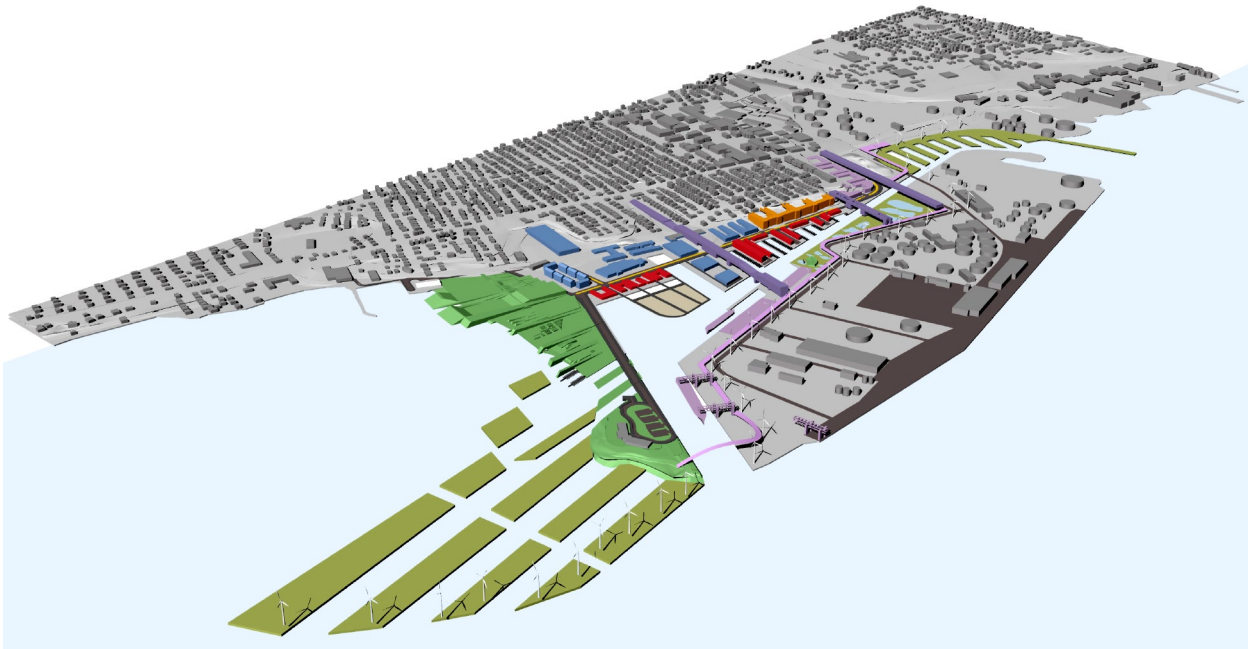
Public space is not only exterior, but also the development of the Bridge Buildings that encourage public amenities, such as a library, a museum and a community center.

Foster Urbanity
This master plan promotes the development only high and low density—high density to sponsor contemporary urban environments with architecture that is progressive in its sensibility and open space that allows for public interchange and low density to allow for industrial and productive businesses and public recreation.

Providence has a fantastic historical architectural tradition that has been more recently been enhanced in its renaissance. As its downtown has become more urbane, walkable and desirable, one wonders about its future growth? Is it doomed to a contextual style that is eternally re-referenced? We suggest a second center, not to rival Downcity, but instead a satellite urbanity—a contemporary, urban environment that projects innovation, design excellence, and perhaps even an artistic avant-garde.

Along with the increased density around the new waterfront boulevard, parking is removed from surface lots and is instead organized as part of the infrastructure of the site, available, but away from the neighborhood and considered secondary to the pedestrian experience of the boulevard. The cars on the boulevard are activity, with people, with light rail, with the natural balanced vibrancy of an urbane space.

The student environment of Johnson and Wales becomes part of this urban space, allowing for university expansion into denser zones, protecting their needs and



simultaneously giving them opportunities to use the surrounding amenities, such as the market and event space.

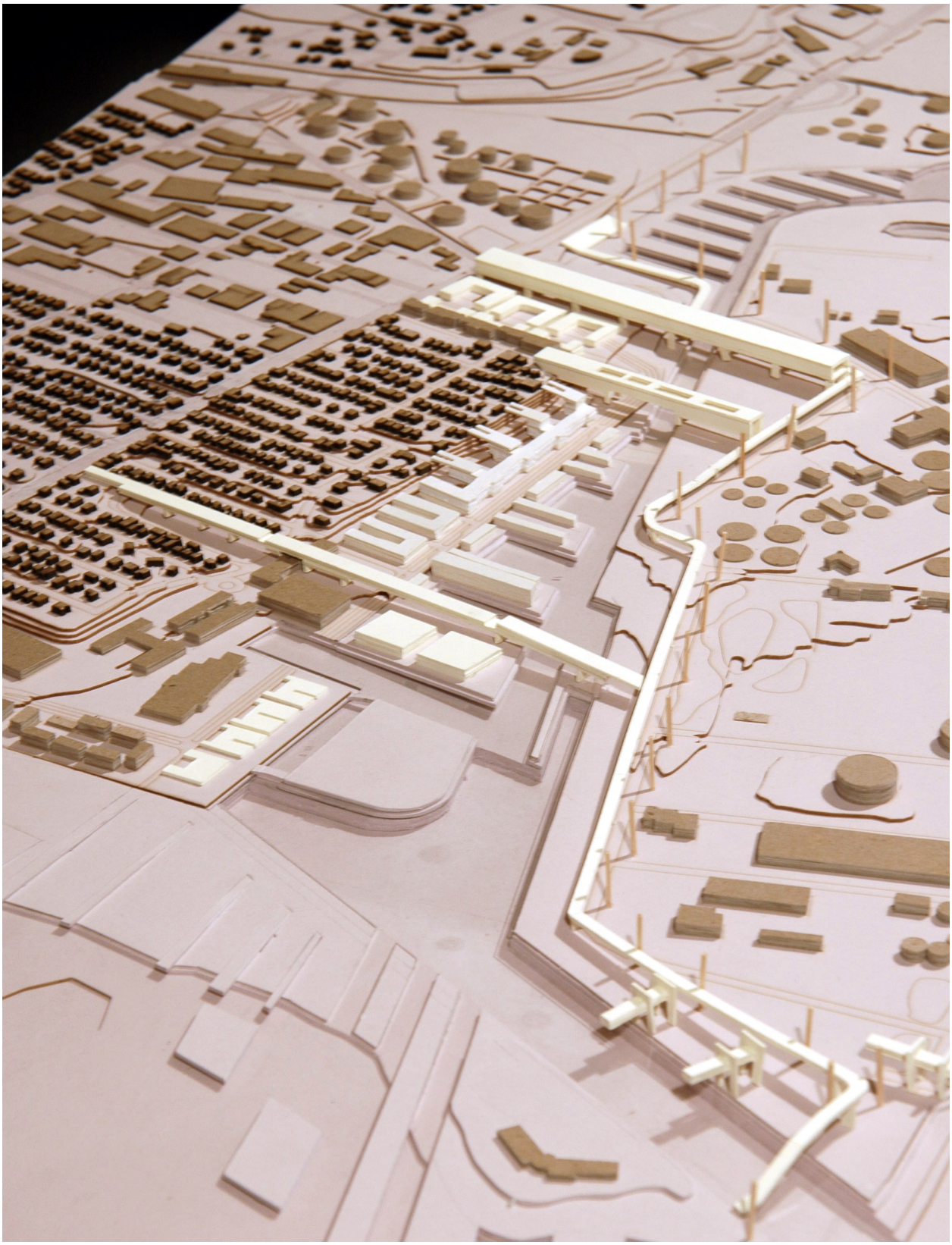
Steward Global Responsibility
Some of the major elements of the existing site involve the large-scale use of resources—either non-renewable energy, such as natural gas, oil, and coal, or the renewing of potable water through chemical treatment. This site can not only be a place for literal transformation of energy uses and sources to renewable types, the development of more natural processes in water and soil remediation, but can also become a symbol of this global change by using the processes and technology—windmills and wetlands—as clear urban and architectural elements.

Three replacement strategies support this intention:
• windmills replace oil tanks over time

• wetlands and phyto-remediation replace the Narragansett Bay sewage treatment chemical water treatment facility

• the hazardous material that is excavated to create the new Fields Point waterway is reinstalled on the site to foster ecologically regenerative islands.
In addition to the intention of responsible resource use and repair, the methods—windmills, living machine technology, and transit systems—can all be completed or manufactured by Rhode Island industries and manufacturing allowing Rhode Island to economically benefit by its own restoration.

Support Economic Development
Rhode Island is the Ocean State-- its legacy of water industry dates to its founding and is unique in is future. The Master Plan seeks to promote marine services industries by creating two marinas: a marina for private boats and their maintenance and a working marina that supports boat building and repair. Additionally, the plan includes a new Short Sea Shipping terminal for ProvPort so that it can encourage this growing transit option, decreasing freeway transit and pollution. The public market also ties local production to local consumption by giving a strong center to Rhode Island agriculture right near the Johnson and Wales legacy of cuisine and hospitality. By developing the Port Promenade, there is also the potential that, perhaps, by seeing and understanding industrial processes, visitors can more fully appreciate the need for such operations, encourage their development and support the underpinning on which this local economy is based. Providence must remain a business center connected to the world in order to viably sustain itself.



PUBLIC SPACE

Port Promenade
Public Market + Event Space
Green Space

URBANITY

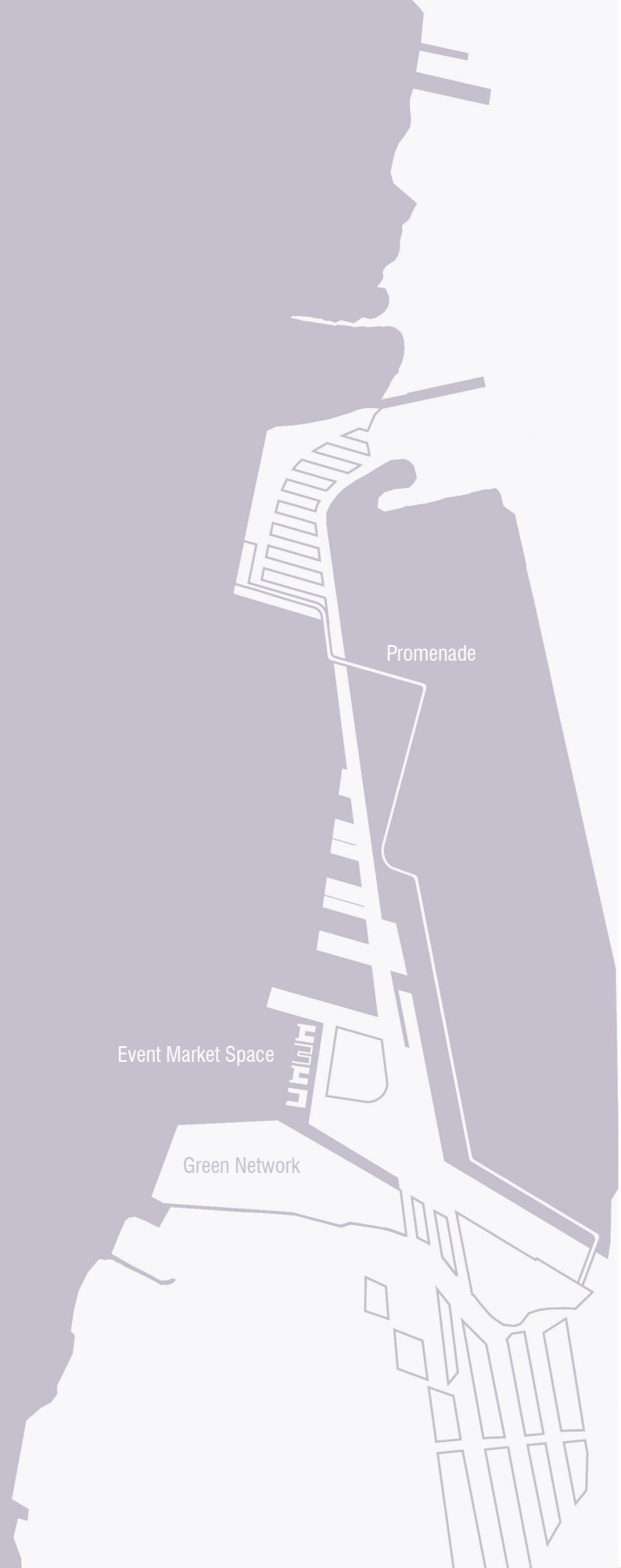
Density Core
Boulevard
Bridge Buildings

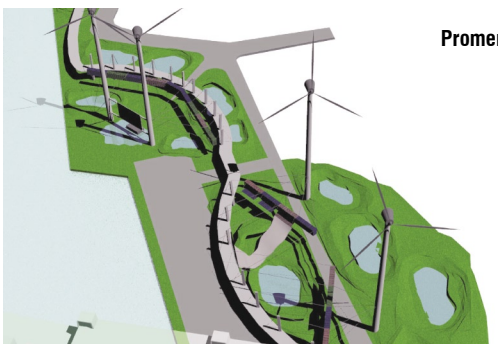
GLOBAL RESPONSIBILITY

Cut + Fill: Canal + Islands
Chemical to Natural: Living Machine
Oil to Wind: Wind Turbines
Wetlands

ECONOMIC DEVELOPMENT

Working Marina
Recreational Marina
Floating Market
Commercial
Industrial
Johnson & Wales University Expansion





Promenade

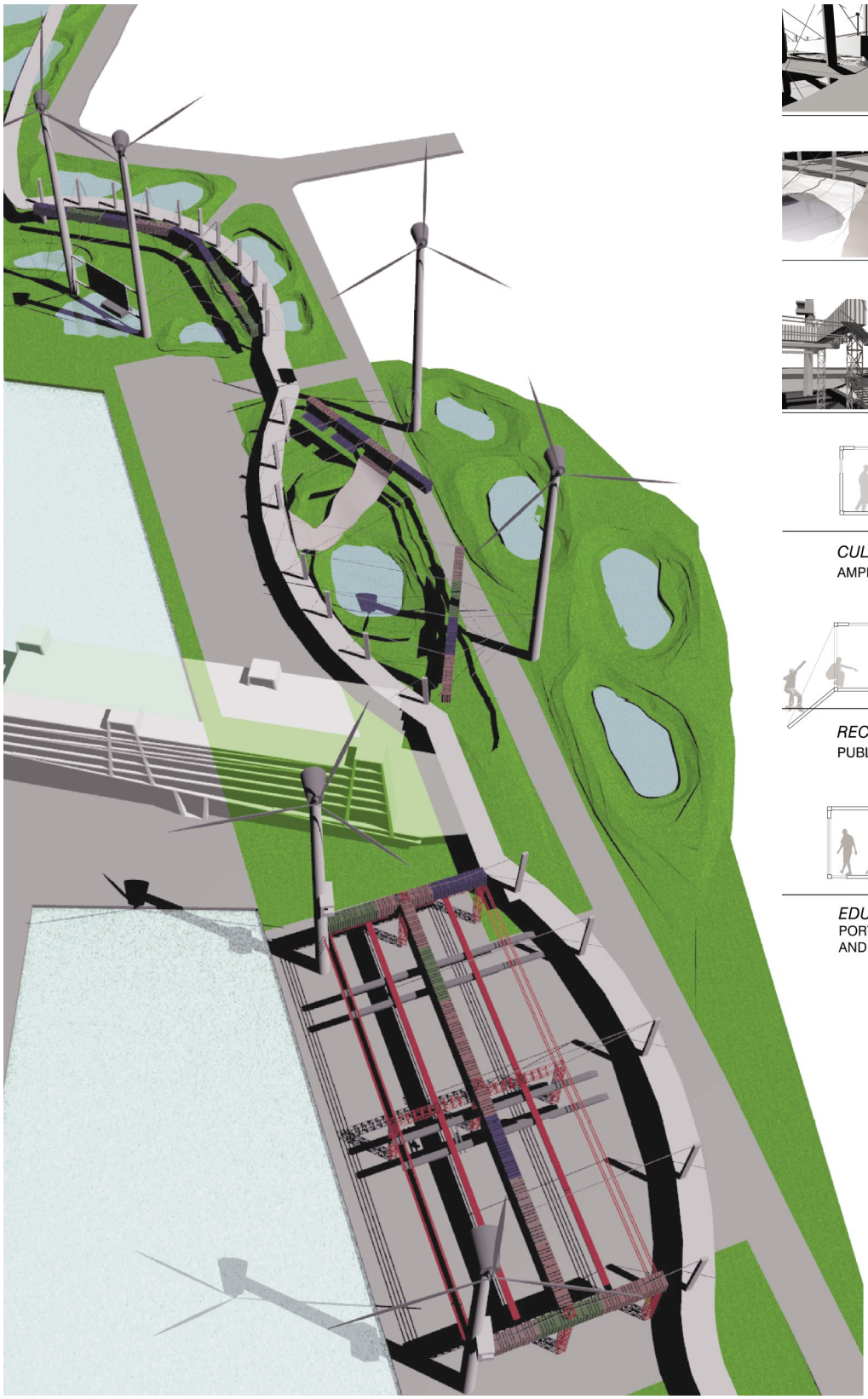
Green Space

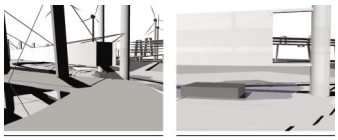
Public Market + Event Space

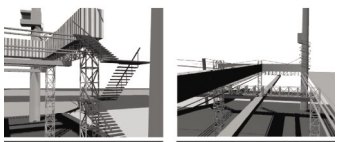
PUBLIC SPACE

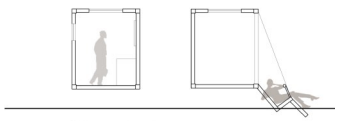
Port Promenade : Public Industrial Space
Public Market + Event Space : Self-Organized Commerce
Green Space : Parks

To encourage urban vibrancy and personal interchange, the Master Plan reinstates the importance of the public sidewalk, develops formal and informal recreation zones, and offers a large-scale space for public gathering. This is done through three primary moves: the insertion of a new Boulevard sided by high density retail and lined by a new light rail line and connected to the existing neighborhoods; the development of a **Green Space** network that allow public access to the Bay and, specifically, a **Port Promenade**, or elevated walkway, to vault the public into the space above the port and industrial zones; and a **Public Market** and **Event Space** that allows for more connection with others through daily life. Public space is not only exterior, but also the development of the Bridge Buildings that encourage public amenities, such as a library, community center for the neighborhood, and museum space.

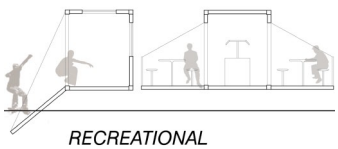




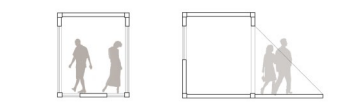




CULTURAL
AMPHITHEATER AND GALLERY



RECREATIONAL
PUBLIC PARK AND CAFE



EDUCATIONAL
PORT OPERATION
AND VIEWING TOWER

Port Promenade : Public Industrial Space

Public Market + Event Space : Self-Organized Commerce

Green Space : Parks

The project aims to increase the public participation of the industrial edge of the newly designed site. This elevated promenade is conceived as a device to transform the new port edge into a highly accessible public space that carries recreational and educational values.

Concept and Structure

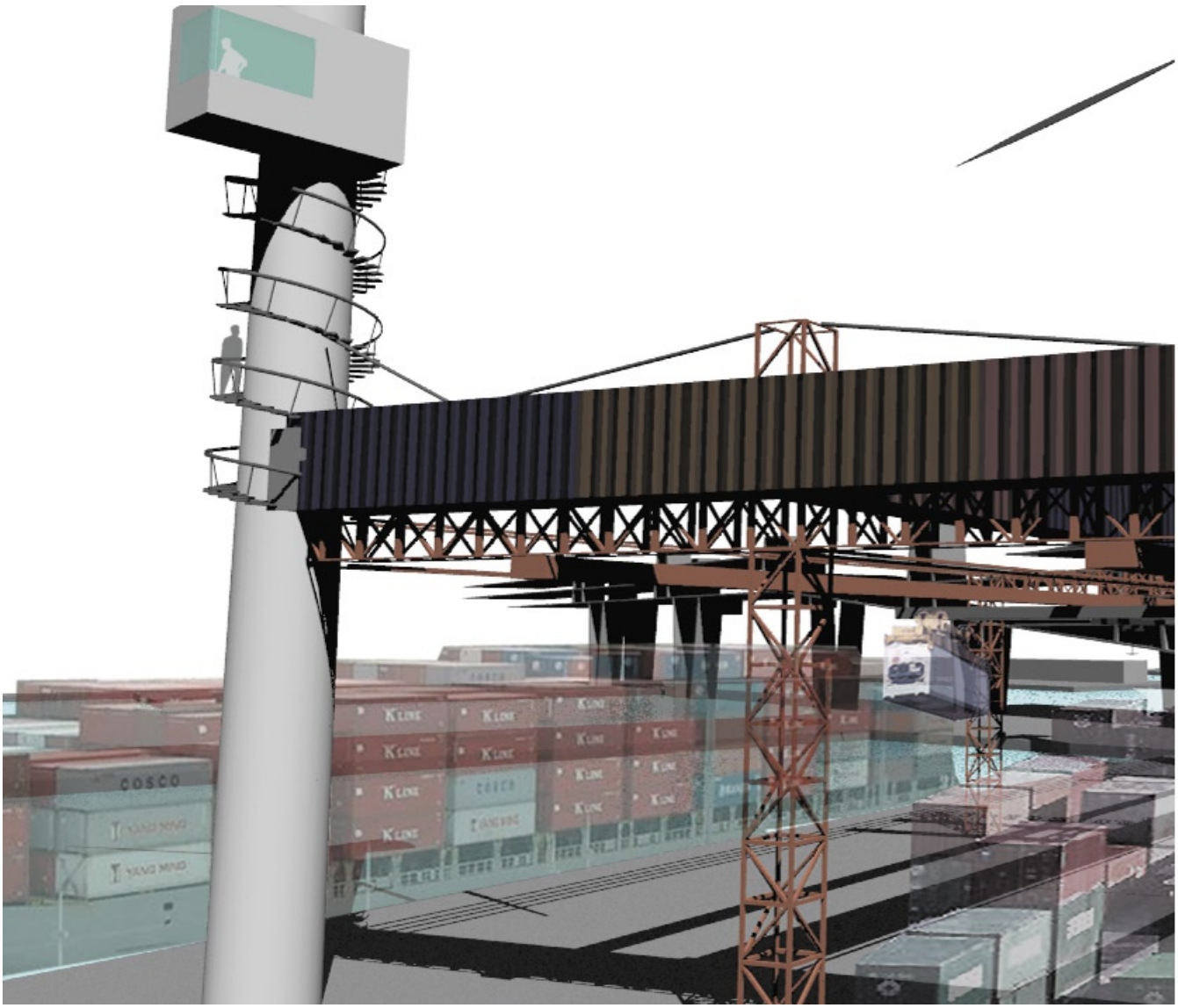
The goal of the project is to create an ultimate industrial experience for the general public. Elements and activities of drastically different scale and speed are juxtaposed to stimulate the physical and visual experiences of the visitors. The proposed wind turbines and the containers found on site are utilized as the main supporting structures of the design. Tied together by tension cables and activity-specific structures, three distinct public spaces are created along this elevated promenade.

Experiences

Amphitheater / Exhibition Hall (Cultural)
Visitors first encounter the amphitheater within the constructed wetland with retention ponds and berms. The containers hanging above are connected in creating an exhibition hall for local artists. Wind turbines here also function as the structure for the movie screen and the performance stage is set into one of the ponds. The oversized berm in this undulating landscape becomes the seating area which is also a connector to the promenade. While enjoying the performances or movie screenings, the audiences at the same time observe the sailboats in the near background.

ProMet Boat Storage / Skate Park
The promenade becomes the separating line between the ProMet Boat Storage and a skate park. The skate ramp here spans from the pathway to the containers providing an extreme environment for skateboarders looking for challenges. This segment of the promenade will also provide visitors a chance to observe the boats and the repairing process from a different perspective. The stagnant boats and the speed of the skateboarders present a contrasting visual and physical experience for the visitors and park users.

Port / Turbine Observatory
As a reaction towards the current lack of access and understanding of the Providence Port at Fields Point due to security measures, the promenade leads the visitors to experience the actual port operation process. A pair of stairs brings the visitors onto the port structure right above the container storage area. Within the enclosed hallways, visitors will get a chance to walk along the movements of the gantries and observe the process of containers being stored and transported from the shipping boats to trucks. This eventually takes the visitors to a spiral staircase onto the turbine observatory. At an altitude of 90 feet, the turbine observatory will allow visitors to view the entire Fields Point and provide an intimate encounter with the wind turbine structure 8 feet away from the rotating blades.


COSCO
K LINE
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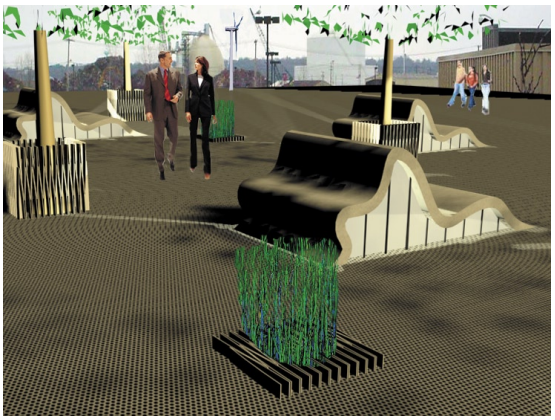

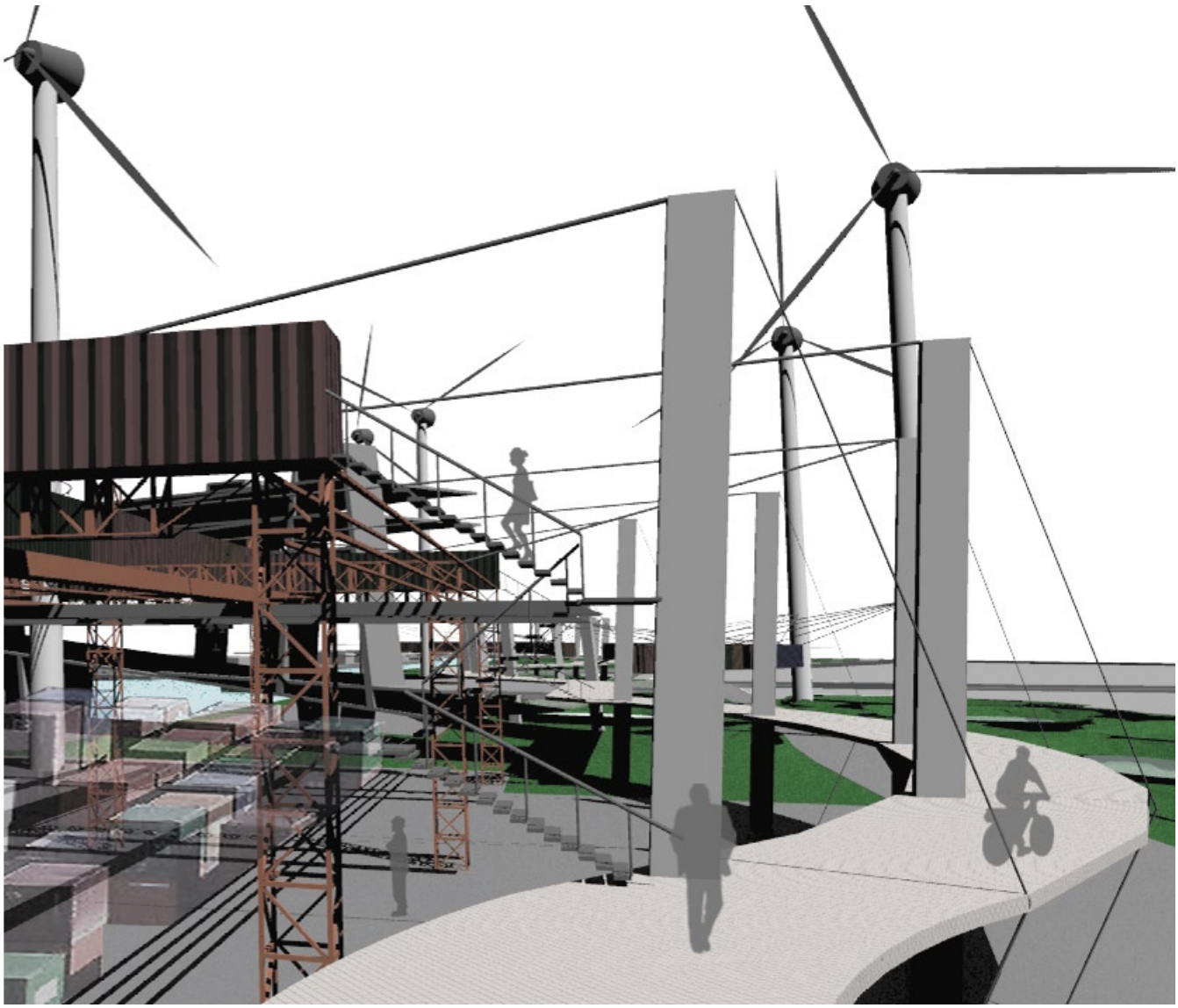

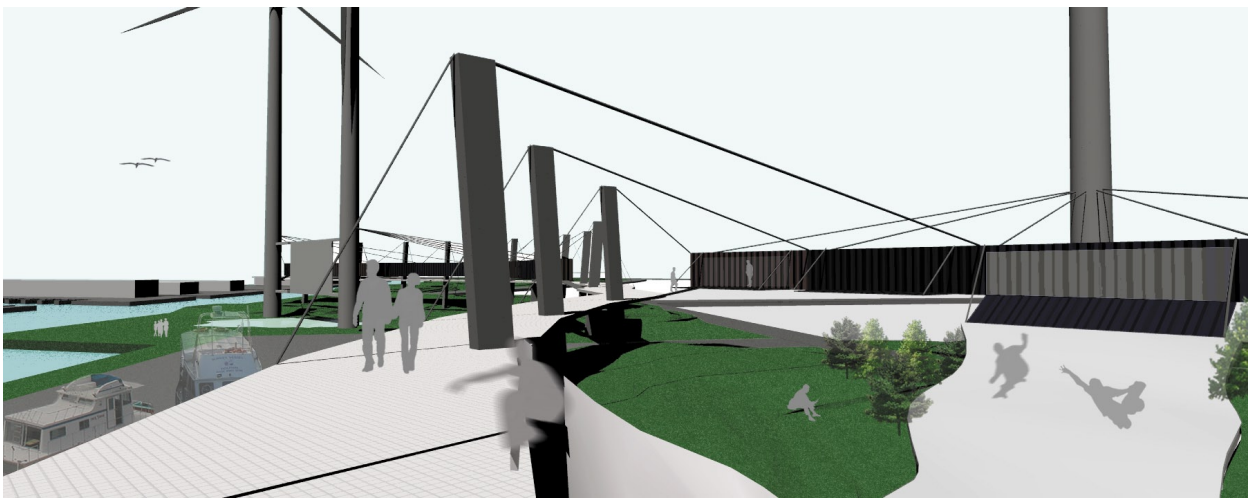

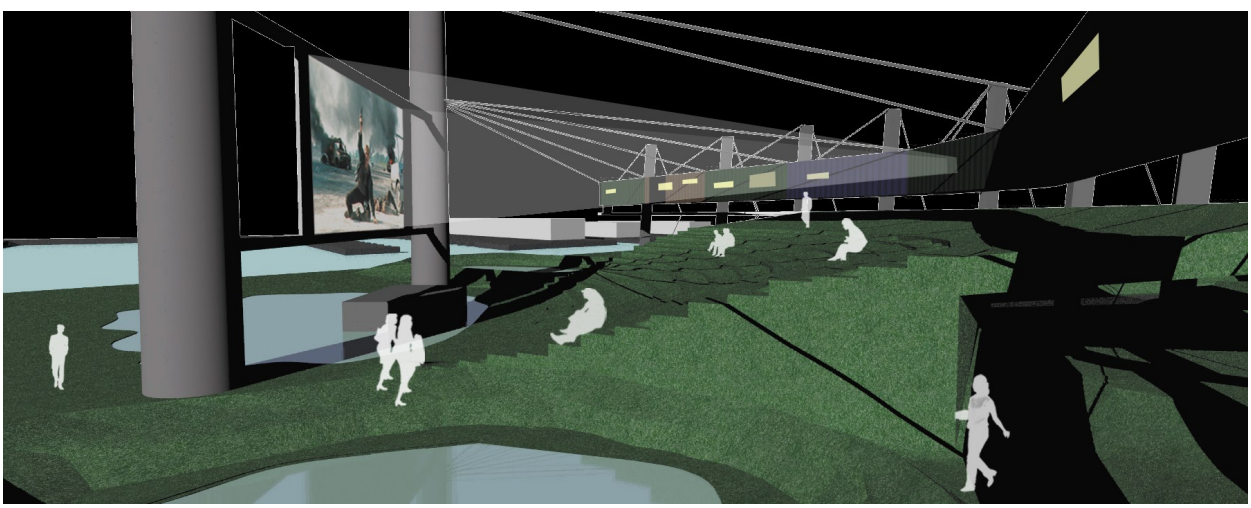

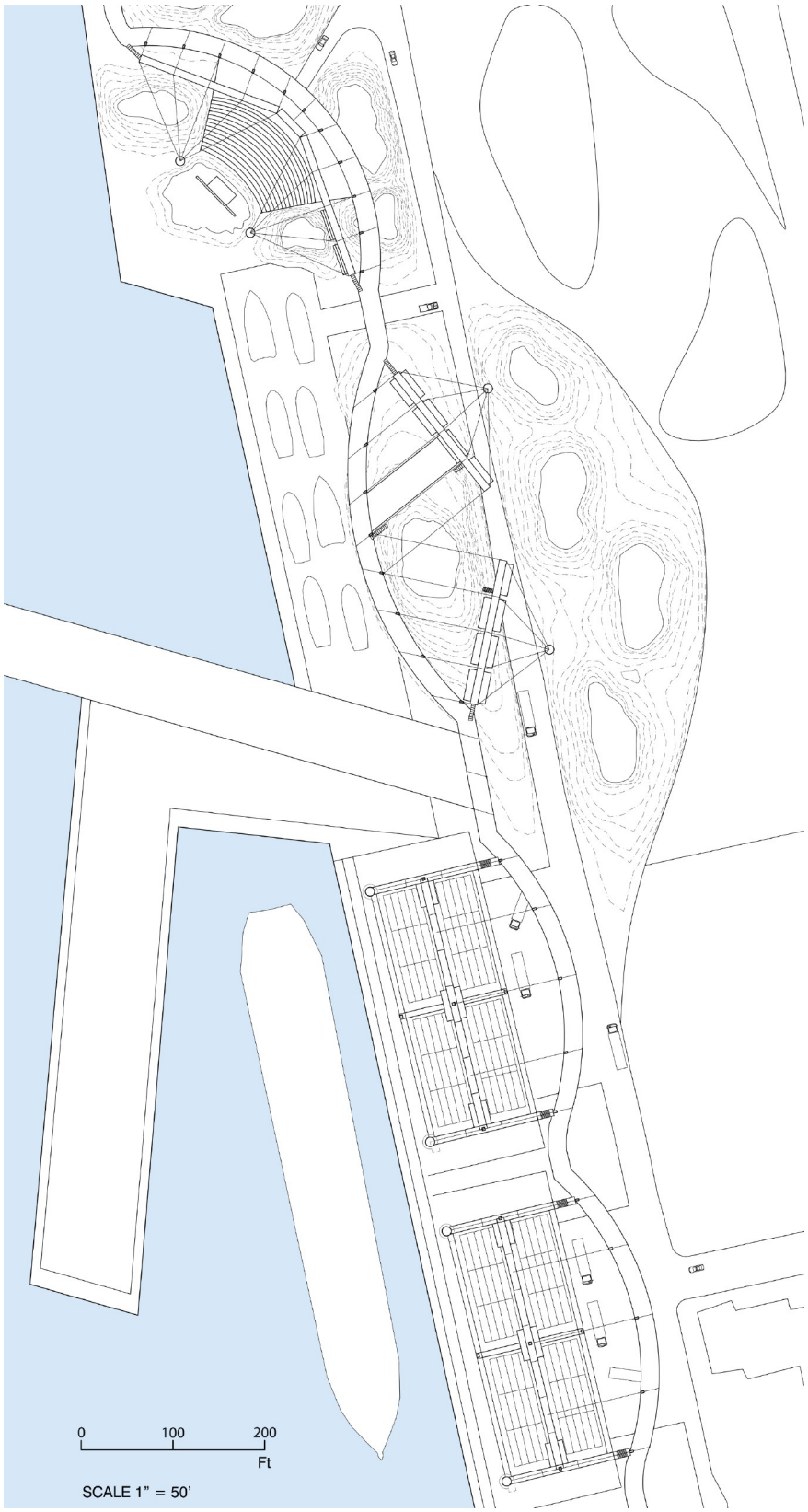
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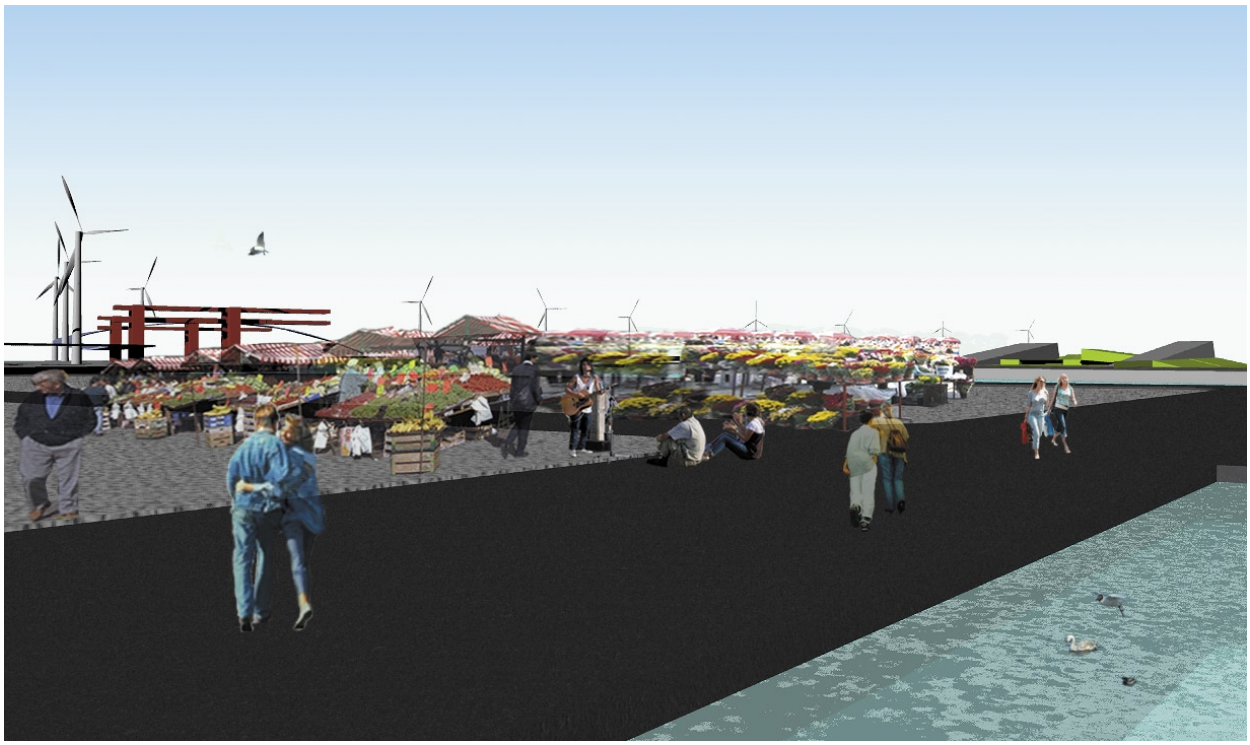
SCALE 1" = 50'



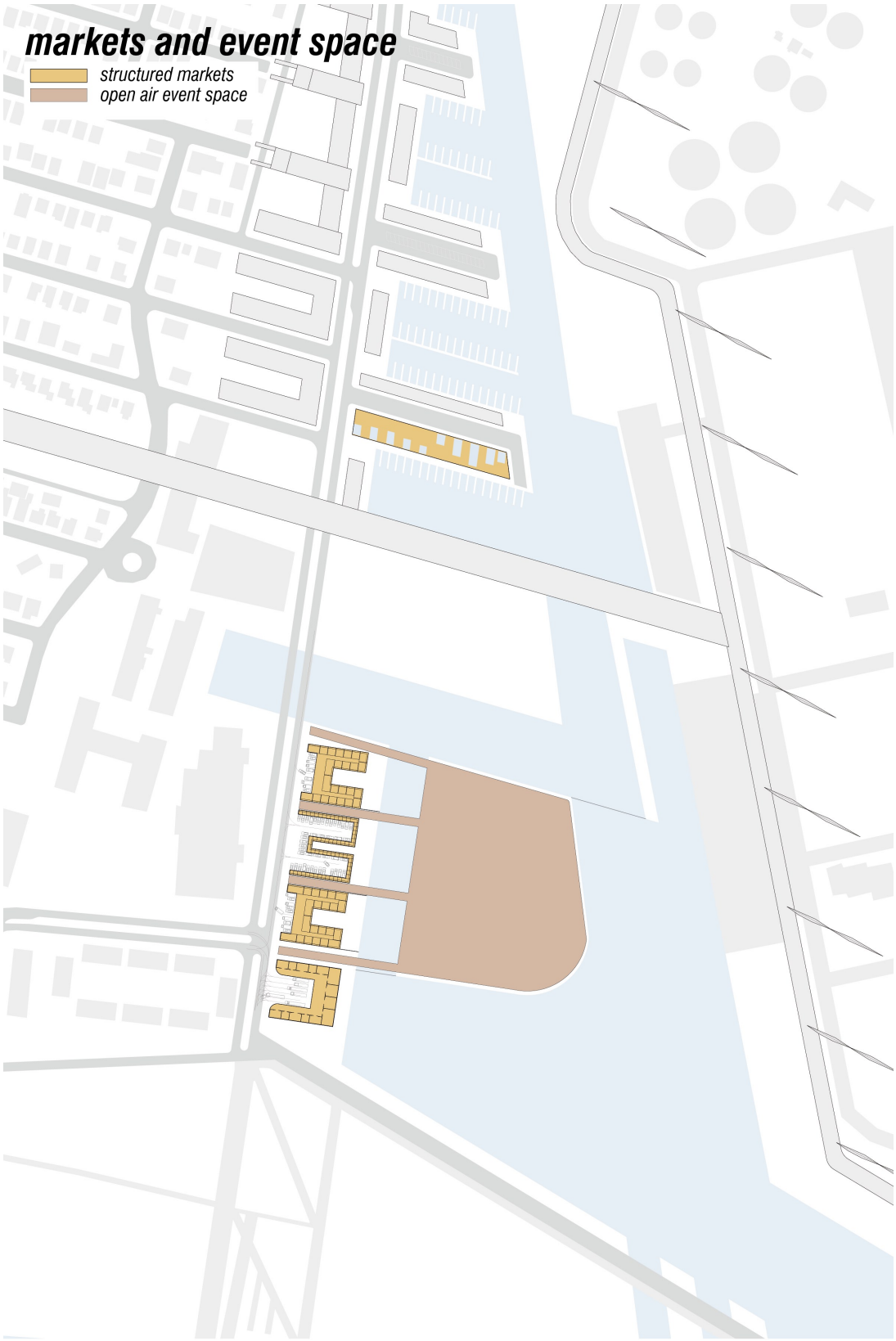
Port Promenade : Public Industrial Space
Public Market + Event Space : Self-Organized Commerce
Green Space : Parks

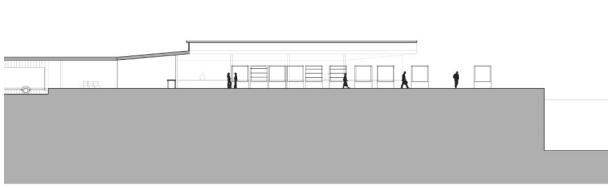
Fields Point is currently dry and desolate, void of life and activity. A farmers market is an interactive atmosphere with much movement and commotion, a public gathering space abundant with life. The market can be an antidote to the existing conditions of Fields Point by infusing the region with the inherent motion of the market. The nature of a market is vibrant with color, textures, smells and sounds; it is a sensorial experience. This experience is inherent in a market, created by the vendors and their stands.

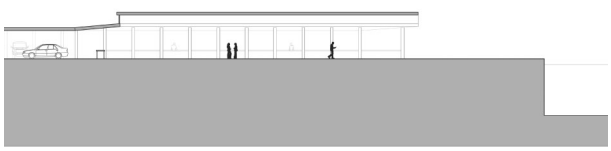
The Washington Park neighborhood around Fields Point is a diverse neighborhood, consisting of different economic classes and ethnicities. A farmer's market can also provide a social incentive, as a collective space for all, so that a diverse population both in the neighborhood and the city can enjoy the site.

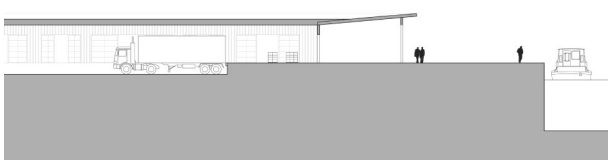
On the Fields Point site, the market serves another function because of its relationship with the distribution of goods and produce. This aspect of the market is typically hidden, but in this case, it can be a place where the pedestrian can experience not only the excitement of the buying and selling, but also the delivery of goods. This component accentuates the industrial aspects of the market similarly to the way the Master Plan exposes the industry of Fields Point. Delivery and distribution are the face of the market exposing and highlighting the market's foundation. The different scales of delivery and distribution define the market; they are what control its arrangement. From the car to the tractor-trailer, the scales of shipping and delivery delineate the stands and thus vendors in the market: smaller loading docks and stands for the cars and larger space and storage for the tractor-trailers. The scale of delivery also determines the scale and type of goods or produce. By designating different sized loading docks, the stands and vendors have to organize themselves based solely on delivery further emphasizing the importance of distribution and the hidden working side of the market.

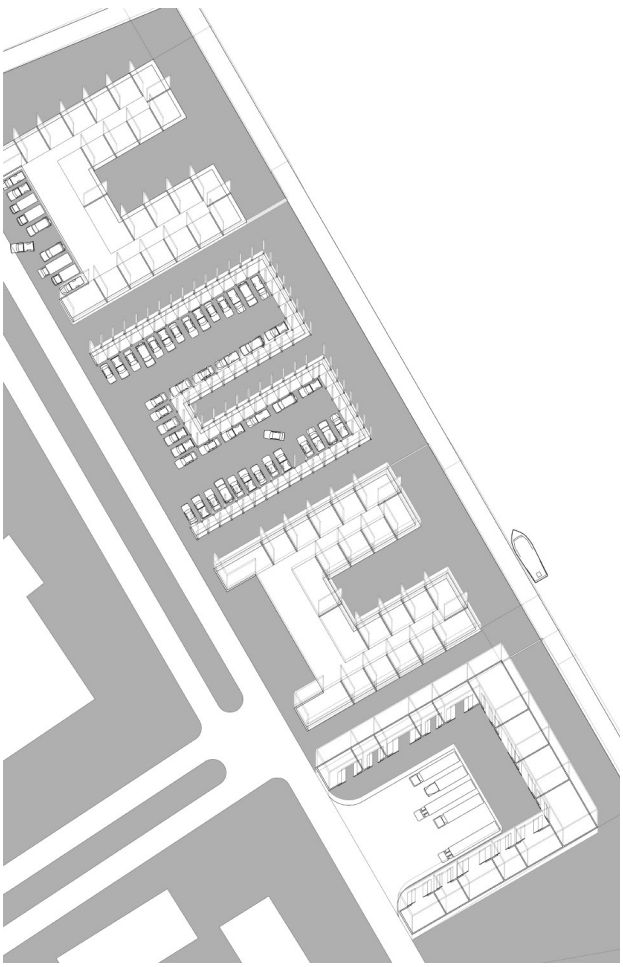
Farmers markets are primarily self-organized, with a few guidelines that allow vendors to choose optimum real estate and arrange themselves accordingly. These arrangements often work well as clusters by type or infrastructural needs, allowing each stand access. Once the stands are arranged and organized, the vendors and the goods create the effervescence and colorful atmosphere.

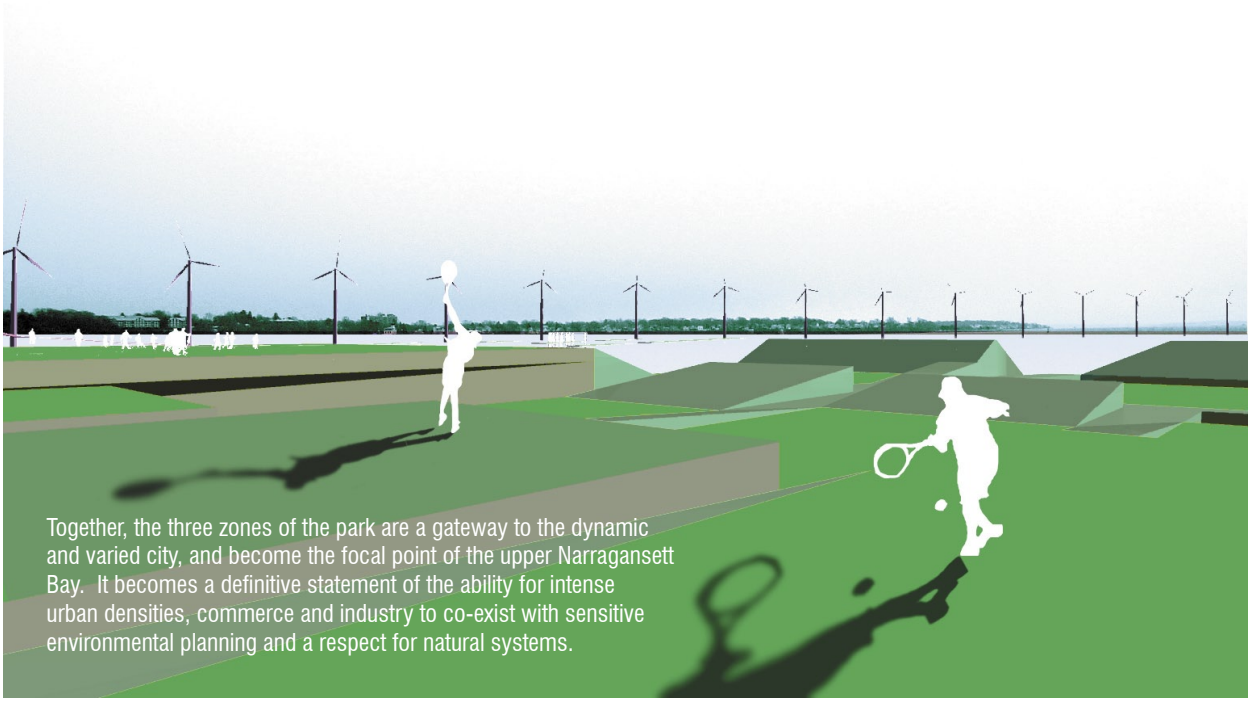

markets and event space
structured markets
open air event space

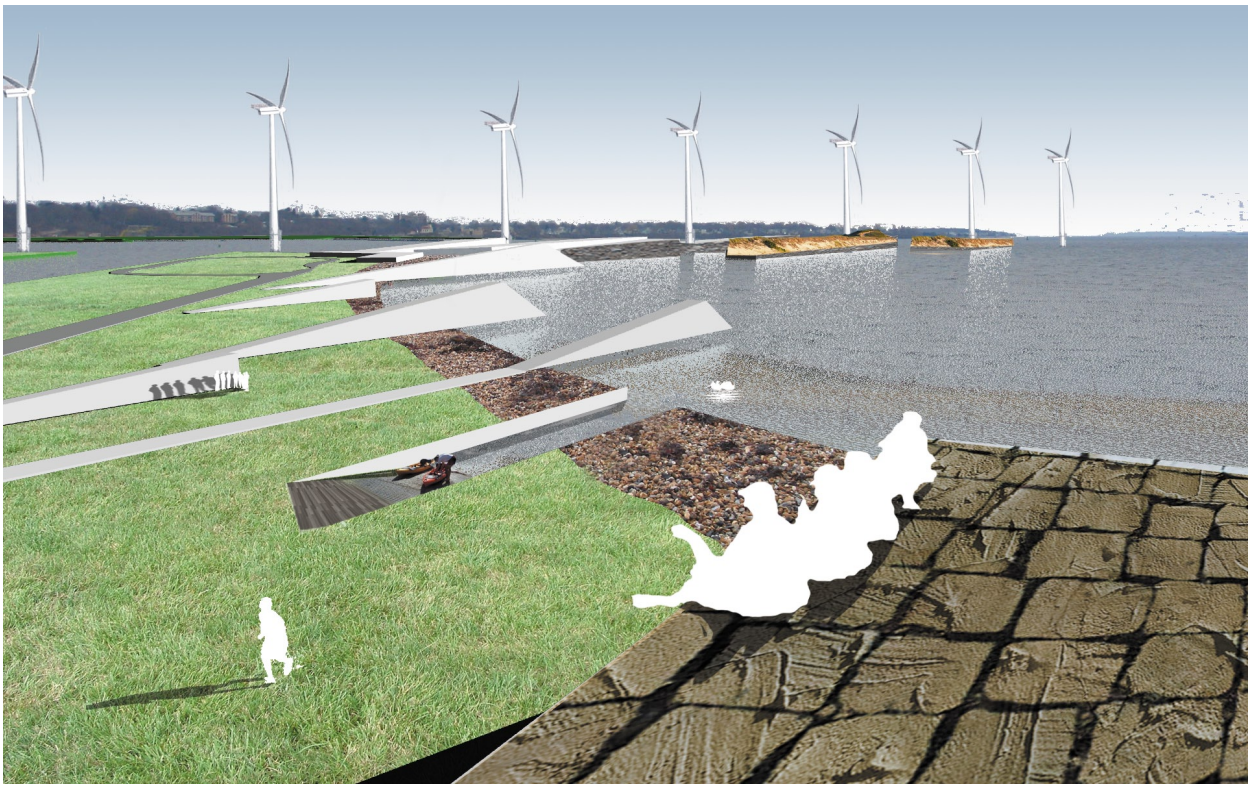









Together, the three zones of the park are a gateway to the dynamic and varied city, and become the focal point of the upper Narragansett Bay. It becomes a definitive statement of the ability for intense urban densities, commerce and industry to co-exist with sensitive environmental planning and a respect for natural systems.



PUBLIC SPACE

Port Promenade : Public Industrial Space
Public Market + Event Space : Self-Organized Commerce
Green Space : Parks

The Master Plan proposes a three part park at its southern edge. This space provides needed public access, outdoor programming and a balanced ecology so lacking in the Providence waterfront and upper Narraganset Bay. Its three major zones align themselves with the three predominant urban zones to their north in the form of complimentary partners. For the Johnson & Wales campus, it provides athletic facilities; for the commercial center, a civic park; and for the industrial port, a restored littoral habitat. This sequence of spaces is broken up and defined by ramps that jut out above the surface, providing multiple stages to take in the spectacular views of the bay, the port city and the park itself.

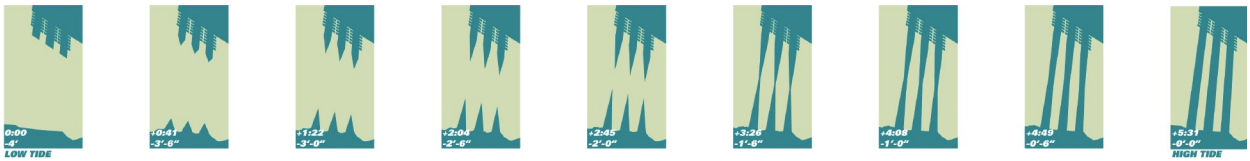
At the athletic facility, the ramps are wide, with large level playing fields which are rigidly constructed to regulation sports standards. Multiple soccer (football), lacrosse, baseball fields, tennis courts and basketball courts form a green roof above a large parking facility, clubhouse and locker room, which faces the main boulevard. The fields are divided by squat ramps that form bleacher seating. Longer gradual ramps connect the fields in a grid that is ideal for jogging workouts. These become a critical amenity for the University and neighborhood and heroic extension of the Johnson & Wales campus.

The public park is a flexible and diverse space for the city. The ramps here define more intimate spaces, breaking the huge vistas of the city down into smaller courts. Along the northern edge, a single roadway connects the boulevard through the park and out to the easternmost ecological zone. A series of ramps is inverted below the surface to create a shallow channel that allows water to flow through at high tide, but is a land bridge at low tide. This creates specific times for a range of kayaking and walking activities and highlights the park's dynamic relationship with the natural cycles of the bay. To the east, ramps form a concert amphitheater, picnic tables, small café and water sport rental space, open festival space and test garden beds. Here, the ramps begin to break off and move down into the bay. The park becomes a civic living room for metropolitan Providence, reinforcing its connection to the commerce above it and the bay to its south.

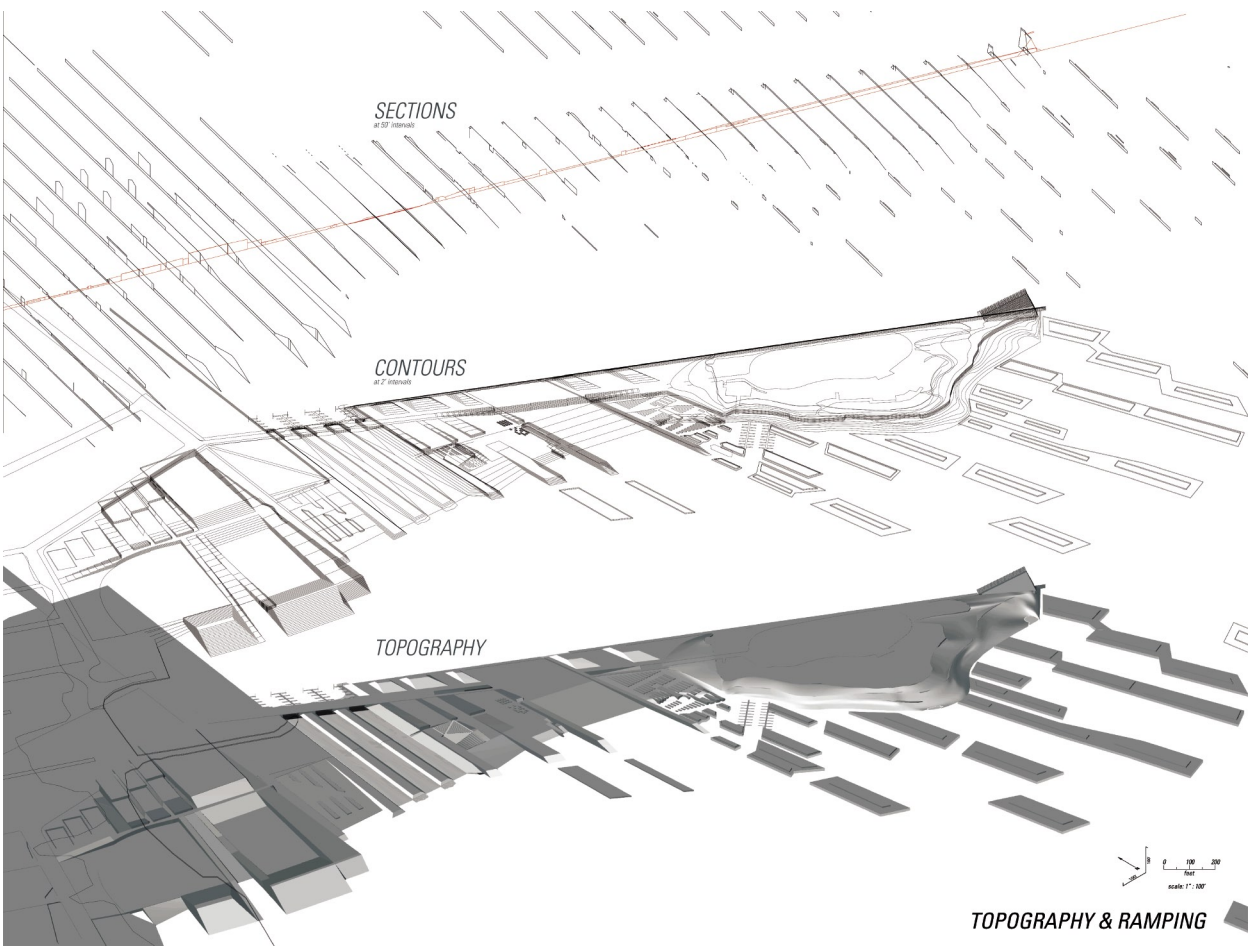
The third major component is the ecological habitat, at the easternmost portion of the park. This space continues to house the Save the Bay building and restored shorelines. A new bus parking space is constructed as a grove, with rows of trees delimiting the parking spaces. The elevated walkway arcs over the inlet to the main channel and terminates alongside the windmill promenade continuing out into the bay. The ramps break off further into the bay, becoming pleasure boat islands, wildlife sanctuaries and buffers to the boat wakes that travel up the harbor. These islands are constructed from fill excavated for the channel and are planted with a variety of phyto-remediation techniques to move from toxic to restorative landscapes. The islands and gentle shorelines filter the noise, wave energy and effluents of the industry to their north, and become essential to the sustainability of this regional economic hub.


greening the edge
parks & open space
open space network
India Point Park
East Bay Bikepath
Roger Williams Park
Narragansett Bay

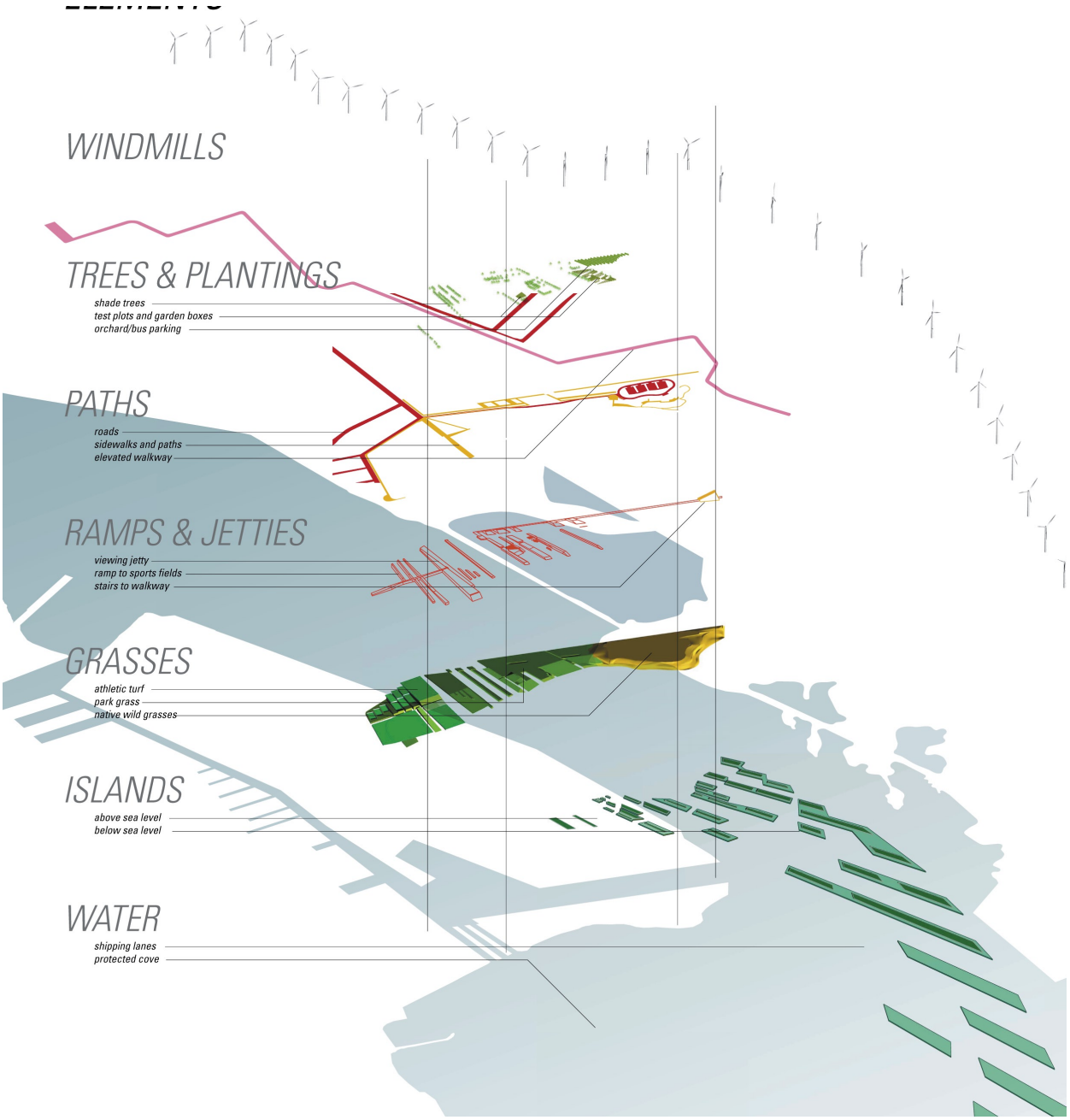

SITE PLAN
FIELDS POINT
PROVIDENCE - CRANSTON
RHODE ISLAND
0 100 200
scale: 1" = 100'



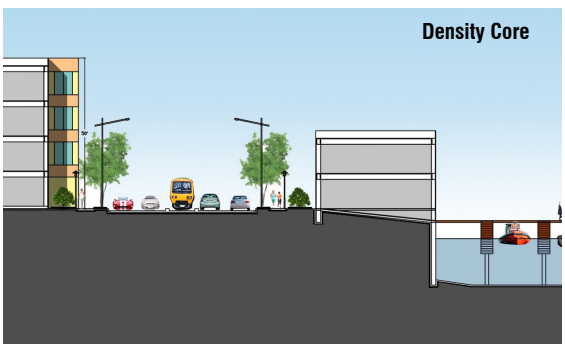
tidal channels



TOPOGRAPHY & RAMPING


WINDMILLS
TREES & PLANTINGS
shade trees
test plots and garden boxes
orchard/bus parking
PATHS
roads
sidewalks and paths
elevated walkway
RAMPS & JETTIES
viewing jetty
ramp to sports fields
stairs to walkway
GRASSES
athletic turf
park grass
native wild grasses
ISLANDS
above sea level
below sea level
WATER
shipping lanes
protected cove

Density Core
Boulevard
Bridge Buildings


Density Core


Boulevard


Bridge Building

URBANITY

Density Core : A Design Capital for New England
Boulevard : Public Space on the Street
Bridge Buildings: Infrastructural Links from Land to Port

Providence has a fantastic historical architectural tradition that has been enhanced through its renaissance. As its downtown has become more urbane, walkable and desirable, where is its future growth? Is it doomed to a contextual style that is eternally re-referenced? We suggest instead a second center, not a rival, but a satellite urbanity—a contemporary, urban environment that projects design excellence and innovation. The Master Plan promotes the development of only high and low density—high density to sponsor contemporary urban environments with progressive architecture and public interchange; low density to allow for industrial and productive businesses and public recreation. The high **Density Core** includes new retail and housing along a main circulation spine and includes an expanded Johnson and Wales campus. This spine, a new **Boulevard,** that adds a complexity of activity, with people, light rail, and the natural balanced vibrancy of an urbane space. Along with the increased density around the new waterfront, parking is removed from surface lots and is instead organized along with a satellite public library and community facilities into three new **Bridge Buildings** that form a linear infrastructure to support the people and the place.

Density Core : A Design Capital for New England

Boulevard : Public Space on the Street

Bridge Buildings: Infrastructural Links from Land to Port

Downcity Providence is a financial and business center for urban regions of Rhode Island. While Fields Point does not intend to compete with its center, the port area can provide an atmosphere of urbanity that creates a new intensity of commercial and industrial experience.

It can also help to create a larger national identity for the state: a place where urban design is important, where innovation in the landscape comes from the creativity of its people and the uniqueness of its place.

New environments should speak of their time and materials, construction techniques and spatial opportunities. New construction and methods will also improve the buildings environmental impact and lifecycle encouraging sustainable growth.

The high density core of the new Fields Point includes new market-rate and affordable condominium and rental housing, new retail and commercial space, and expansion zones for future construction needs for Johnson and Wales. The corridor helps to shape the public spaces around it-- by providing enough density, open space becomes more important.

The density of development Fields Point around the new boulevard should be enhanced for four important reasons:

1. Higher density of housing and commercial space will prevent the increase of sprawl and suburbanization that negatively impacting existing farmland and open space.

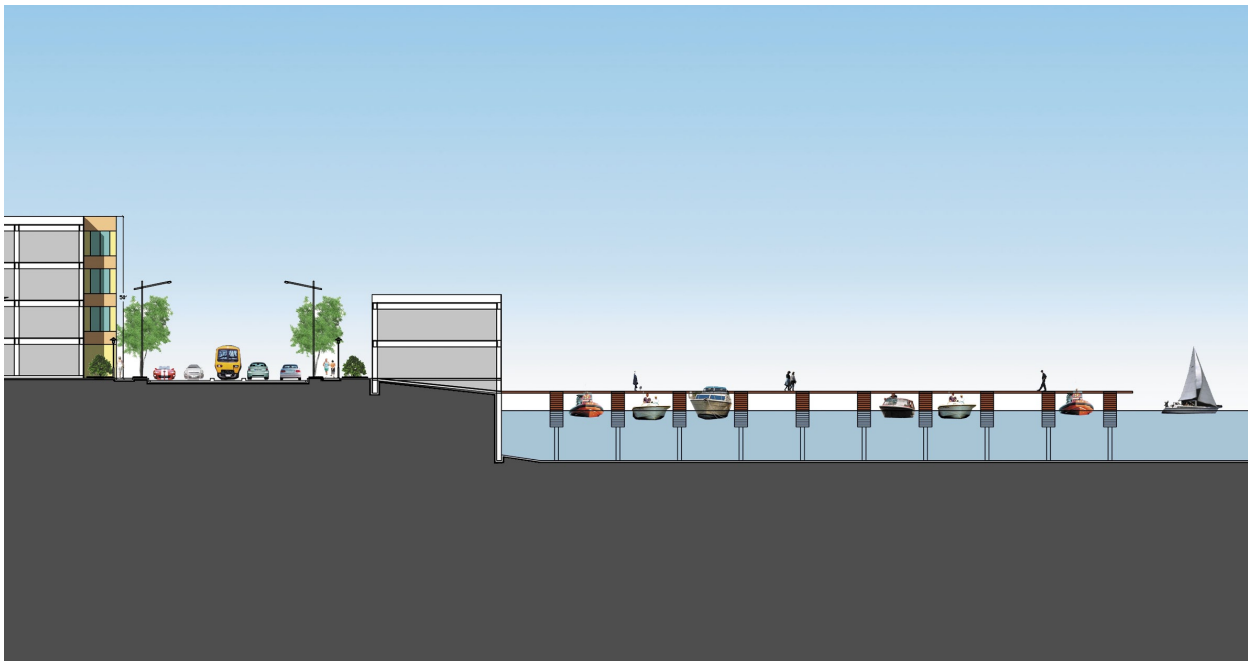
2. The site has already been intensively used and currently very inefficiently organized. Greater density here will not damage the existing site.

3. Greater density in this region will spur economic growth and job creation in Rhode Island based companies and opportunities.

4. Increased density will assist in the area having a clear urban identity-- the contemporary architectural center that partners with its historic downtown. Providence has one of the most important collections of historic buildings in the country, but it also has a rich collection of innovators and artists. A center of new construction would establish it as the progressive design and innovation capital of New England.


creating an urban zone
urban core
high density & mixed use development
extending urban density


maintaining key infrastructure
tractor trailer lanes
freight rail lines
deep water channel
port storage, boatel & parking
new industrial park
bridge
street network




NEW RESIDENTIAL BUILDING
EXISTING NEIGHBORHOOD
VERTICAL CIRCULATION
BRIDGE
ROOF GARDEN
NEW APARTMENT BUILDING
NEW MARKET
NEW CHANNEL
GRADE CHANGING
PEDESTRIAN
VEHICLE LANE
PEDESTRIAN
PEDESTRIAN
COURTYARD
PEDESTRIAN
PEDESTRIAN
VEHICLE LANE
TRAIN

Density Core : A Design Capital for New England
Boulevard : Public Space on the Street
Bridge Buildings: Infrastructural Links from Land to Port

The Fields Point Master Plan encourages the development of a pedestrian and transit corridor along the edge of the new canal and recreational marina. This boulevard would organize a slow and interactive pedestrian and transit spine allowing access to new shopping and public spaces.

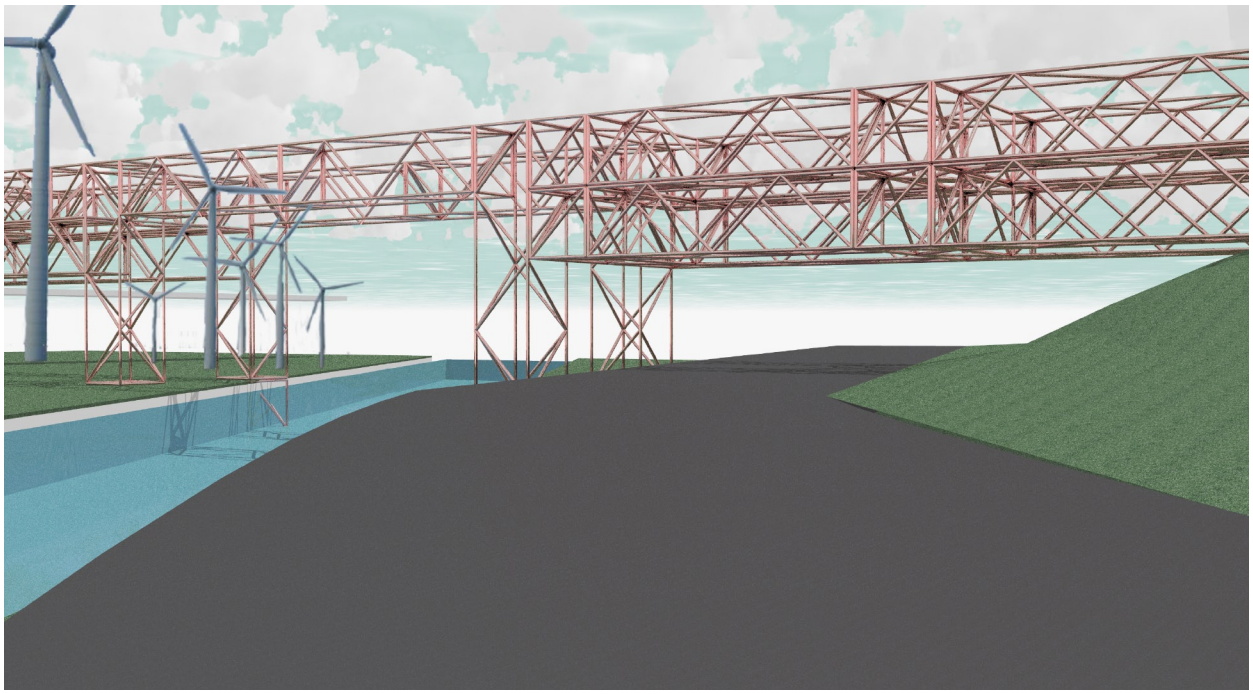
The intention of the boulevard is to provide a vibrant street environment filled with the energy of people, commerce and movement. There would be a proposed light rail track that would come from Allens Avenue and loop back into downtown Providence. This would provide a linkage between the Johnson and Wales University campuses, as well as an easy ride between the Providence urban cores.

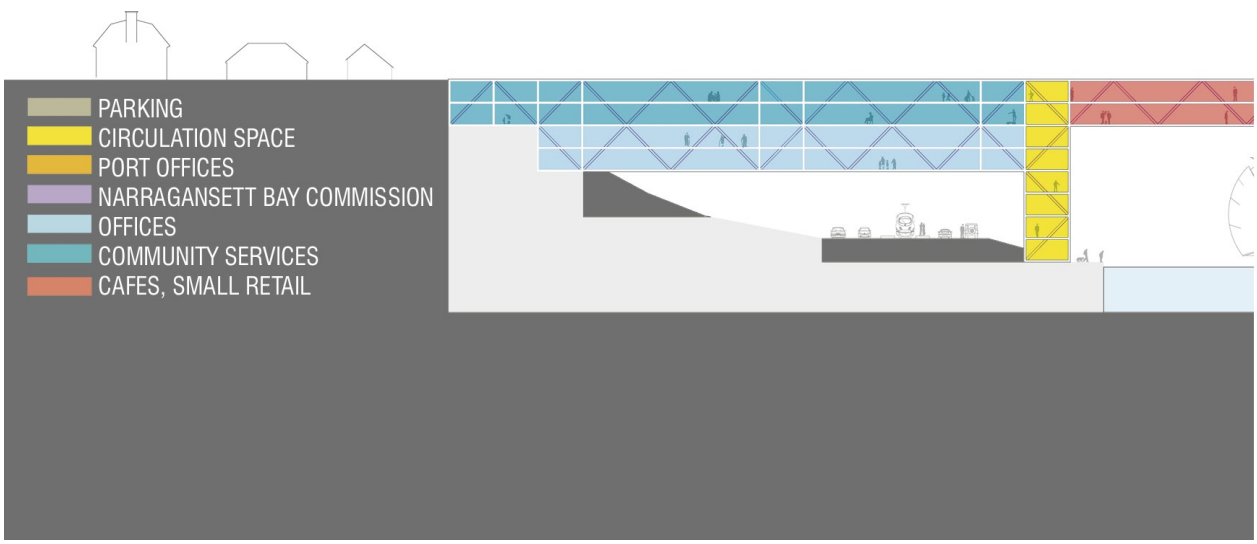
The light rail would be considered like a street car along this boulevard, with easy on and off connections to the sidewalk zones, much like one would find on Market Street in San Francisco, California or Pioneer Square in Portland, Oregon. The street would have wide sidewalks for pedestrian public space, seating, trees, and restaurants or shops that could open up to the space of the street. Cars would be allowed on the boulevard with some on street parking. Additional parking would be housed in garages in the Bridge Buildings, and cars would be discouraged in large numbers on the street.

In the larger view of the master plan, the boulevard would allow a direct route from the north to the southern portion of the area. It would begin with the industrial entrance towards the port, but yield to the canal edge, the pedestrian zones, the dense urban environment, the Johnson and Wales University campus, the large Farmers Market and Event space and finish at the park at the southern edge looking out over Narragansett Bay. This system proposes separate entries so that the Boulevard and Port traffic would not conflict, both for safety and security reasons.

The Boulevard would also encourage a connection to the new recreational marina, allowing public access to the waterfront as a wonderful Rhode Island experience, drawing and reinforcing the legacy of sailing and boating from Newport up to Providence. At the southern end, trucks and support vehicles would access the Market and Event space as necessary, but would not need access to the primarily pedestrian zones.

Street life requires a balance between cultivated order and organic complexity-- by orchestrating systems that contain intricate parts and encouraging people to inhabit the spaces for slow durations, the city comes to life, authentically.




PARKING
CIRCULATION SPACE
PORT OFFICES
NARRAGANSETT BAY COMMISSION
OFFICES
COMMUNITY SERVICES
CAFES, SMALL RETAIL

Density Core : A Design Capital for New England
Boulevard : Public Space on the Street
Bridge Buildings: Infrastructural Links from Land to Port

The Bridge Buildings are intended to serve as both a metaphorical and literal bridge between the existing neighborhood of Washington Park and the new developments at Fields Point.

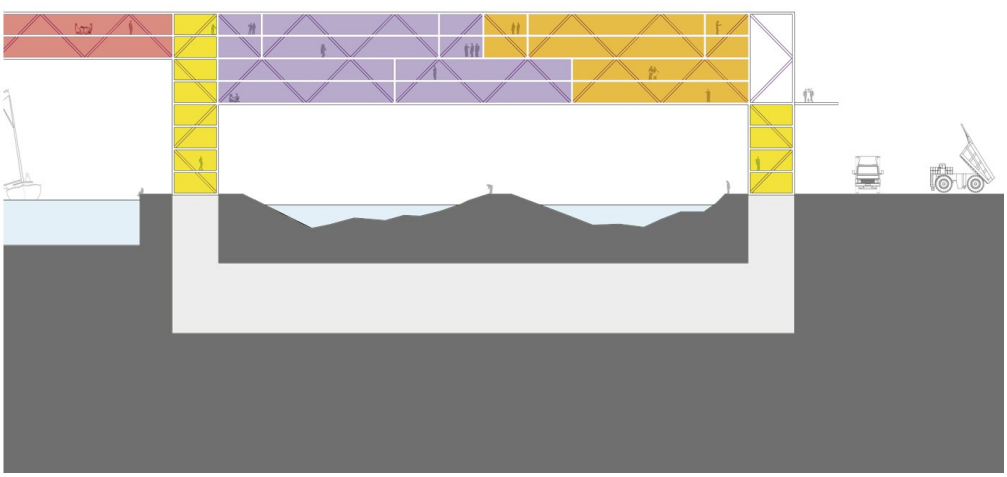
It provides space and services for the neighborhood to use and enjoy. Some of the functions new include a community center with day care facilities and meeting space and professional offices for health care providers and community leaders.

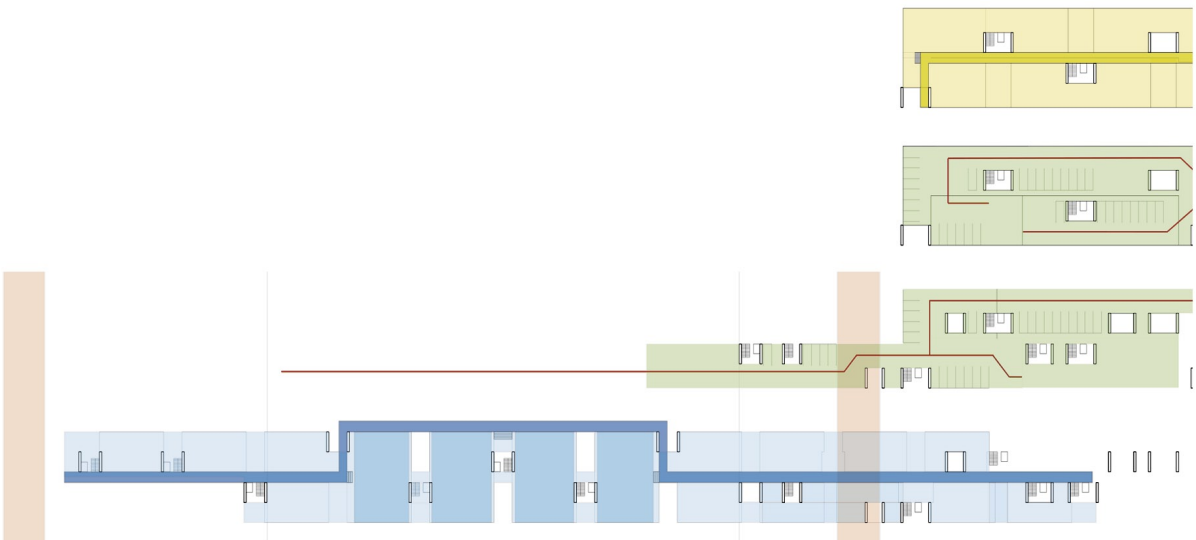
It also provides space for the Port of Providence and the Narragansett Bay Commission to use, much needed parking and office space overlooking their functions below.

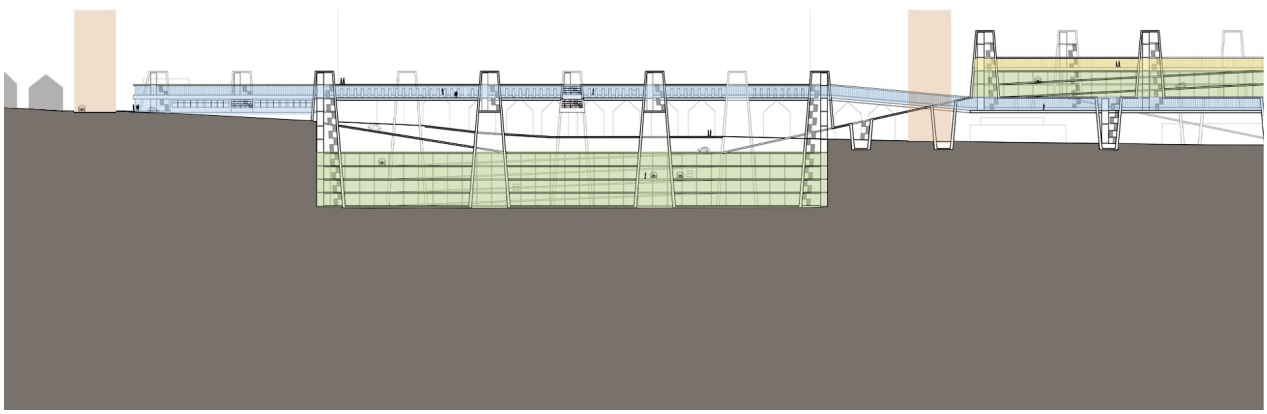
Each set of spaces is located closest to the user on each side of the building, but then they are connected by a bridge at the highest point with retail and restaurant spaces. A space both sides can use and enjoy. This space spans over the waterway.

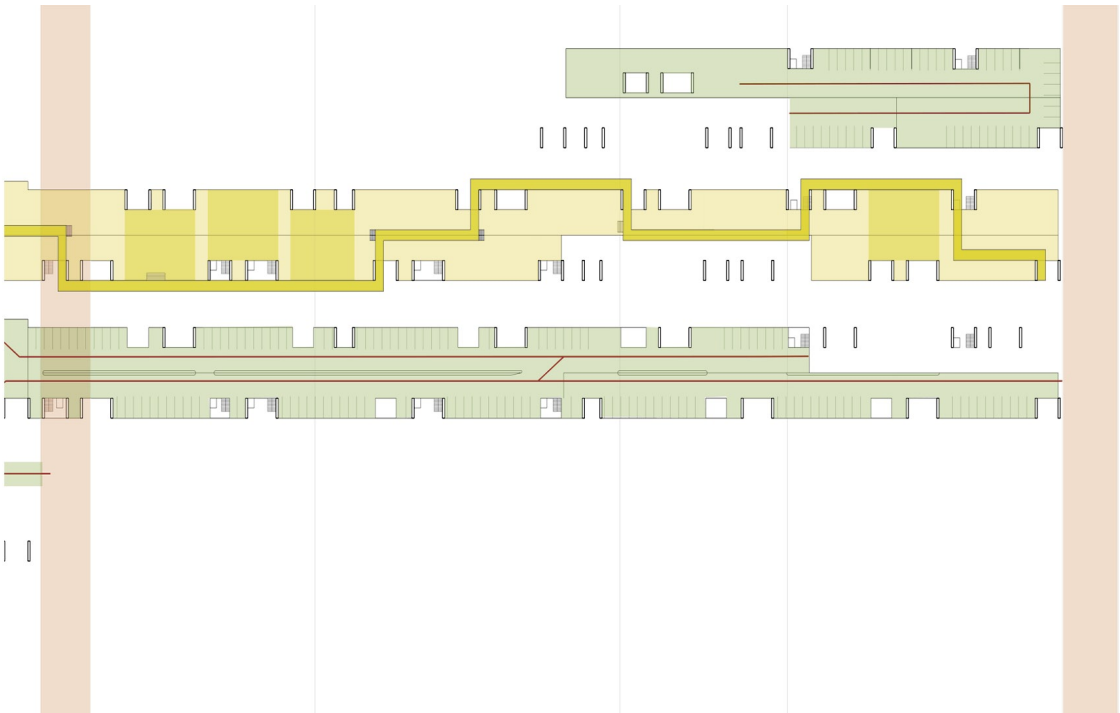
Above, on the roof deck level, is an expansive park that connects from the neighborhood and becomes an extension of the recreational space at that elevation. It echoes the recreational space provided at the Fields Point level. At the end of the bar building, a ramp slopes down to connect to the Port Promenade and the retail space below.

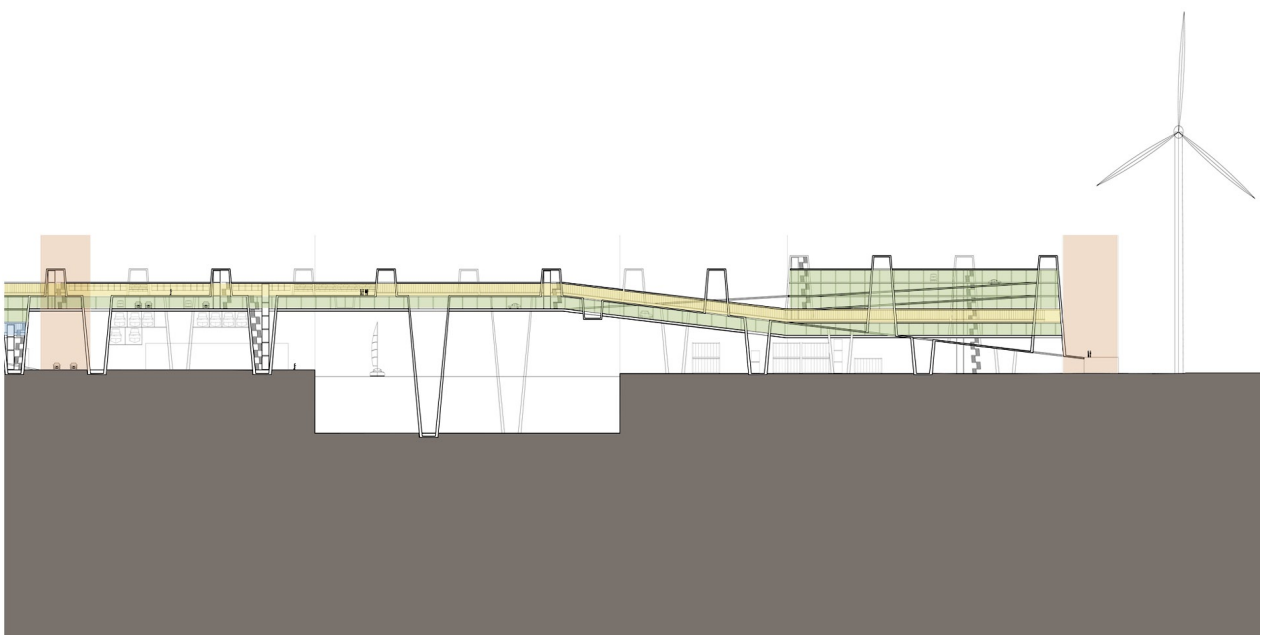
The building also addresses the movement below by providing space and function at the street level, engaging pedestrian use and access up and through.







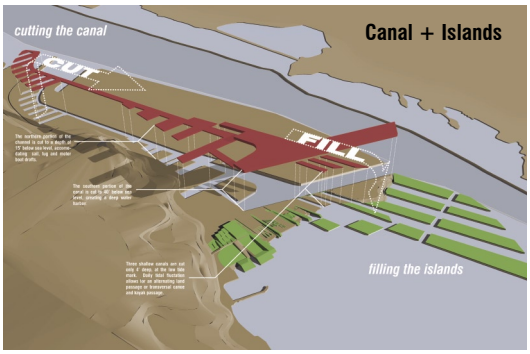


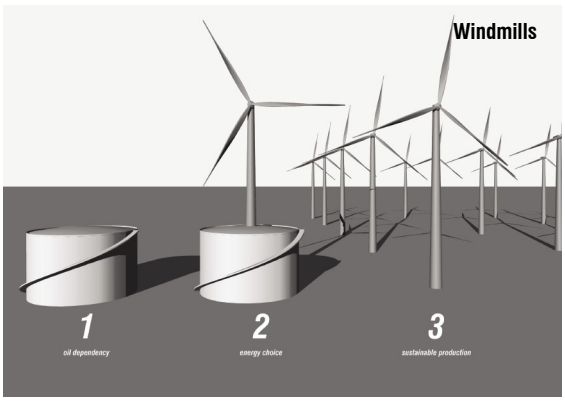


Oil Tanks to Wind Turbines

Chemical Treatment
Wetland Purification

Toxic Soil to Regenerative Landscape





GLOBAL RESPONSIBILITY

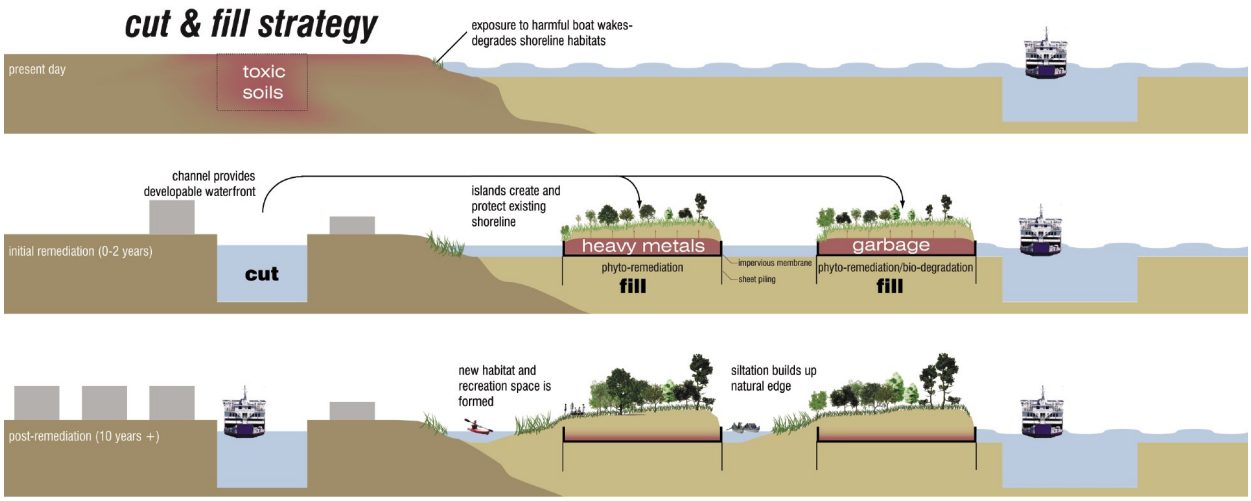
Canal + Islands: Regenerative Cut + Fill
Living Machine: Recycling Water
Windmills: Renewable Energy

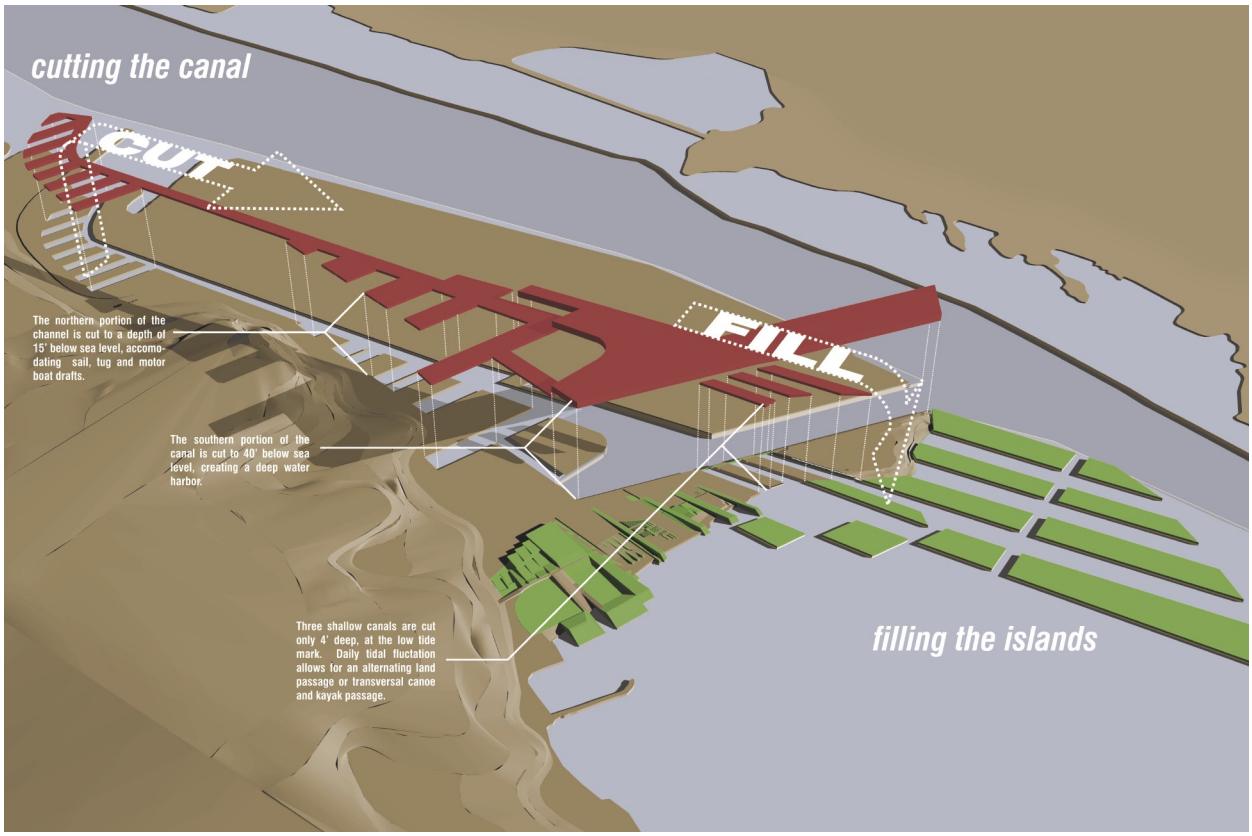
Some of the major elements of the existing site involve the large-scale use of non-renewable resources— such as natural gas, oil, and coal, or chemically-treated water. This site can create a transformation from non-renewable to renewable energy sources and from artificial processes to natural ones and become a symbol of this global change by using new processes and technologies as urban and architectural elements that can be read from afar. In addition to the intention of responsible resource use and repair, the methods—windmills, living machine technology, and transit systems—can all be manufactured by Rhode Island industries and manufacturing allowing the state to economically benefit by its own restoration. Replacement strategies include:

Canal + Islands: Regenerative Cut + Fill: hazardous material excavated to create the new canal fosters ecologically regenerative islands

Living Machine: Recycling Water : wetlands and phyto-remediation replace the Narragansett Bay sewage treatment chemical water treatment facility

Windmills: Renewable Energy: windmills replace oil tanks over time


cut & fill strategy
present day
toxic soils
exposure to harmful boat wakes- degrades shoreline habitats
channel provides developable waterfront
islands create and protect existing shoreline
initial remediation (0-2 years)
cut
heavy metals
phyto-remediation
fill
impervious membrane
sheet piling
garbage
phyto-remediation/bio-degradation
fill
new habitat and recreation space is formed
siltation builds up natural edge
post-remediation (10 years +)


cutting the canal
CUT
FILL
The northern portion of the channel is cut to a depth of 15' below sea level, accomo- dating sail, tug and motor boat drafts.
The southern portion of the canal is cut to 40' below sea level, creating a deep water harbor.
Three shallow canals are cut only 4' deep, at the low tide mark. Daily tidal fluctation allows for an alternating land passage or transversal canoe and kayak passage.
filling the islands

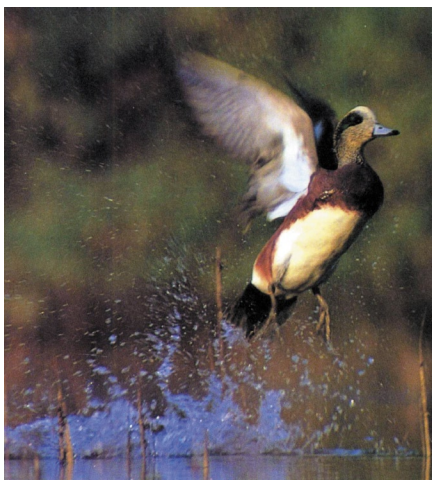
Canal + Islands: Regenerative Cut + Fill

Living Machine: Recycling Water

Windmills: Renewable Energy

To create the new canal in Fields Point, a vast quantity of materials would be removed from the center of the area. Due to the complex industrial history of the site, no one knows the extent of the hazardous material and brownfield condition, thus the Master Plan tries to address the ideal disposal of the material. Instead of seeing this material as a useless and expensive off site waste product, the master plan uses it to create a new set of off peninsula islands around Save the Bay. These island act as natural buffers for protection of the coastal edge, allowing the wake of nearby boats and port traffic to move without damaging a more delicate wetland shore.

The islands could over time develop into natural habitat which would, in turn, eventually help decontaminate the coil naturally. The shores and protected interior water spaces would be ideal for growing eel grass and developing bird habitat. They could be interesting features for kayakers to explore and would add to the environment that Save the Bay uses to teach children about the importance of protecting the bay waters and landscape.



sewage treatment strategy

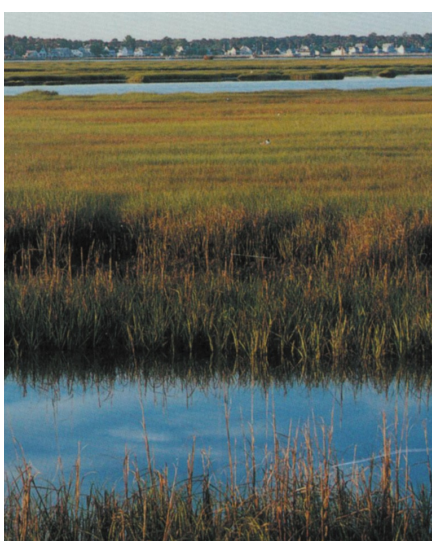
GLOBAL RESPONSIBILITY

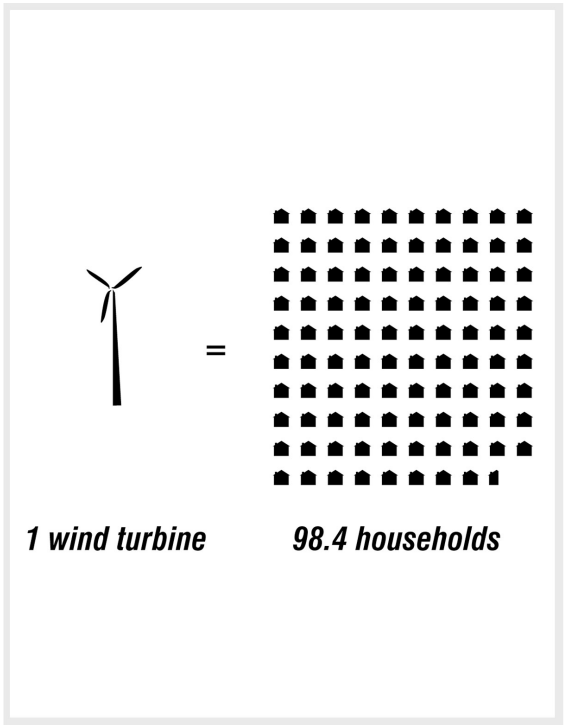
Canal + Islands: Regenerative Cut + Fill
Living Machine: Recycling Water
Windmills: Renewable Energy

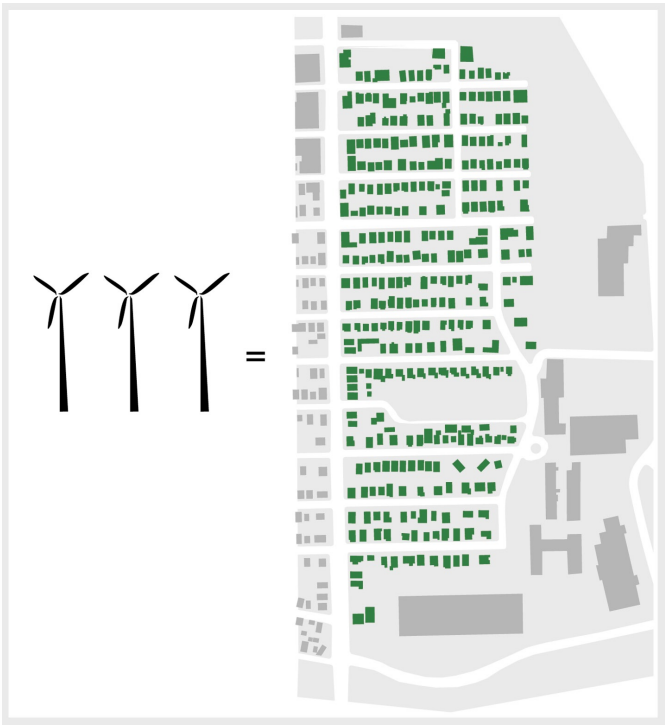
The Narragansett Bay Commission has one of two statewide facilities on the Fields Point site. It treats sewage and storm water runoff and is vital to cleaning water before it reenters the Bay. Since its construction, new systems of natural sewage treatment have been developed and the master plan proposes to install a new living machine between the existing facility and the new canal edge.

The living machine consists of several water containment zones that use natural plant ecosystems to treat the water. These tanks move the water through headworks, a sludge drying bed, an oxidation pond, a treatment marsh, a chlorine contact basin, and finally, an enhancement marsh before entering the bay. These stages of the process do not use harmful chemicals or techniques, instead the majority of them can be accessible by the public and form a new recreation space. Over time, the new system would replace the former allowing a more sustainable process to evolve, improving quality of the water and the process of cleaning it.

This green edge also implies a new relationship to public infrastructure-- rather than seeing it as a burden to be pushed to undesirable places, typically affecting those in low-income areas, it can be a benefit to the community and seen as a necessary and useful communal enterprise that does not compromise people in their natural ecosystems.




=
1 wind turbine
98.4 households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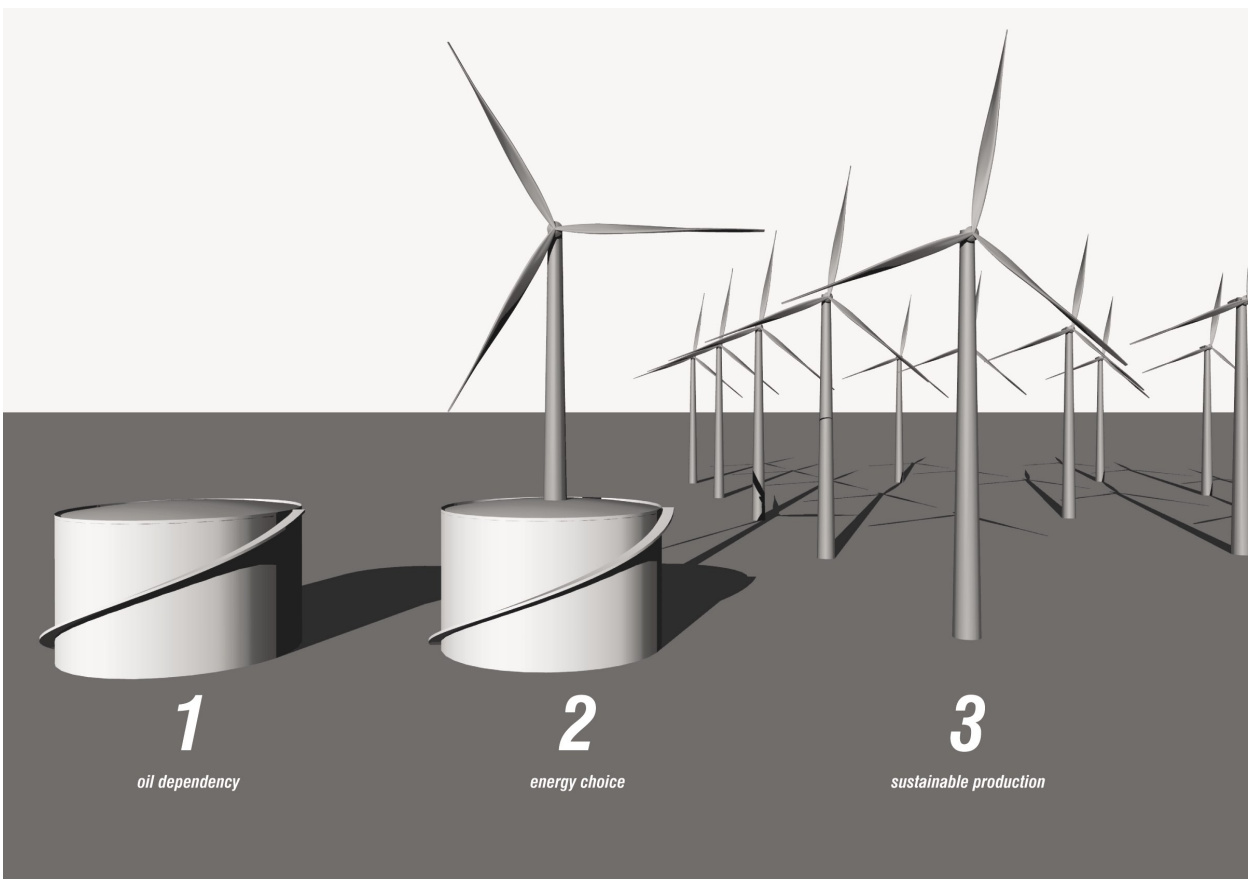

1
oil dependency
2
energy choice
3
sustainable production

GLOBAL RESPONSIBILITY

Canal + Islands: Regenerative Cut + Fill
Living Machine: Recycling Water
Windmills: Renewable Energy

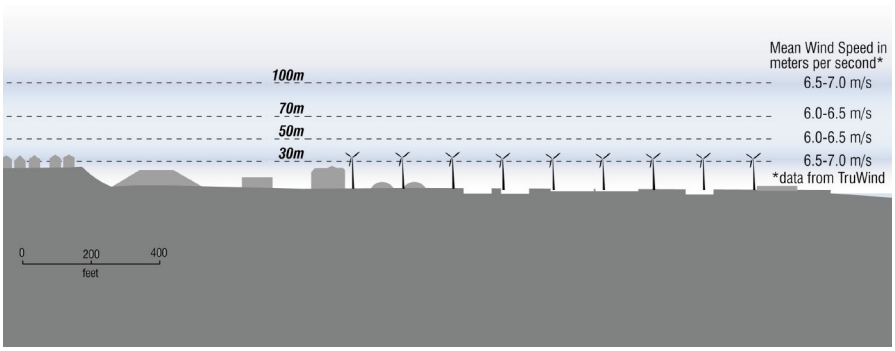
Wind power is taking a larger and larger role in the future of Rhode Island energy needs. Since the state benefits from a wind swept coastline, there are many opportunities to take advantage of the wind force for sustainable power sources.

Wind speeds in the upper Narraganset Bay consistently exceed 6.0 meters per second at low altitudes (30 m), making it profitable to construct small wind turbines to generate clean sustainable energy. A 150' wind turbine at Fields Point would generate 100 kilowatts, enough electricity to power 98.4 households. Three of these turbines could power all of the houses east of Allens Avenue.

Like the sewage treatment replacement strategy, wind turbines over time would replace the oil tanks that current inhabit the site. As the world's need for energy deplete oil resources, renewable energy is a very likely replacement through the development of electric cars.

Through studying GIS data and discussions with local experts, it is clear that wind speeds on the site are acceptable for profitable installations. The tank farms will be replaced with turbine farms allowing an evolving, sustainable energy source.

wind energy at fields point



replacing fossil fuel dependence with wind energy

Initial Phase

Fossil Fuel Storage Tanks

Freeways and abutting land

Wind Turbines

replacing fossil fuel dependence with wind energy

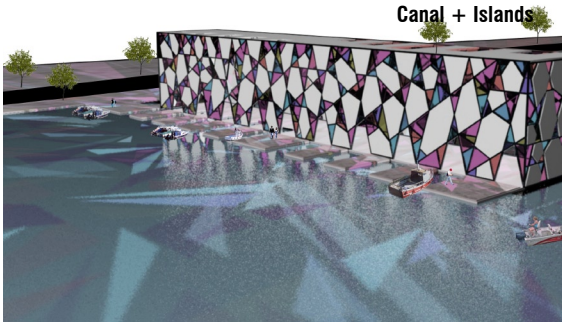
Secondary Expansion Phase

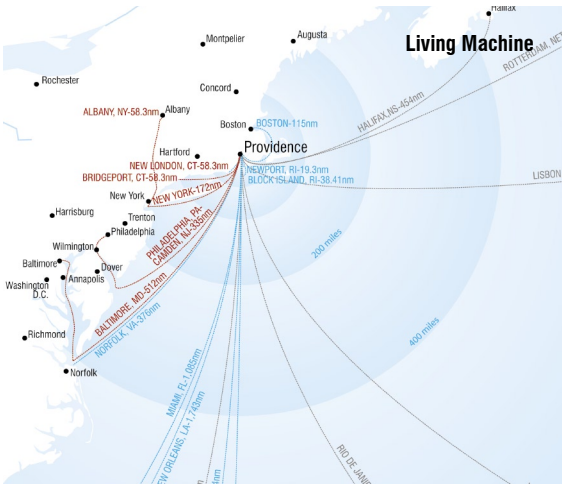
Fossil Fuel Storage Tanks

Freeways and abutting land

Wind Turbines

Canal + Islands



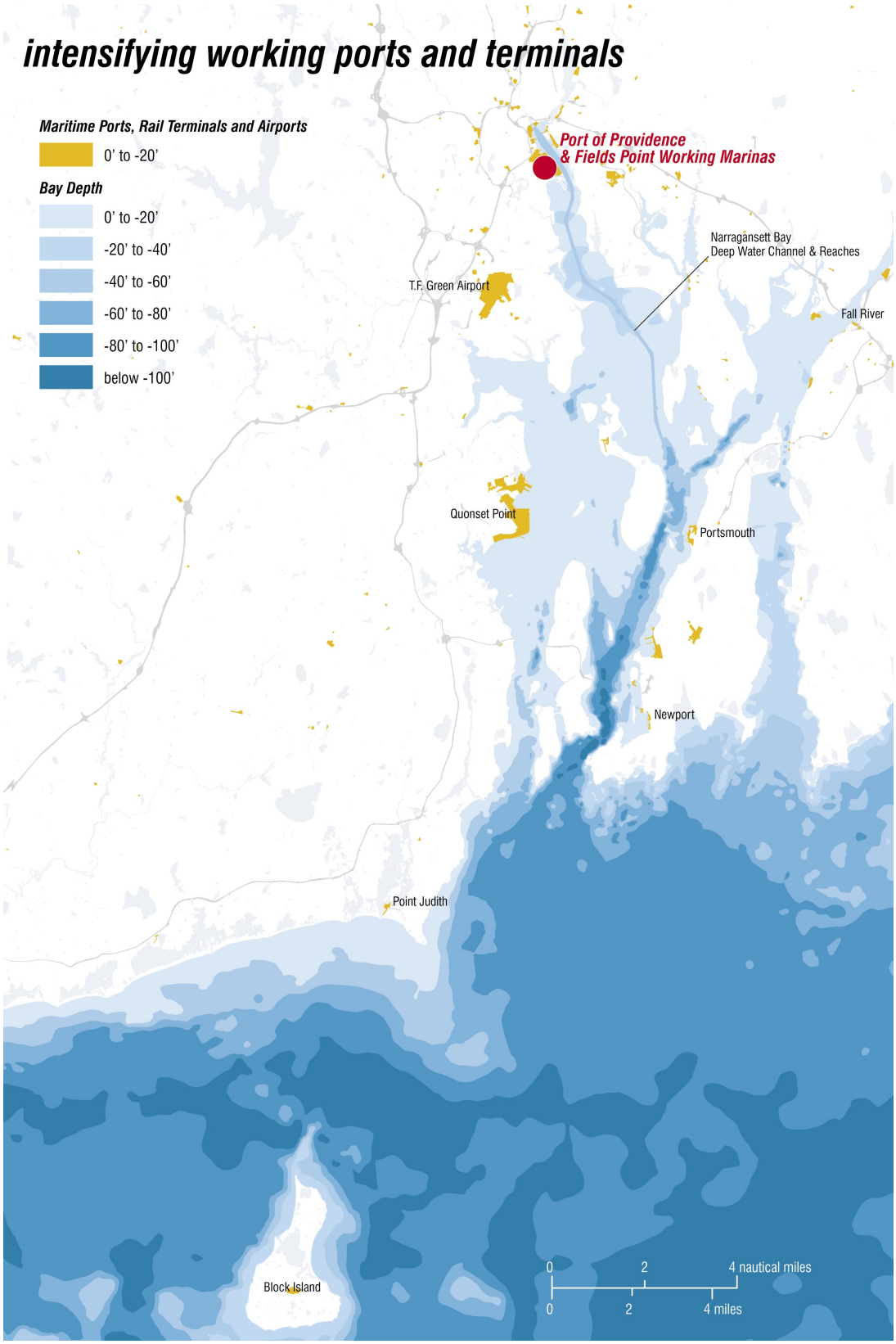


Windmills

ECONOMIC DEVELOPMENT

Working Marina : Providence's Working Waterfront
Recreational Marina : Public Water Access
Floating Market : Mobile Commerce

Rhode Island is the Ocean State-- its legacy of water industry dates to its founding and is unique in its future. The Master Plan seeks to promote marine-service industries by creating two marinas: a **Recreational Marina** for private boats and their maintenance and a **Working Marina** that supports boat building and repair. Additionally, the plan includes a new Short Sea Shipping terminal for ProvPort so that it can encourage this growing transit option, decreasing freeway transit and pollution. The **Floating Market** also ties local production to local consumption by giving a strong center to Rhode Island agriculture, right near the Johnson and Wales legacy of cuisine and hospitality. By developing the Port Promenade, there is also the potential that, perhaps, by seeing and understanding industrial processes, visitors can more fully appreciate the need for such operations, encourage their development and support the underpinning on which this local economy is based. Providence must remain a business center connected to the world in order to viably sustain itself.


intensifying working ports and terminals
Maritime Ports, Rail Terminals and Airports
0' to -20'
Bay Depth
0' to -20'
-20' to -40'
-40' to -60'
-60' to -80'
-80' to -100'
below -100'
Port of Providence
& Fields Point Working Marinas
Narragansett Bay
Deep Water Channel & Reaches
T.F. Green Airport
Fall River
Quonset Point
Portsmouth
Newport
Point Judith
Block Island
0
2
4 nautical miles
0
2
4 miles

Working Marina : Providence's Working Waterfront

Recreational Marina : Public Water Access

Floating Market : Mobile Commerce

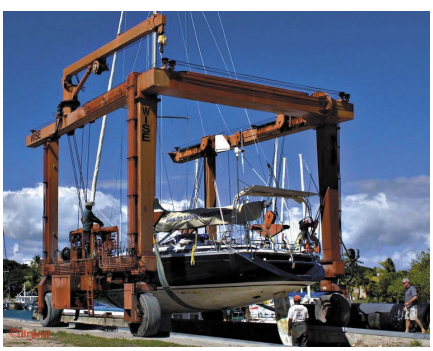
Providence has a rich legacy of a well developed working waterfront. Economic and environmental pressures have reduced this centuries old economic driver and pushed it to other reaches of the Narragansett Bay, but the port and waterfront areas just north are the strongest portion remaining today.

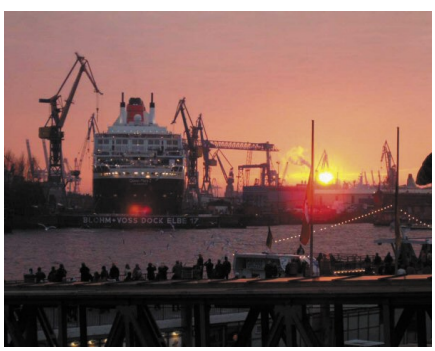
ProvPort is a critical linkage between Providence and the world, it is small, yet agile, tied to vital infrastructure and growing. ProMet, just north, is also a unique asset in the new England region and should be encouraged and enhanced. By creating a new canal, the working area of the port can expand, allowing new places for large boats to dock or be repaired. This will give the port new options for expansion of new industrial needs and place them nearer to the heart of the city.

The canal also offers security and spatial separation from the commercial and residential areas without denying the need for the port infrastructure. Thus the edge of the new canal space does many things to provide opportunities for new jobs, economic expansion, port security, and most of all, new public space along the water.

This new marina would provide 1,300 feet of new shoreline for potential ProMet relocation including a dry dock for a 400-foot vessel. This would also offer 1,500 feet of new shoreline available to expand ProvPort's Short Sea Shipping initiatives that can significantly decrease the need for highway truck transit.

In support of local industry, the link between ship building materials and wind turbine materials suggests potential wind mill manufacturing operations at Fields Point, such as through industries like TPI Composites located in nearby Warren, Rhode Island. Their processes integrate all toxic materials into the process, maintaining zero gas emissions.





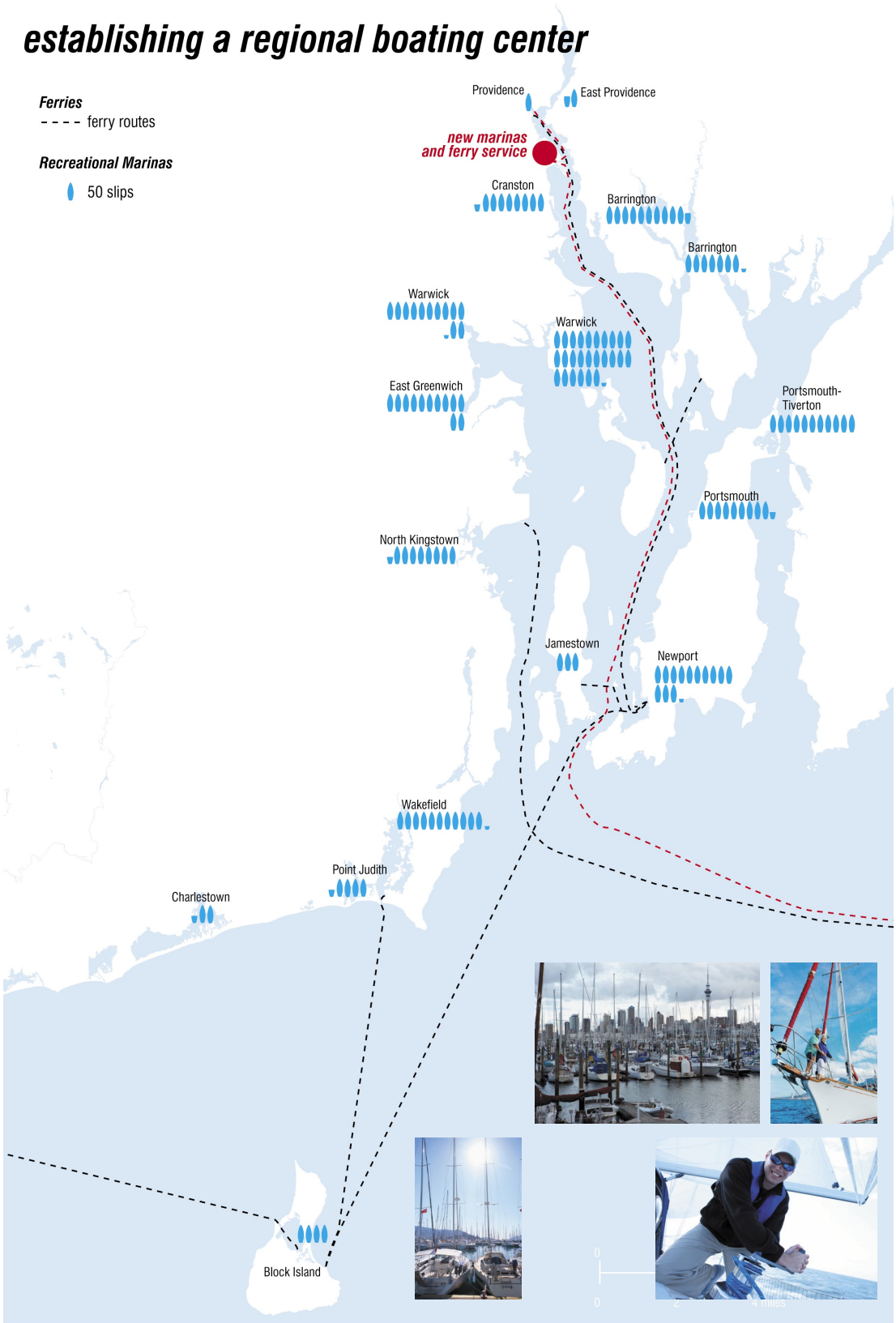
connecting to a global network


maintaining key infrastructure
tractor trailer lanes
freight rail lines
deep water channel
port storage, boatel & parking
new industrial park
bridge
street network

establishing a regional boating center

Ferries
- - - - ferry routes

Recreational Marinas
50 slips



ECONOMIC DEVELOPMENT

Working Marina : Providence's Working Waterfront

Recreational Marina : Public Water Access

Floating Market : Mobile Commerce

Recreational marina slips offer something needed in the Narragansett Bay area: places for docking private craft. They extend the maritime opportunities for private citizens, offer job opportunities, and a natural and dynamic atmosphere that the public can enjoy.

At a regional scale, this marina would become a much larger hub in New England offering people sailing from Long Island, or down from Maine or the Cape, a place to connect with the urban experience of Providence. It would extend the tourist access from Newport up into the reaches of the bay and offer a renewed perception of the city as a maritime destination.

At the urban scale, the recreational marina is designed to work with the pedestrian regions of the new boulevard, so that they can be accessed by people on public transportation or by people shopping.

And as an economic force, job opportunities in a marina typically arrive from a rate of one job per sixty foot boat or two forty foot boats. With around 140 new slips, this alone could create 80 to 100 new jobs.