

Urban Design Summary of Revised Developer Submissions for Parcels 8 & 8A

I-195 Redevelopment District Commission Meeting
September 21, 2022

Parcel 8 & 8A Context

Urban Context, Parcel Specifications, and Development Test-Fits

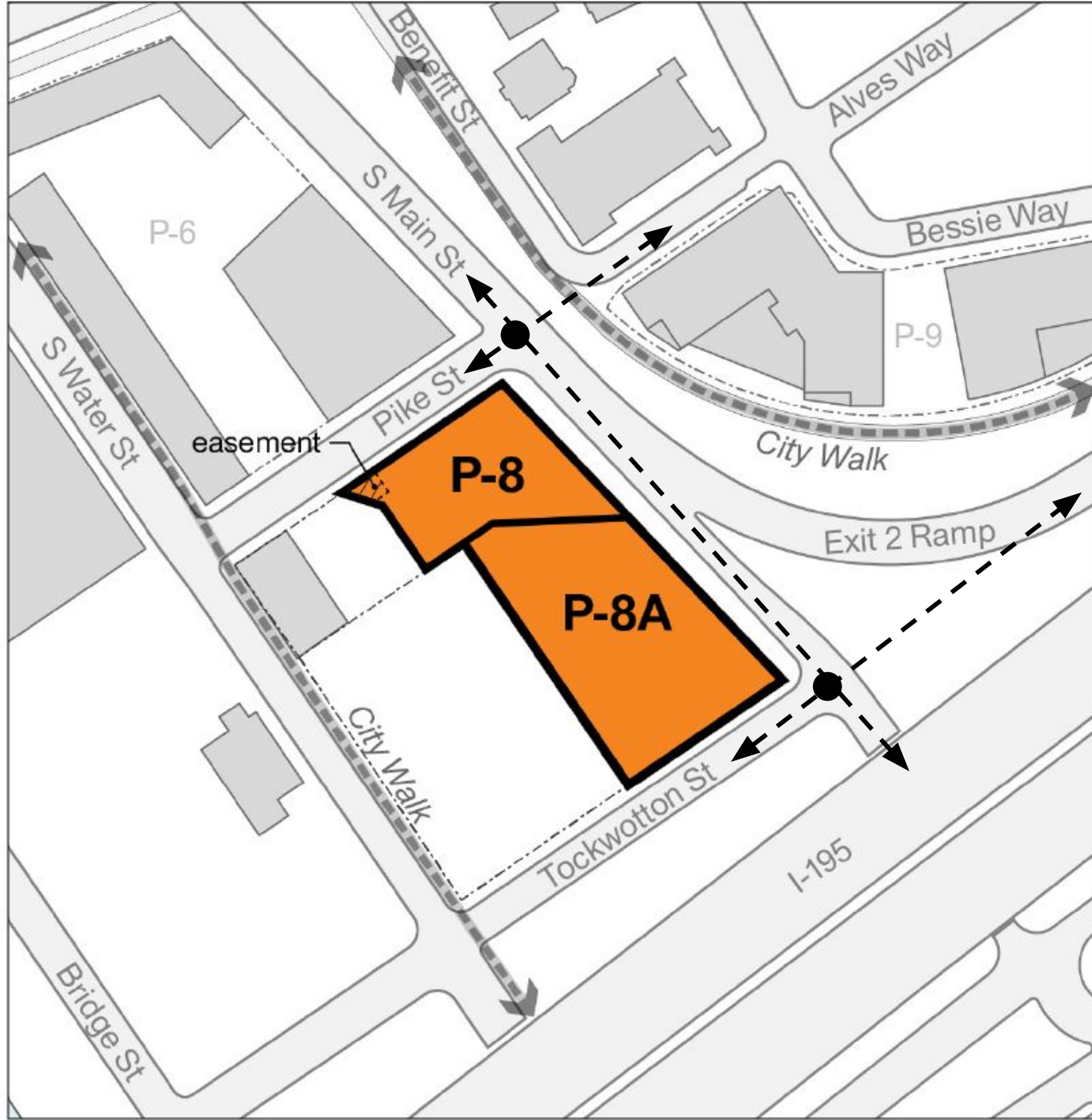
Parcel 8 & 8A

Urban Context



Parcel 8 & 8A

Parcel Specifications & Zoning



Dimensional Regulations	
Parcel Area	(P-8A) .56 (P-8) .3
District	East Side District
Minimum Building Height	2 stories
Minimum First Floor Story Height (A)	18' for non-residential uses
Maximum Building Height	(P-8A) 130' (P-8) 6-stories
Primary Street and Secondary Street Build-to-line	Build-to zone of 0' to 8', with minimum build-to percentage of 80%
Interior Side Build-to-line	none
Rear Setback	none
Special Considerations	
Parcel 8 is within the College Hill Historic District, which is listed in the National Register of Historic Places. Proposals should be designed to complement the historic context.	

Parcel 8 & 8A Proposals

Urban Design Comparison

Program Comparison



Churchill & Banks

Architect: ZDS (Eric Zuena)

A single mixed-use building:

- 52 luxury condos
- 26,400 SF of spec office
- 9,900 SF of retail
- 4,000 SF rooftop restaurant

Substantial parking deck is part of the project.
At its tallest the building is 10 stories.



D+P & Truthbox

Architect: Perkins Eastman

Two connected buildings with distinct ownership:

1. Apartment building with 95 units of mixed-income rental housing
2. Commercial office building with 55,000 SF space for a built-to-suit corporate headquarters.

The combined ground floors have 7,000 SF of retail in addition to lobby/common space.
Both buildings share a five-story above-grade parking deck tucked behind the residential building.
At its tallest, the building is 10 stories.

Program Comparison

By the Numbers



Churchill & Banks



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Square Footage	SF	%	SF	%
Residential	128,000	49%	99,000	41%
Office	26,400	10%	55,000	23%
Retail, Restaurant, etc.	13,900	5%	7,000	3%
Other	-	-	-	-
Structured Parking	91,840	35%	79,000	33%
Gross Square Feet	260,140		240,000	
Residential Unit Mix				
	#	%	#	%
Apartment or Condos	Condos		Apartments	
Studio	-	-	12	13%
1BR	-	-	53	56%
2BR	52	100%	30	32%
3 BR	-	-	-	-
TOTAL UNITS	52		95	
Workforce Units	-	-	19	20%
Parking				
	#		#	
On-Site Covered Parking	234*		180	

Yellow highlight indicates the highest in its category.

* for Churchill & Banks parking, 23 of the 234 spaces would be used for the adjacent 580 Water Street development.

Churchill & Banks

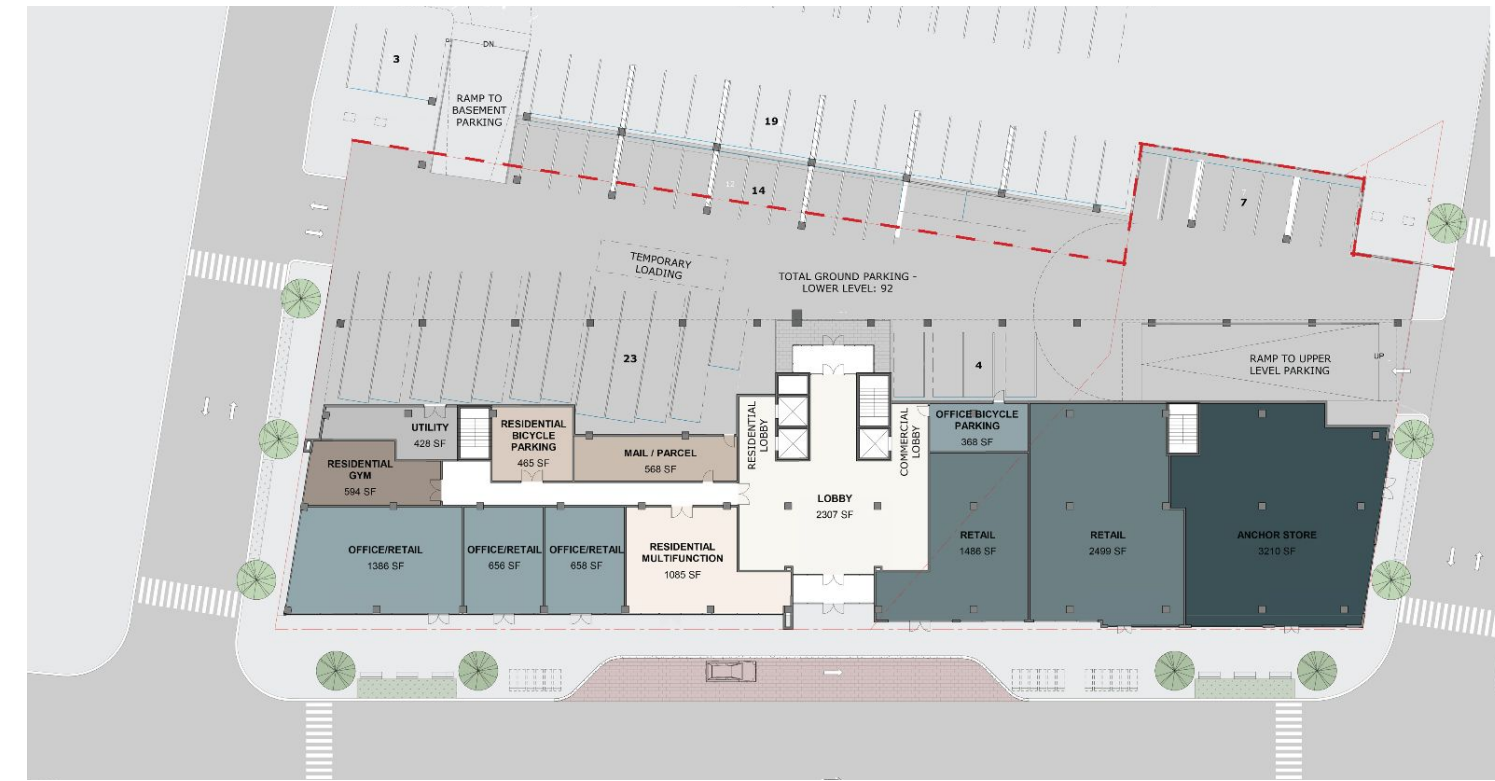
Architect: ZDS (Eric Zuena)



Overview of Pros & Cons

Churchill & Banks

Category	Observations
Massing & Views	<ul style="list-style-type: none"> Views are captured from the north and south The 10 story building mass on the south end of the building lifts most of the units above the highway and helps cut down highway noise on Pike Street and areas north of the site. The combination of residential, commercial, and restaurant uses on the upper floors results in an interesting sculptural form. The scale of the building at the Main Street/Pike Street corner complements the grocery store across the street. A tall well-proportioned building mass is appropriate on the highway side of the parcel. It will be recognizable landmark and will bring the urbanity of Downtown Providence to one of the gateways into the City.
Program Configuration & Inter-Relationships	<ul style="list-style-type: none"> The restaurant takes advantage of one of the intermediate roof levels.
Ground Floor Activation	<ul style="list-style-type: none"> Active uses along S. Main Street and at the Pike Street and Tockwotton Street corners are a plus. The site plan shows a realigned highway exit ramp. Shifting the ramp will make the proposed sidewalk-facing uses seem better connected to the rest of S. Main Street. The expression of the mid-block building entrance helps energize the S. Main Street frontage and communicate the connection from the public realm to the publicly accessible restaurant and roof deck.
Parking Approach	<ul style="list-style-type: none"> Combining parking with 580 S. Water provides opportunities for a better resolution of the parking, in terms of access, efficiency, and on-site vehicular circulation.



D+P Real Estate & Truth Box Inc.

Architect: Perkins Eastman



Program

D+P & Truth Box



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	Original		Revised	
	SF	%	SF	%
Square Footage				
Residential	72,000	37%	99,000	41%
Office	58,000	30%	55,000	23%
Retail, Restaurant, etc.	4,000	2%	7,000	3%
Other	3,000	2%	-	-
Structured Parking	57,000	29%	79,000	33%
Gross Square Feet	194,000		240,000	
Residential Unit Mix				
	#	%	#	%
Apartment or Condos	Apartments		Apartments	
Studio	-	-	12	13%
1BR	54	78%	53	56%
2BR	15	22%	30	32%
3 BR	-	-	-	-
TOTAL UNITS	69		95	
Workforce Units	18	26%	19	20%
Parking				
	#		#	
On-Site Covered Parking	169		180	

Yellow highlight indicates the highest in its category.

Comparison: South Main Street View

D+P & Truth Box

- Building has been raised from 6 stories above grade to 10 stories above grade, with a greater presence from I-195
- Revised massing and parking layout approach enables a more active frontage on South Main Street
- Revised massing sets residential tower massing back from South Main Street after the 4th story, resulting in a smaller scale along most of South Main Street with the office building standing out as the more visually prominent element from the street.
- Revised approach creates the appearance of three distinct buildings rather than a single mass with different materials.



Original



Revised

Comparison: Ground Floor Plan

D+P & Truth Box

- Revised parking layout approach enables a more active frontage on South Main Street



Original

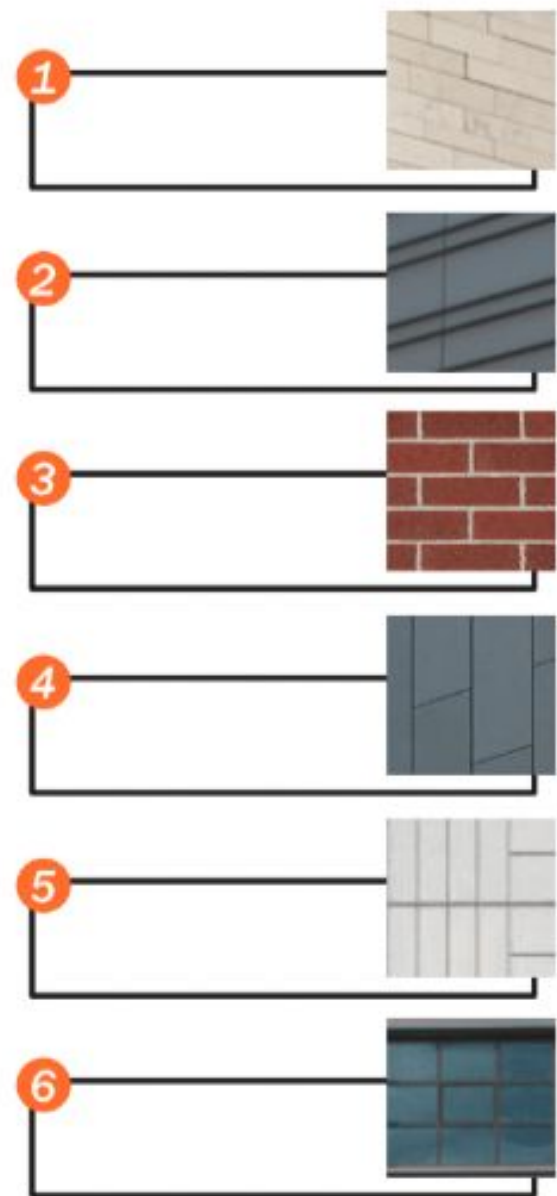


Revised

Revised Materiality

D+P & Truth Box

- Material selection is used to break down the overall mass and scale of the building to give an impression of multiple smaller and more varied buildings with distinct material identities.



Revised Ground Floor Activation

D+P & Truth Box

- Revised massing and parking layout approach enables a more active frontage on South Main Street.
- Residential and office lobby is de-emphasized, making retail and office frontage more prominent visually.
- Office lobby may benefit from being more visible from the street for visitors.



Entrance to client's space and residential units

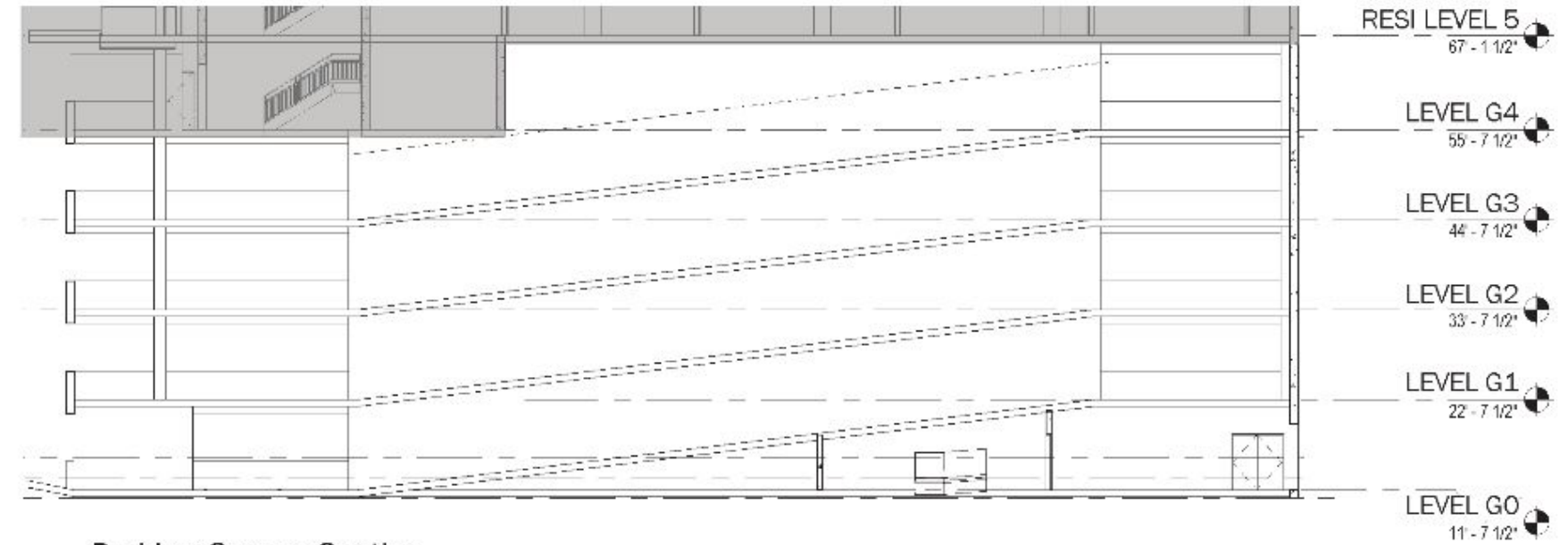


Retail space provided for local businesses

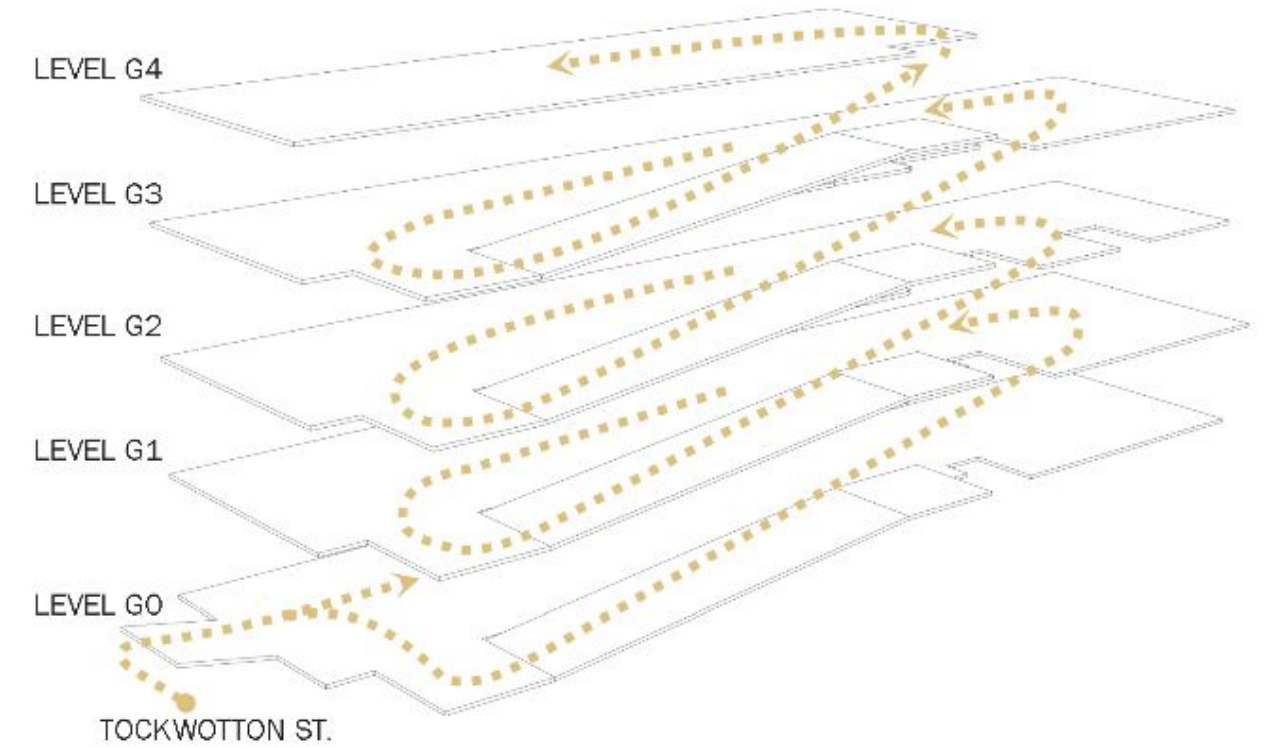
Revised Parking Approach

D+P & Truth Box

- Revised parking layout is less complex and does not require tandem parking
- Parking now occupies 5 levels at the rear/interior of the building, allowing for active ground floor spaces facing South Main Street.



③ Parking Garage Section
NOT TO SCALE



Parking Garage Exploded Axonometric

Revised Ground Floor Plan

D+P & Truth Box

- The largest retail space anchors the corner of South Main Street and Pike Street.
- Office lobby and residential lobbies are concentrated at the midpoint of the South Main Street frontage.
- Creative strategies like fitness use in narrow retail spaces demonstrate commitment to activate the public realm along Main Street despite dimensional constraints of the parcel



KEY

COMMERCIAL OFFICE

RETAIL

RESIDENTIAL

PARKING

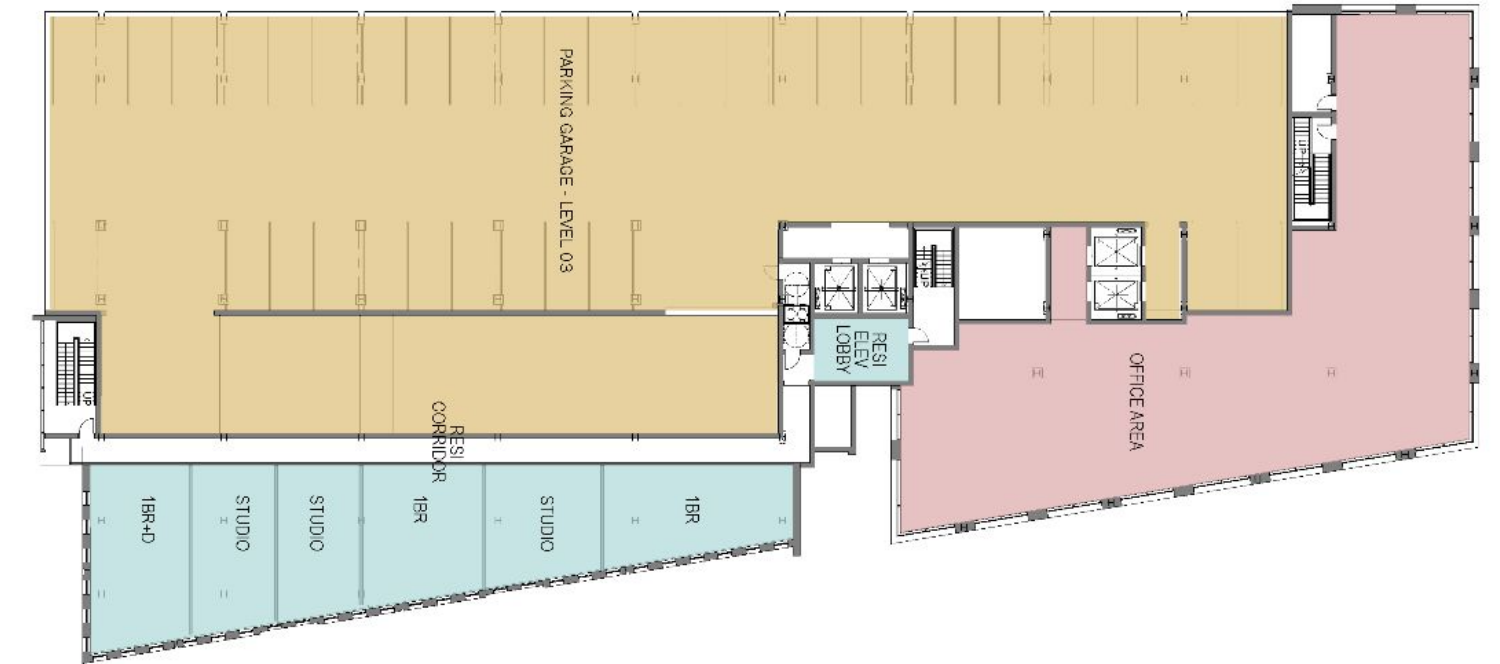
Revised Typical Mid-Level Floor Plans

D+P & Truth Box

- Minimal overlap of buildings with shared party walls, along with concentration of back-of-house and circulation uses at this overlap point maximizes access to light and air for both the residential and office programs
- On mid-rise residential levels 2-4, narrow depth of some of the residential program may require more unconventional or creative interior layouts

KEY

- COMMERCIAL OFFICE
- RETAIL
- RESIDENTIAL
- PARKING



Mid-Rise Residential Levels 2-4

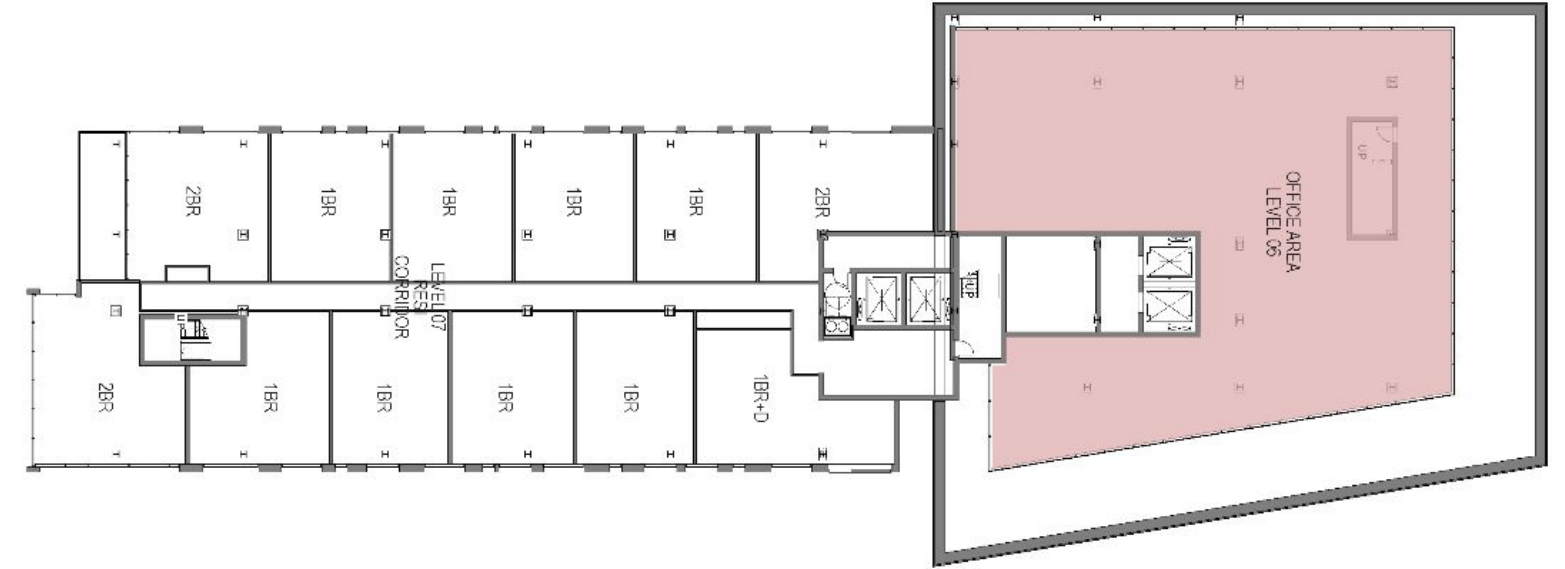


High-Rise Residential Tower Level 6

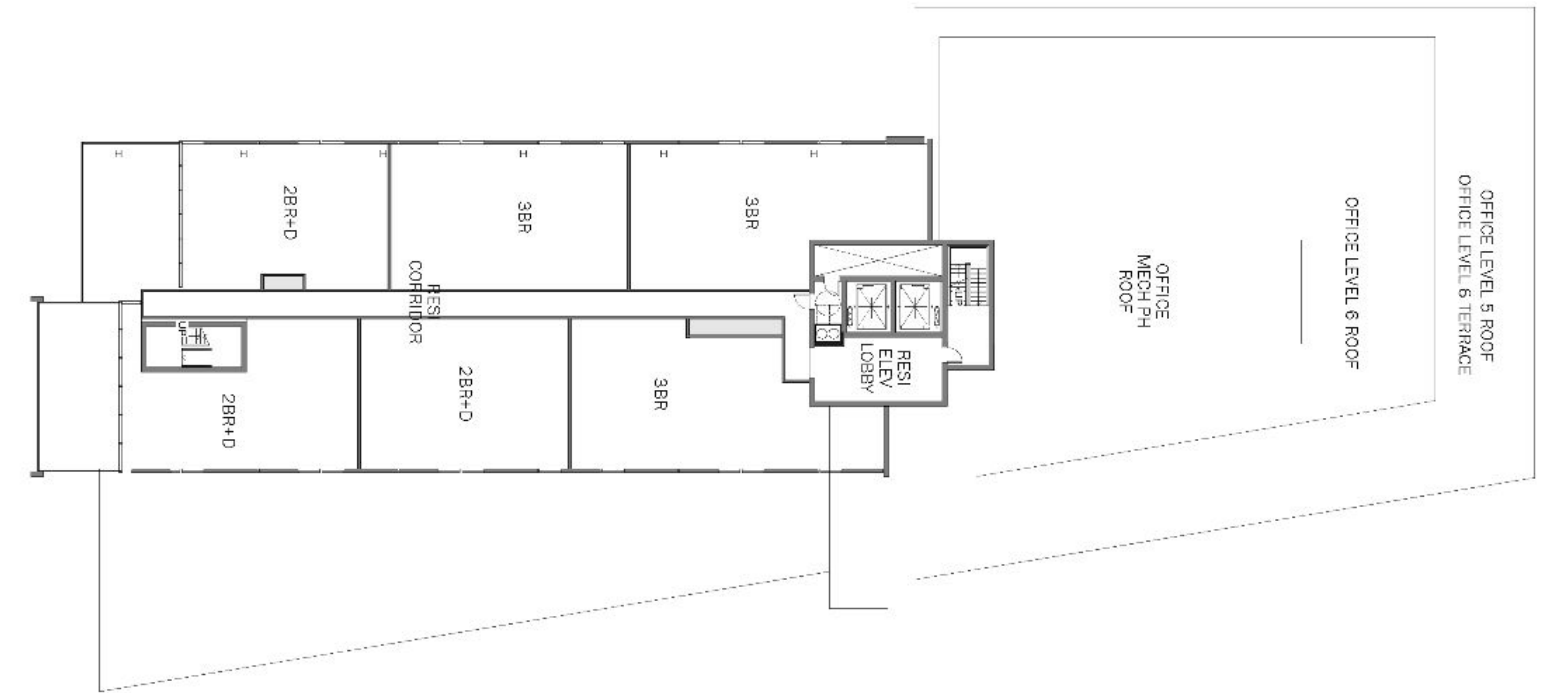
Revised Typical Upper-Level Floor Plans

D+P & Truth Box

- Plans apply to 6th floor of the office building and above
- Penthouse setback reduces scale of building on South Main Street and provides a rooftop terrace space accessible from the top floor of the office building.
- Tower setback reduces scale of building on South Main Street



**High-Rise Residential Tower
Level 7 / Office Level 6**



**High-Rise Residential Tower
Levels 8-10**

KEY

COMMERCIAL OFFICE

RETAIL

RESIDENTIAL

PARKING

View from the Highway

D+P & Truth Box



Summary of Revisions

D+P & Truth Box

Revised design approach and programmatic strategy successfully addresses previous design concerns conveyed in the Design Review Panel Memo.

Design Features

- Massing & Material Strategy:
 - *Prior comment:* despite material differentiation of the two buildings, the identical massing along South Main Street created a monotonous or relentless effect. It also did not take advantage of the increased height allowed near the highway.
 - *Revision:* increased differentiation of building massing and use of increased height in addition to material-based differentiation creates a more varied relationship to the South Main, Pike, and Tockwotton Street frontages.

Public Realm Activation

- Ground Floor Activation:
 - *Prior comment:* approximately half of the South Main Street frontage and all of the Tockwotton Street frontage was occupied by structured parking and utility functions results in the south end of the site near the highway
 - *Revision:* reconfiguration of the parking and introduction of increased ground floor active programming activates the maximum frontage along South Main Street, Pike Street and Tockwotton Street.
- Parking Strategy:
 - *Prior comment:* the plan resulted in many 2-3 car deep parking spaces with two different street-level access points that were not ideal from an urban design or operational perspective.
 - *Revision:* reconfigured parking is operationally efficient while creating a much better urban design outcome with only one curb cut at the street level.



Thank You!



Churchill & Banks

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