Parcel 5
Proposal Review

I-195 Redevelopment District Commission Meeting
December 18, 2024

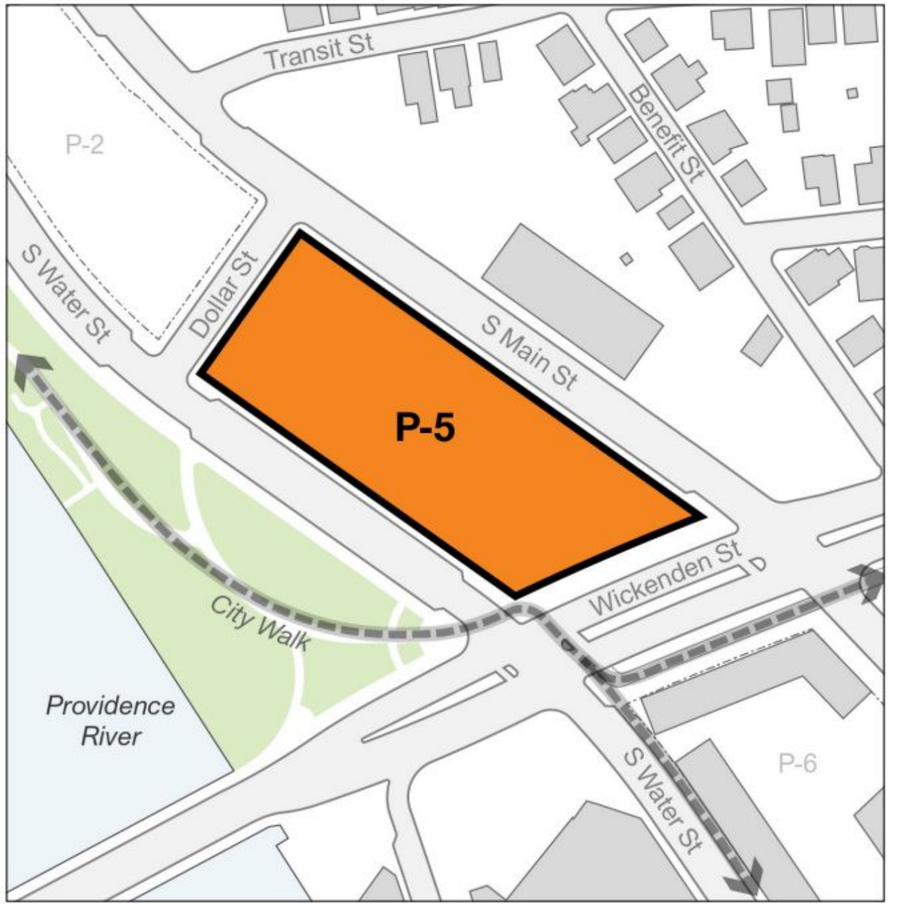
Parcel 5 Specifications

Min. Building Height: 2 stories
Max. Building Height: 6 stories

Minimum Ground-Floor Story Height:
- 15’ for non-residential uses
- 12’ for residential uses

Primary Street & Secondary Street Build-to-line:
- Build-to zone of 0’ - 8’
- Minimum build-to percentage of 80%

Other Key Considerations:
- Proposals for development of Parcel 5 are encouraged to provide permeability through the parcel to provide pedestrian access to the east side of 195 District Park and the Providence River.
- Proposals for development of Parcel 5 should consider the adjacency to City Walk and the strong pedestrian and bicycle desire line to and from the Michael S. Van Leesten Memorial Bridge when planning the uses and design of the ground floor.
- Parcel 5 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.



Proposal Review

Parcel 5 Development Proposals

Bluedog Capital Partners
(with ZDS)

- 73 short-term rental units
- 16 condo units
- Retail, restaurant, co-working space, and residential amenity on ground level
- Parking on basement level, ground level, and second level

Providence Art & Design Center
(Ionic Development Co. & Wade | Keating)

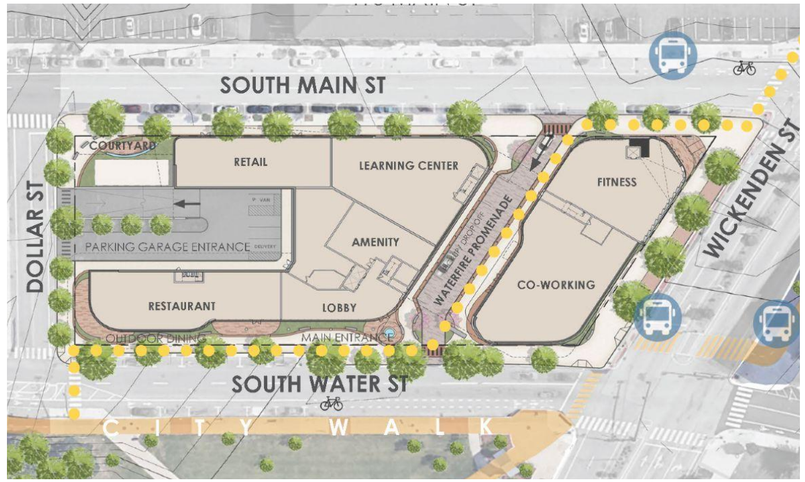
- 200 residential units
- Retail on ground level
- Parking on basement level

Transom Real Estate
(with Howeler+Yoon)

- 220 residential units
- Retail and restaurant on ground level
- Ground-level parking podium

*** A proposal by EQT Exeter was also reviewed, but the development team has subsequently withdrawn their proposal.**

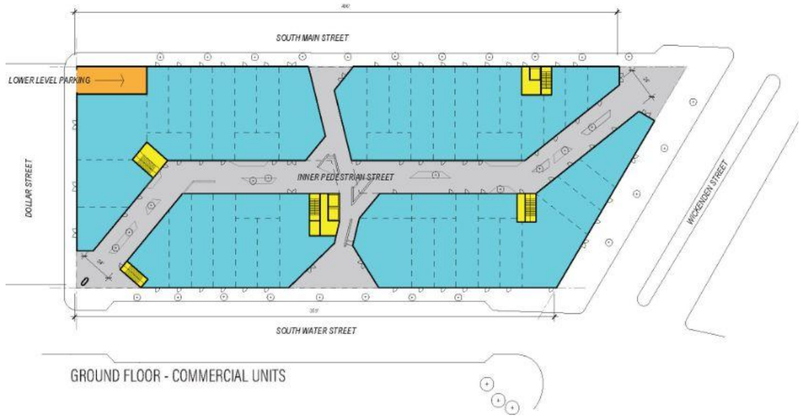
Parcel 5 Development Proposals



Bluedog Capital Partners
(with ZDS)

Ground Floor Elements:

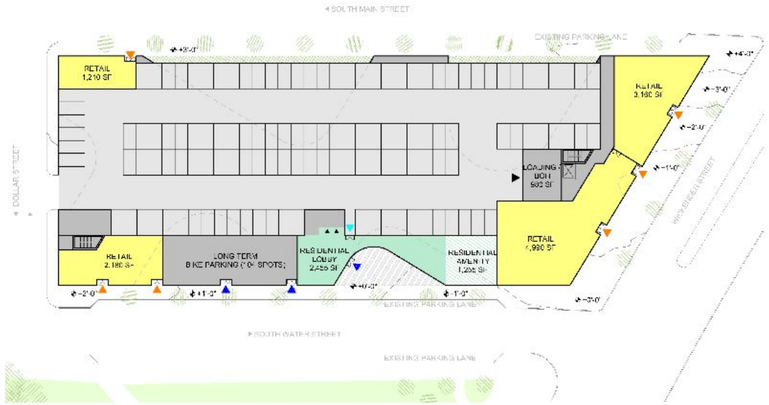
- Active: ~27,500 sf
  - Retail, restaurant, fitness, learning center, co-working space
- Somewhat Active: ~4,300 sf
  - Residential lobby & amenity
- Inactive: entry to parking above and below grade



Providence Art & Design Center
(Ionic Development Co. & Wade | Keating)

Ground Floor Elements:

- Active: ~50,000 sf
  - Retail
- Somewhat Active: n/a
- Inactive: entry to below-grade parking



Transom Real Estate
(with Howeler+Yoon)

Ground Floor Elements:

- Active: ~11,500 sf
  - Retail (gallery, pop-up retail, fitness)
  - Restaurant & bar
- Somewhat Active: ~3,700 sf
  - Residential lobby & amenity (3,710sf)
  - Bike Parking (104 spots)
- Inactive: at-grade parking

*** A proposal by EQT Exeter was also reviewed, but the development team has subsequently withdrawn their proposal.**

Bluedog Capital Partners (with ZDS)

Building Massing & Materiality

- Scale and appearance of the building feel out of context with the surrounding area
  - Building appears too large and overwhelming, especially along South Water Street
  - Repetitive architectural expression of the upper levels stretches across the entire parcel frontage with little massing articulation or material variation
  - Mid-block promenade does little to soften the building's perceived scale at eye level
- At seven stories, this design would require a waiver from the maximum building height zoning requirement
- The material palette, which consists mostly of expansive floor-to-ceiling storefronts and wooden screens, does not seem compatible with the character of the existing neighborhood

Public Realm Activation

- Active uses along the building edges, including restaurant, retail, fitness, and residential amenity uses along both South Water Street and South Main Street
- Mid-block promenade not oriented toward any park entrance or major street intersection, and its functionality as a pedestrian space is unclear
  - Furthermore, much of the promenade serves as a driveway and could be reimagined for a more pedestrian-friendly configuration

Bluedog Capital Partners (with ZDS)

Parking Design

- Majority of the parking spaces are located on the second level and the basement level, freeing up most of the ground level to accommodate more active uses

Vulnerability to Value Engineering

- Extensive use of glazing, underground parking, and curvilinear massing in the proposal present a high vulnerability to value engineering measures that could compromise the design intent of the project

Providence Art & Design Center (Ionic Development Co. & Wade | Keating)

Building Massing & Materiality

- Massing is generally visually appealing and engaging
- The two massing bars, separated only by the 24-foot inner pedestrian street, may not offer adequate space for light and air to serve the inner residential units, which account for nearly half of all units
- The massing and facade designs should be further calibrated to ensure adequate privacy for inner unit residents
- Facade articulation may appear dated in a short time - is the massing complexity truly necessary?

Public Realm Activation

- Proposed mid-block connection and inner pedestrian street align with pedestrian desire lines
- Programming of the inner ground-level spaces should be carefully considered to attract enough visitors to activate the area as a destination
- Inner pedestrian street appears too narrow to allow for enough daylight
    - Given the weather conditions in Providence, the vibrant atmosphere depicted in the renderings seems unrealistic for portions of the year. Activating this inner street during winter would require thoughtfully planned design strategies
- Despite the large amount of public open space depicted in the interior of the site, the design does not demonstrate the same level of effort in providing street wall articulation and street furniture along the public street edges on the exterior of the building to respond to the surrounding context and the adjacent park

Providence Art & Design Center (Ionic Development Co. & Wade | Keating)

Parking Design

- This proposal provides significantly fewer parking spaces than the other proposals
- Dimensions of the parking stalls and drive aisles depicted in the basement floor plan appear unrealistic, suggesting the parking configuration might not have been fully resolved

Vulnerability to Value Engineering

- Underground parking presents a risk of value engineering measures that could compromise the design intent of the project

Transom Real Estate (with Howeler+Yoon)

Building Massing & Materiality

- Massing shaped by five carve-out courtyards is dynamic and visually engaging, and effectively breaks down the scale of the massing
- Carve-out courtyards could be re-oriented to optimize river views for the larger courtyards and extended to ground level to provide more public realm spaces
- Exterior material palette of brick-colored and gray perforated aluminum panels is visually interesting and complementary to the existing context

Public Realm Activation

- Carve-out courtyards on the ground level and upper level should be further explored
    - Ground-level courtyards appear more as pass-through areas rather than spaces for gathering and should be reimagined for greater activation
- Location of the residential lobby should be reconsidered due to the tight spatial constraints created by the massing concept
- Majority of the street frontage on South Main Street designated as a flat sidewalk gallery that functions as a screen for the parking program, resulting in a significant length of inactive street edge
    - Relocating the ground level residential lobby could ease spatial restrictions in the east-west direction, freeing up depth for more active uses along South Main Street

Transom Real Estate (with Howeler+Yoon)

Parking Design

- One-story parking podium occupies most of the site area and provides an efficient parking layout
  - However, this limits opportunities for more generous carve-out public realm spaces and results in a lack of activation on South Main Street

Vulnerability to Value Engineering

- Use of an above-grade parking podium enhances the overall feasibility of the project and reduces the risk of excessive value engineering
- Potential value engineering risks with the curvilinear massing are possibly mitigated by the efficiency of the double-loaded corridor residential floor plates

Thank You!