

The Proposals



Carpiato Group (P2, P5 & P6)



Post Road Residential (P5)



Spencer Providence (P2 & P5)

Carpionato Group: Parcels 2, 5, 6



Project Summary

	Overall	P2	P5	P6
GSF total (not incl. parking)	481,450 sf	123,950 sf	141,000 sf	216,500 sf
Residential	104 units	22 units	82 units	-
Hotel	70 rooms	70 rooms	-	-
Retail	74,600 sf	13,100 sf	48,500 sf	13,000 sf
Restaurant	30,000 sf	30,000 sf	-	-
Office	203,500 sf	-	-	203,500
Parking	640 spaces	93 spaces	182 spaces	365 spaces

Sponsor Experience – Carpionato Group

Experience is almost entirely suburban:

- Regarded as a local retail developer/operator, primarily in RI, MA
- Multiple big box/strip retail
- Several suburban office properties
- Several Section 8 residential projects
- Limited experience with university or life science buildings and tenancies

Cranston, RI



Cranston, RI



Providence, RI



Cranston, RI



Design Team Experience: HFA Architects (Parcel 2 & 5)

- Architectural firm with core competency in suburban retail “lifestyle centers” with a national practice
- Limited experience with residential, office, and ground-up urban projects



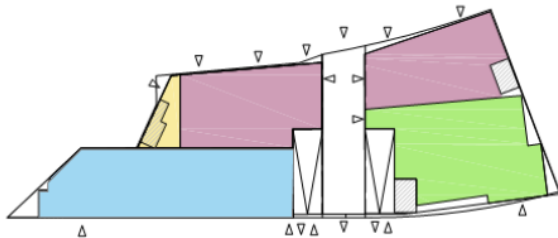
Team Experience: Dacon (Design/Build for Parcel 6)

- Local design/build firm
- Experienced in both office and lab
- Primarily suburban low-rise projects
- Limited experience with ground-up urban projects



Urban Design Considerations

- Active uses for the majority of the ground floor
- Conflicts between garage and loading dock traffic and pedestrians along South Water St.
- Retail mix will impact quality of the urban experience
- Proposal is mixed in terms of permeability and connections to the river

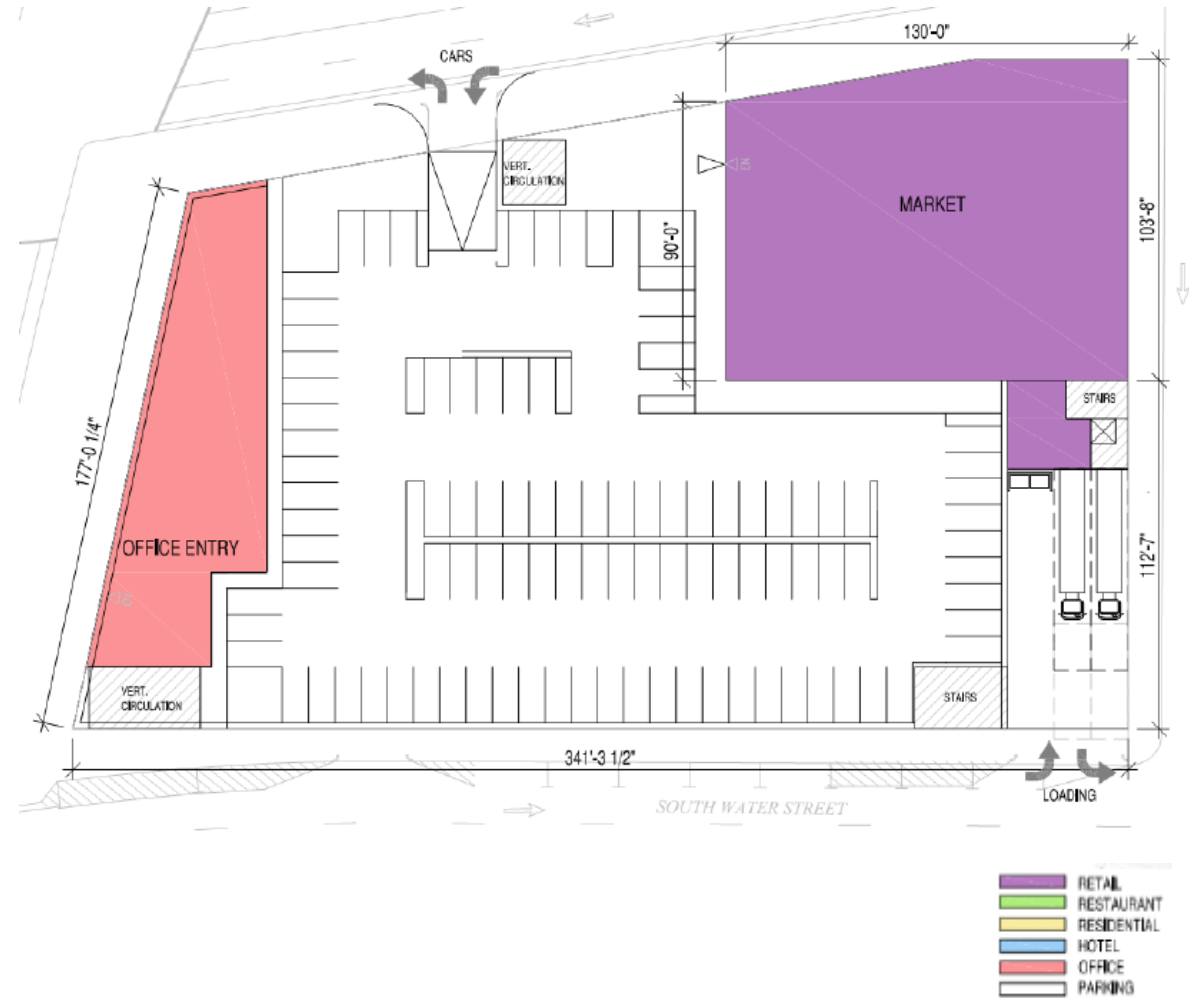


Note: Drawing above omits second garage entrance to Parcel 2, shown at left.

	RETAIL
	RESTAURANT
	RESIDENTIAL
	HOTEL
	OFFICE
	PARKING

Urban Design Considerations

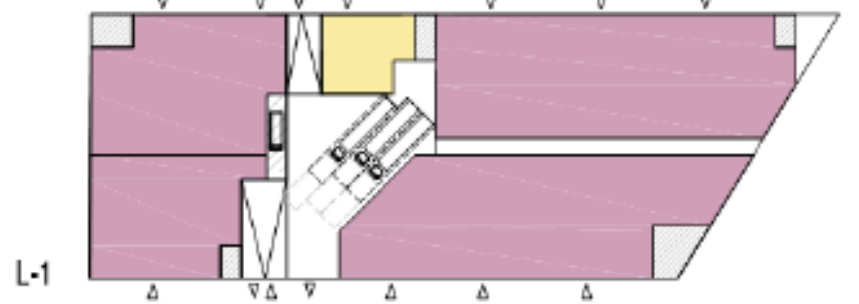
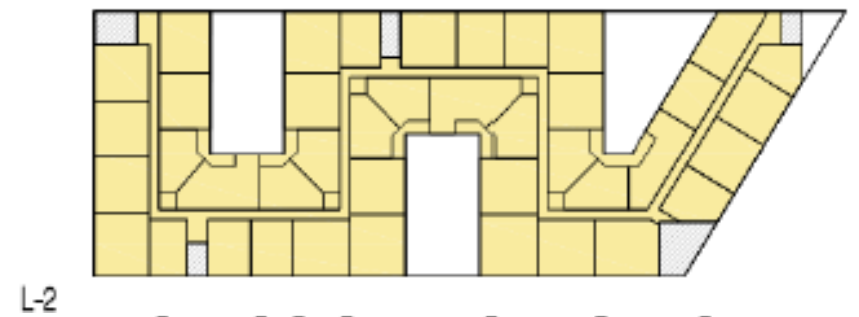
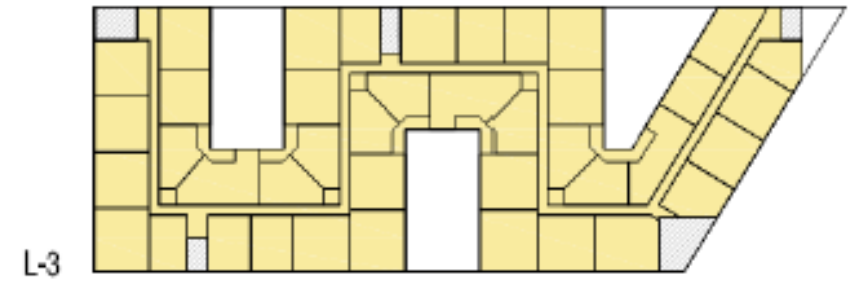
- Office lobby is not the highest and best use for Wickenden St. frontage of Parcel 6
- Pike St. is not the highest visibility location for market
- Consider moving the market to Wickenden St. and reconfiguring the office lobby to have a much smaller frontage on Wickenden St.



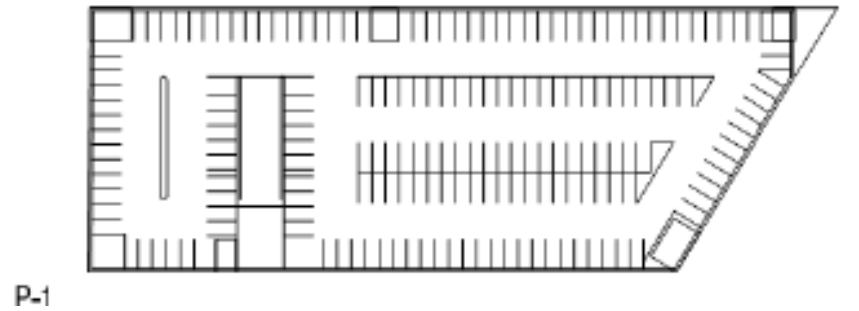
Building Design

Residential program requires more design thinking:

- Snaking hallway results in an unusually high number of inside corners, creating awkward triangular corner units with a small amount of frontage on a window wall
- Circulation cores have been located on the outside corners of the building, using the most valuable space for egress instead of residential units



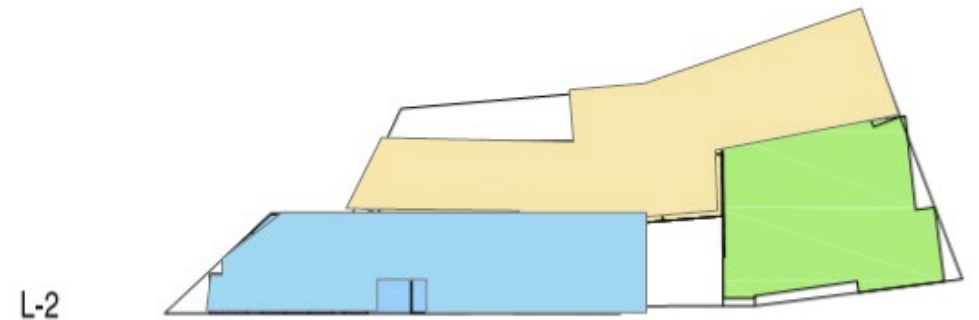
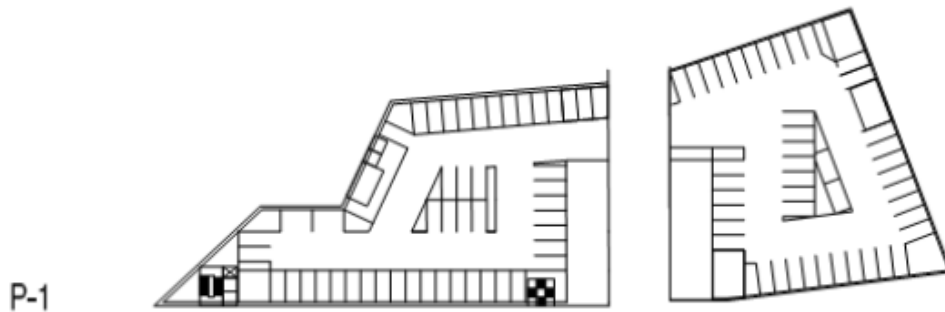
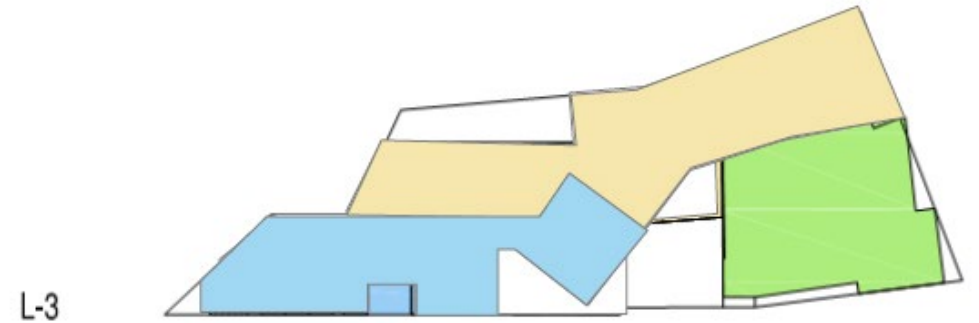
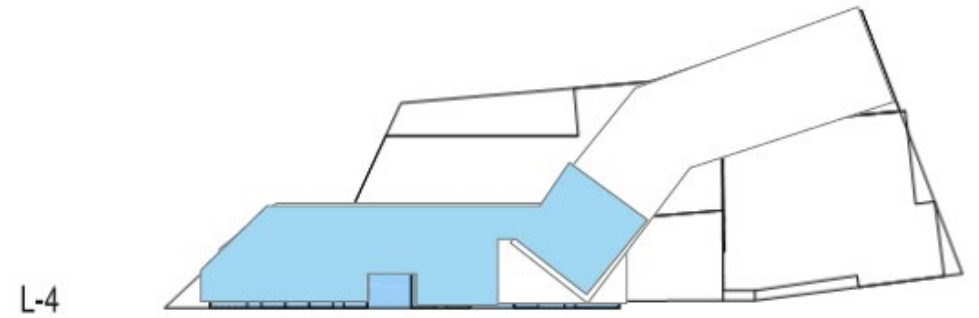
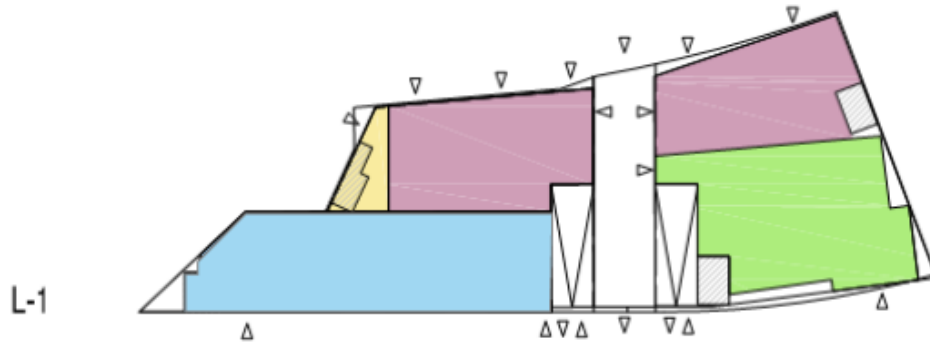
■	RETAIL
■	RESTAURANT
■	RESIDENTIAL
■	HOTEL
■	OFFICE
■	PARKING



Building Design

Upper floors of Parcel 2 do not look viable from a dimensional perspective. Submission is missing following key information:

- Vertical circulation for south building
- Horizontal circulation
- Hotel room layouts
- Residential unit layouts



- RETAIL
- RESTAURANT
- RESIDENTIAL
- HOTEL
- OFFICE
- PARKING

Architectural Considerations

- Highly differentiated rooflines and façade materials are cost prohibitive, unless inexpensive foam-based cladding is contemplated
- The Row at College Hill is designed to look like a self-contained village that is more appropriate to a stand-alone suburban shopping center than the edge of an urban neighborhood
- The development of three large parcels by a single team could lead to a design monoculture that is inappropriate in an urban setting



Zoning Considerations

Parcel 2

- Waiver required for curb cuts on South Water St.

Parcel 5

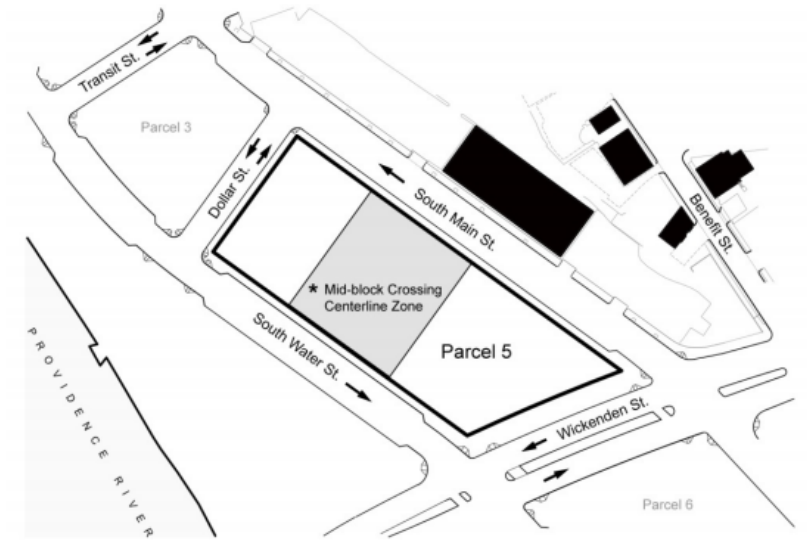
- Waiver required for mid-block connection at least 20' wide between South Main St. and South Water St.
- Waiver required for curb cuts on South Water St.

Parcel 6

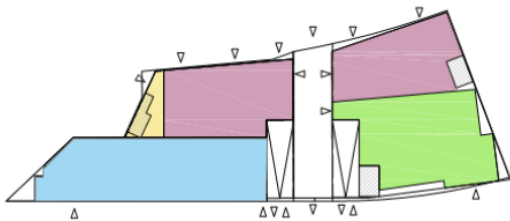
- Waiver required for locating parking on the ground floor within 20' of South Water St. and South Main St.
- No waiver or bonus required for height (parcel straddles C-2 and W-2 zoning districts and is within height limit for each)

- ii. A publicly-accessible mid-block connection of at least 20 feet in width shall be provided for pedestrian and/or vehicular circulation between South Main Street and South Water Street; the centerline for which shall be located within a linear distance of between 30% and 70% of the length of the South Water Street block frontage between Dollar Street and Wickenden Street (see map). Curb cuts for access to vehicle parking and loading areas are permitted along South Main Street and South Water Street at said mid-block location. (Figure 11-12 and Figure 11-13)

FIGURE 11-12



* Mid-block crossing centerline shall be located within the shaded area.



Note: Drawing at right omits second garage entrance to Parcel 2, shown above.

- RETAIL
- RESTAURANT
- RESIDENTIAL
- HOTEL
- OFFICE
- PARKING

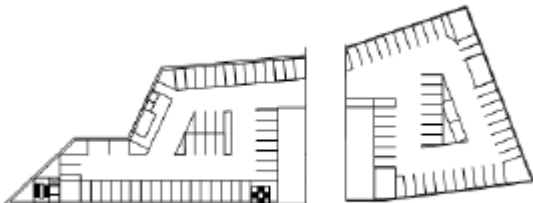


Parking: Strategy & Zoning

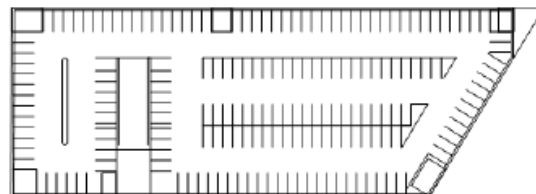
- Parcels 2 and 5 each have one level of underground parking
- Parcel 6 has three floors of parking, two underground
- Underground parking adds significant cost to a development and may not be financially supportable given the density of development program
- The underground parking facility on Parcel 2 is actually two separate garages due to the utility easement, which increases costs as well
- Parcels 2 and 6 do not meet parking requirements
- Citywide requirements are high for such a walkable, urban location, and DDRC will likely be willing to relax them

Use	Requirement	Parcel 2	Parcel 5	Parcel 6
Residential	1 per unit	22	82	-
Hotel	1 per room	70	-	-
Office	1 per 500 sf	-	-	407
Restaurant	1 per 500 sf	60	-	-
Retail	1 per 500 sf	26	97	26
Total required		178	179	433
Total provided		93	182	365

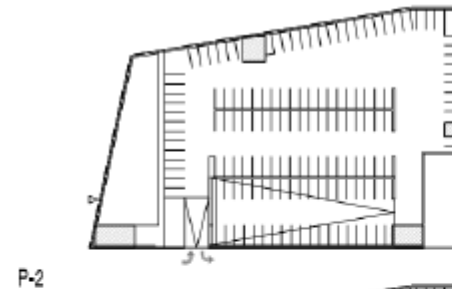
Note: drawing shows 372 spaces for P6.



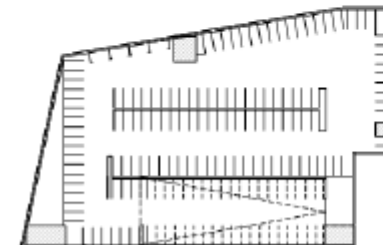
Parcel 2



Parcel 5

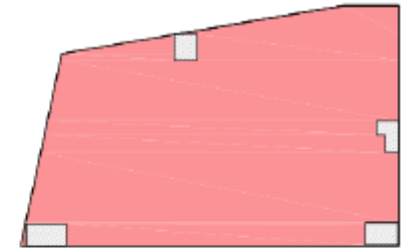


P-2

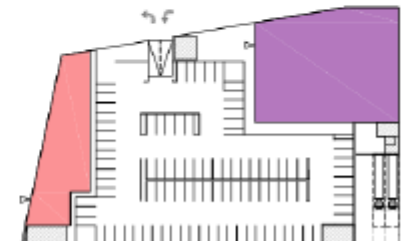


P-3

Parcel 6



L-2

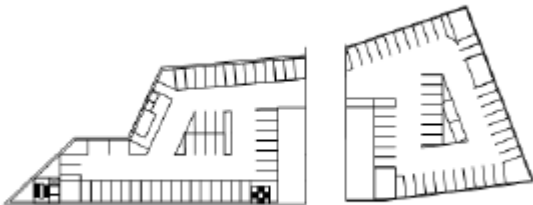


L-1

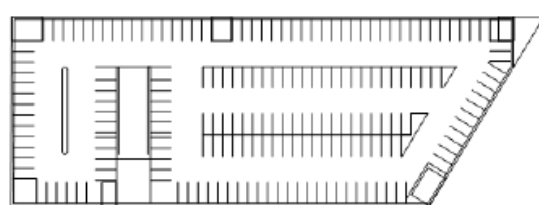
P-1

Parking: Market Expectations

- Credit retail tenants that are likely based on the development team’s portfolio will have parking expectations, typically 3 per 1,000 sf, that exceed zoning requirements
- It is not clear if a suburban retail model based on direct sight lines from parking spaces to the fronts of shops can work on a more restricted urban site with primarily underground parking
- On-street parking can support retail uses, and may be more attractive than garage parking for retail/restaurant patrons
 - There are approximately 103 on-street spaces adjacent to Parcels 2 and 5 with few/no competing uses
 - There are approximately 39 on-street spaces adjacent to Parcel 6
 - Approximate totals may be reduced due to proposed curb cuts



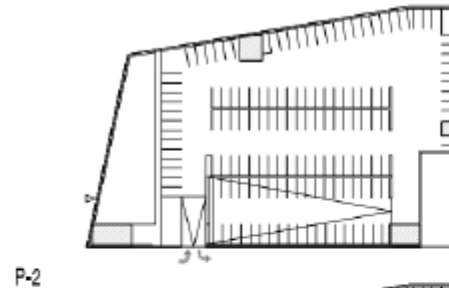
Parcel 2



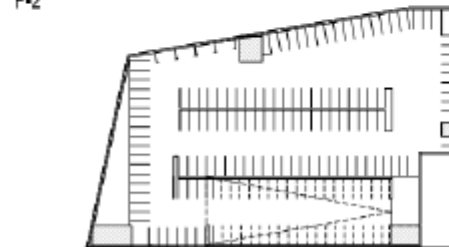
Parcel 5

Use	Requirement	Market Expectation	Parcel 2	Parcel 5	Parcel 6
Residential	1 per unit	<1 per unit	22	82	-
Hotel	1 per room	<1 per room	70	-	-
Office	1 per 500 sf	1 per 500 sf	-	-	407
Restaurant	1 per 500 sf	1 per 86 sf**	60	-	-
Retail	1 per 500 sf	1 per 333 sf	26	97	26
Total required			178	179	433
Total provided			93	182	365

**Demand estimated by VHB, developer’s consultant.

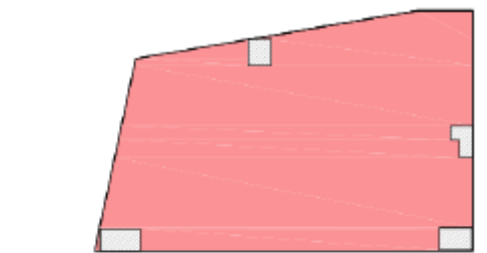


P-2

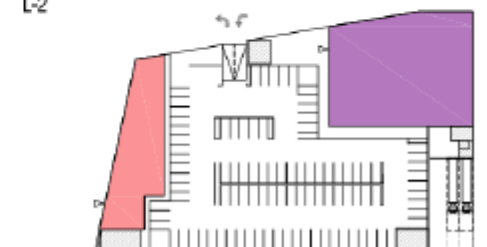


P-3

Parcel 6



L-2



L-1

P-1

Carpionato Group Next Steps

- Commission should provide direction on the appropriateness of a lifestyle retail concept and the architectural expression for this site
- Residential and hotel proposal too preliminary to evaluate at this stage
 - Consider recommendation for experienced residential design team
- Retail uses and tenancies need to be better understood
 - We recognize that confidentiality is an issue
- Parking needs to be rationalized
 - Certain retail tenants will require 3/1000SF ratios and higher
 - Underground parking is a cost factor
 - P6 in particular should be evaluated closely for feasibility and cost

Post Road Residential: Parcel 5



Project Summary

	P5
GSF total (not incl. parking)	171,750 sf
Residential	155 units
Hotel	-
Retail/Co-working	8,560 sf
Restaurant	-
Office	-
Parking	160 spaces

Sponsor Experience – Post Road

- Highly regarded regional multifamily development company
- Firm is currently managing or has completed development of >1,850 rental units
- Experienced with urban infill projects



Everett, MA



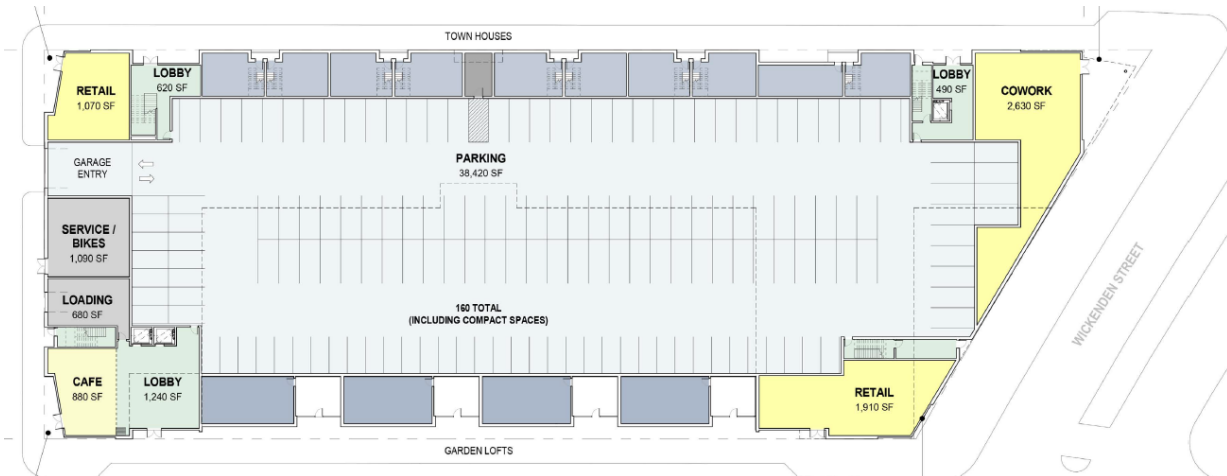
Design Team Experience – BH+A Architects

- Extensive portfolio of housing, office, institutional, public projects
- Housing portfolio includes several new construction multifamily housing developments in Boston area and Providence
- Experienced with urban infill projects
- Work lacks finer grain of detailing that would be appropriate for the site (the renderings are more promising than past projects)
- A large percentage of their projects have lower quality façade materials



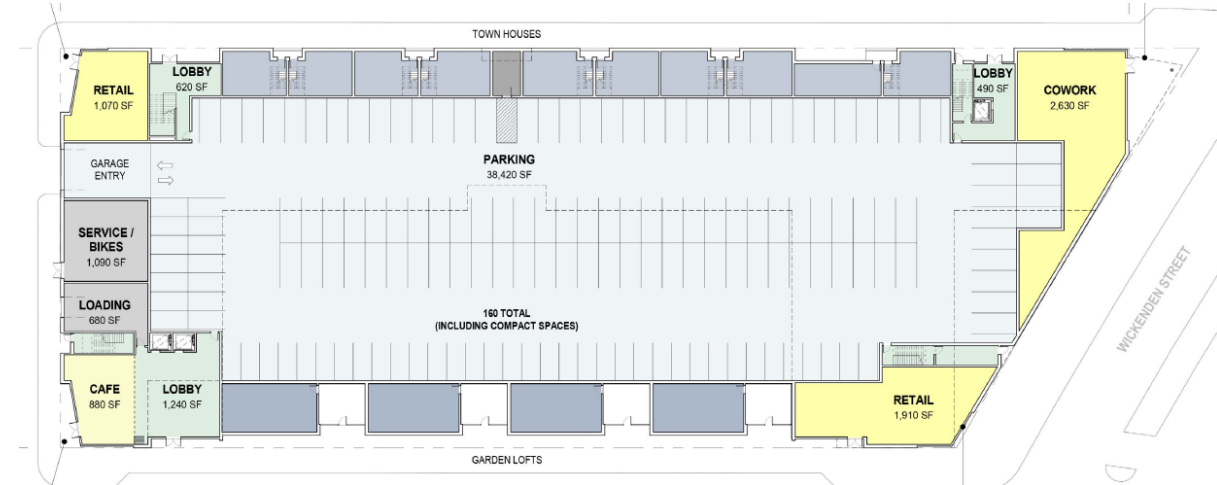
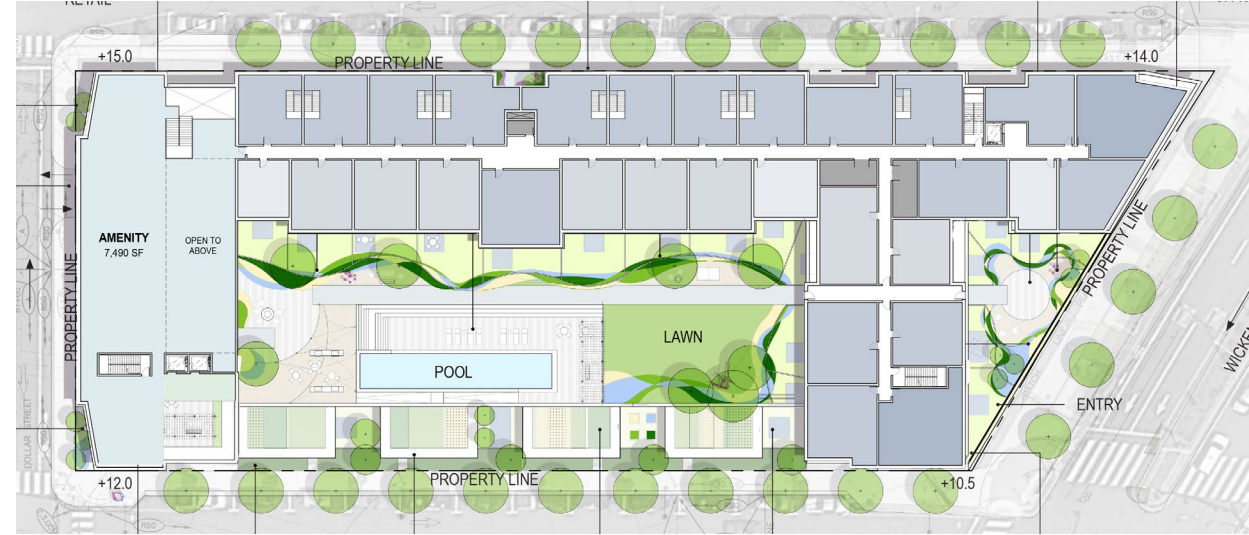
Urban Design Considerations

- Realistic parking solution that acknowledges the prohibitive cost of a below grade garage
- Well-conceived ground floor plan with many entrances on all sides, which increases the liveliness of the street
- No curb cuts on South Water St. or South Main St., keeping back-of-house functions hidden on side street and reducing potential for conflict with pedestrians
- Market rate rental housing of modest size (155 units) is compatible and desirable on the East Side
- Design does not provide visual or physical connection to the river



Urban Design Considerations

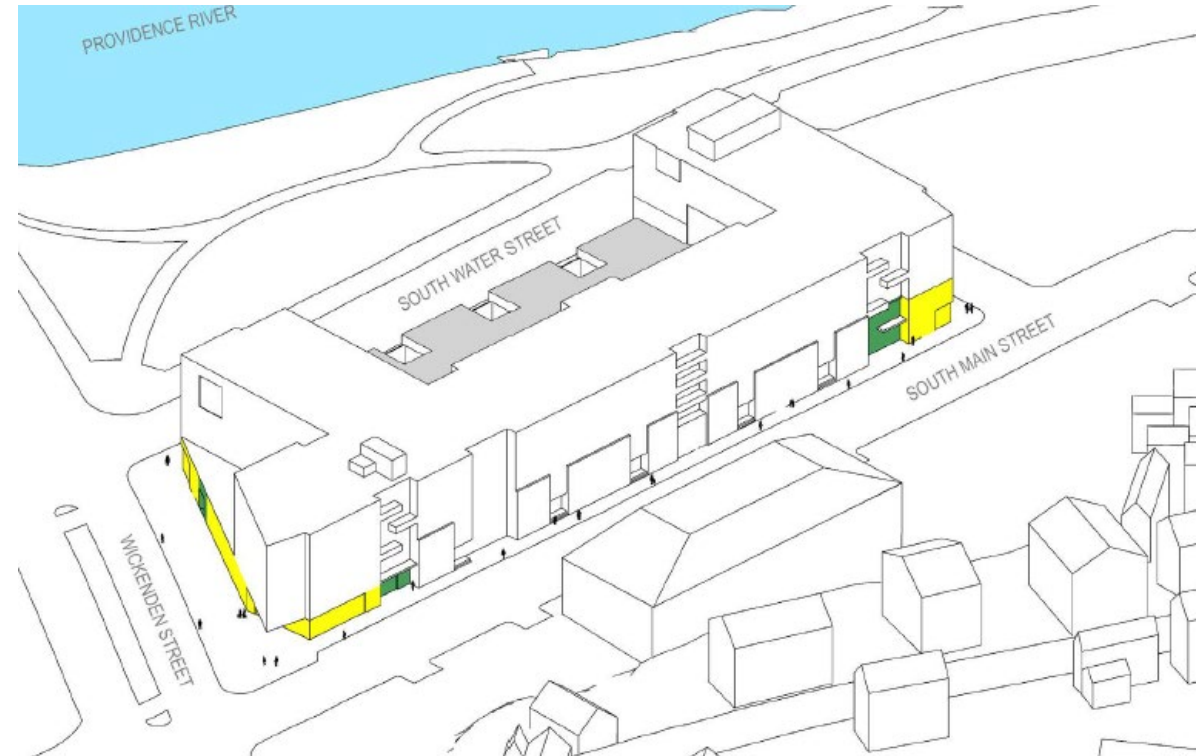
- Active uses at all the corners, which are the highest-value spaces
- Realistic expectations about retail demand
- Co-working may not be the most active use for Wickenden St. corner
- South Main St./Dollar St. corner is not the highest traffic retail location
- Consider switching the location of those program elements



Building Design

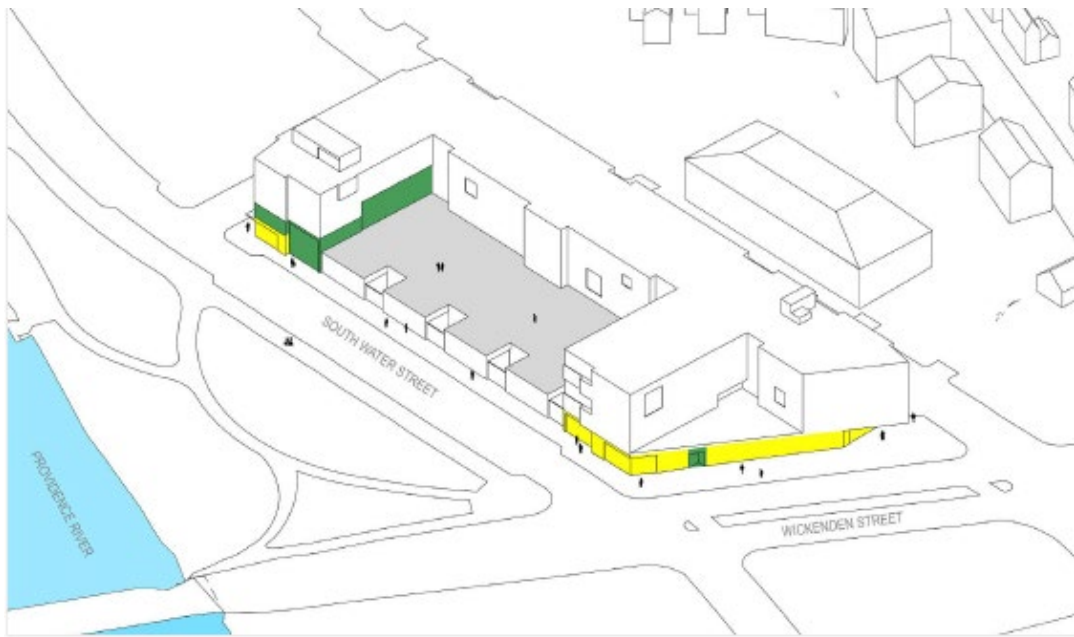
- Experienced architectural team that will need to up their game to meet quality expectations
- The renderings show a promising direction for the buildings along South Main St.

- Long façade along South Main St.; design elements should be introduced to visually break up the massing
- Unit layout and mix demonstrates experience with residential buildings



Zoning Considerations

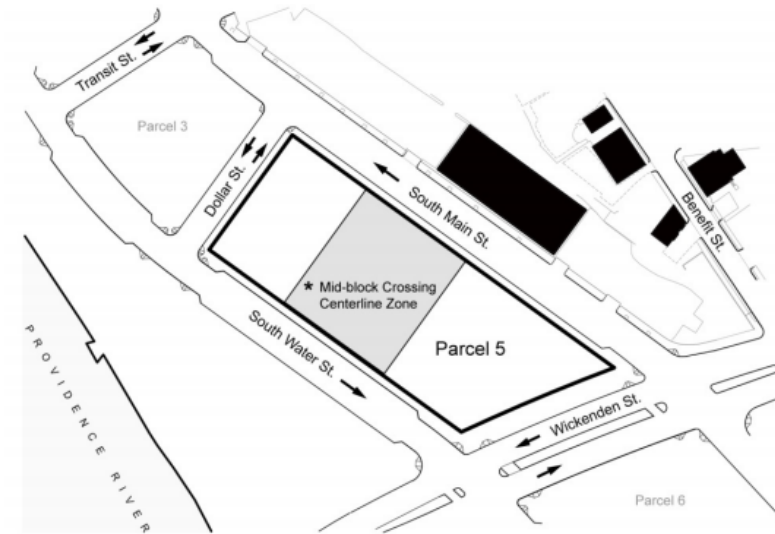
- Project largely complies with zoning and minimal relief is required
- Waiver required for mid-block connection at least 20' wide between South Main St. and South Water St.
- Development bonus required to go up to 5 stories at 60', but eligible due to off-street parking and active ground floor uses



View from Southwest

- ii. A publicly-accessible mid-block connection of at least 20 feet in width shall be provided for pedestrian and/or vehicular circulation between South Main Street and South Water Street; the centerline for which shall be located within a linear distance of between 30% and 70% of the length of the South Water Street block frontage between Dollar Street and Wickenden Street (see map). Curb cuts for access to vehicle parking and loading areas are permitted along South Main Street and South Water Street at said mid-block location. (Figure 11-12 and Figure 11-13)

FIGURE 11-12



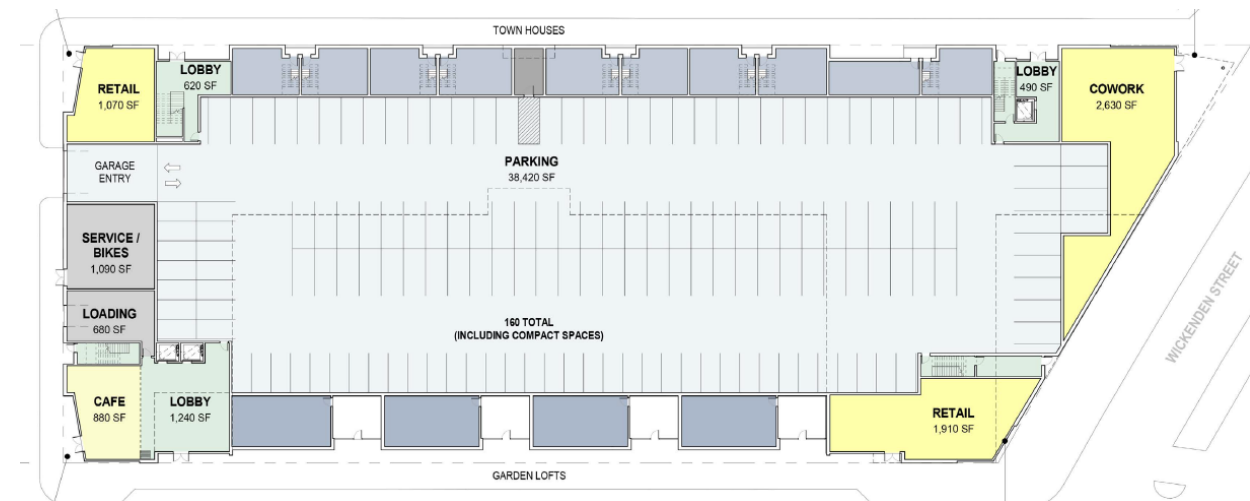
* Mid-block crossing centerline shall be located within the shaded area.

Parking

- Proposal includes nearly the amount of parking required; DDRC will likely grant a waiver because the citywide parking requirements are high for such a walkable, urban location
- One of two possible waivers results in sufficient parking:
 - Parking requirement is waived for retail and co-working uses, or
 - Residential requirement is reduced from 1 space/unit to .9 spaces/unit
- Either of these changes also removes need for tandem spaces and enables a slightly larger, rationalized co-working space
- There are also 53 on-street parking spaces on South Main St. and South Water St., more than enough to serve the retail and co-working
- Parking provided is satisfactory for market demand

Use	Requirement	Post Road
Residential	1 per unit	155
Retail	1 per 500 sf	17
Total required		172
Total provided		160 (22 tandem)

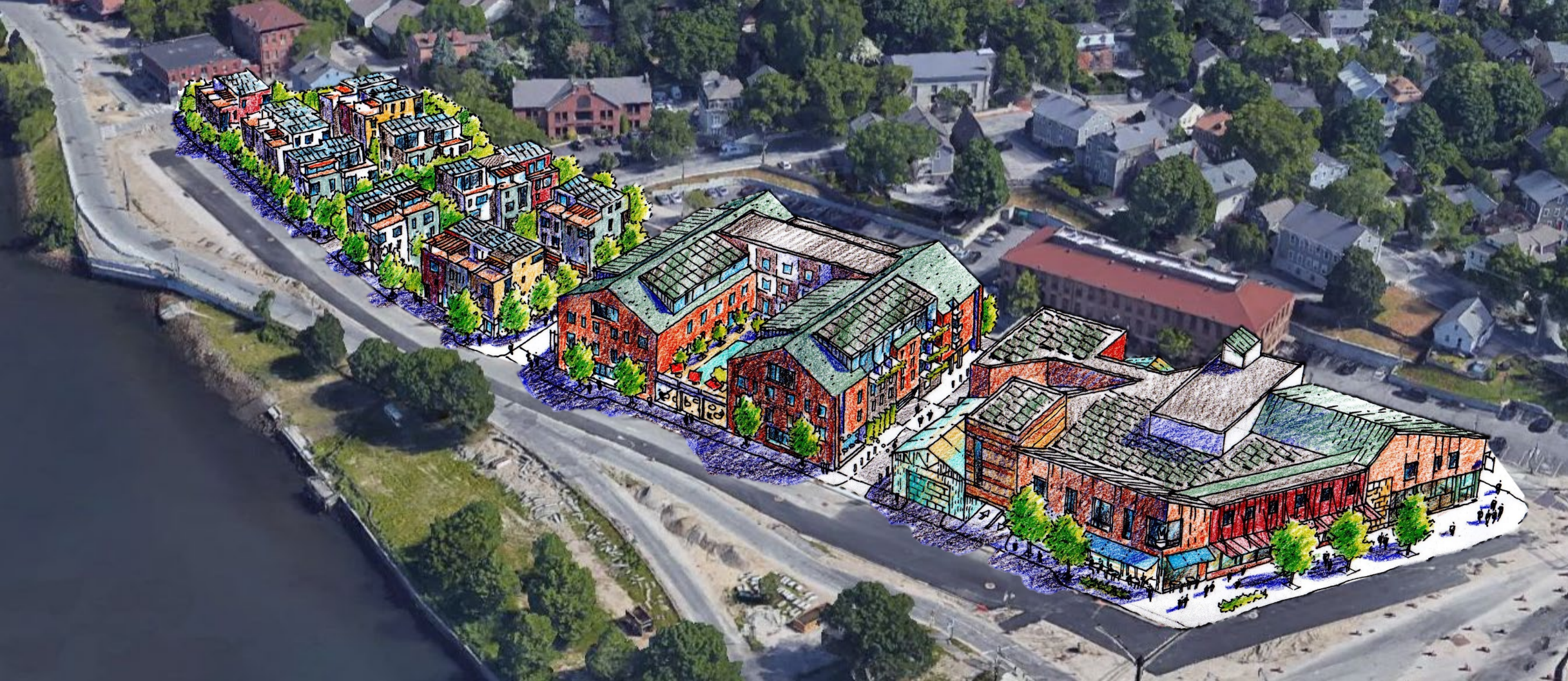
Note: drawing shows 156 spaces (incl. 22 tandem).



Post Road Residential Next Steps

- Sponsor is experienced and capable with product type
- The parking strategy is financially viable and well-executed
- Sponsor has engaged an experienced design team that has demonstrated that they understand the urban design issues and quality expectations
- From a design and urban planning perspective, proposal is sufficient to advance to next level

Spencer Providence: Parcel 2 and 5



Project Summary

	Overall	P2	P5
GSF total (not incl. parking)	167,631 sf	67,960 sf	99,671 sf
Residential	35 units	35 units	-
Hotel	130 rooms	-	130 rooms
Retail	27,890 sf	4,800 sf	23,090 sf
Restaurant	9,200 sf	-	9,200 sf
Office/Retail (second story)	21,500 sf	-	21,500 sf
Parking	234 spaces	46 spaces	188 spaces

Sponsor Experience – Spencer Providence

- Permitted 600,000+ sf mixed-use development on Parcel 2 at Capitol Center, which was then sold to a different developer in 2004
- Need assurances of the capabilities and resources of sponsor's in-house team



Providence, RI

Design Team Experience – Piatt Associates

- Capable and experienced team
- Several new construction townhouse and multifamily developments in Boston area and Philadelphia
- One hotel project in Boston
- Experience with urban projects



Cambridge, MA



Boston, MA



Scituate, MA



Cambridge, MA

Urban Design Considerations – P2

- Scale and design expression are appropriate for the site
- However, the relative low density may not capture the full development potential of the site
- Proposal revised to have townhomes face South Water St., instead of the internal street, which provides a better street edge and makes the parking much more efficient, eliminating the need for curb cuts on South Water St. and South Main St.
- Site plan does not address South Main St., with some units facing inward and others set back



Urban Design Considerations – P2

- Original proposal had purely private uses at the foot of the new pedestrian bridge, which would not make the most of the significant public investment; revised version proposes retail ground floor for some townhomes, but it's unclear if that is viable from a market and/or management perspective
- Need to understand and consider specifics of retail plan since it will have significant impact on urban design approach



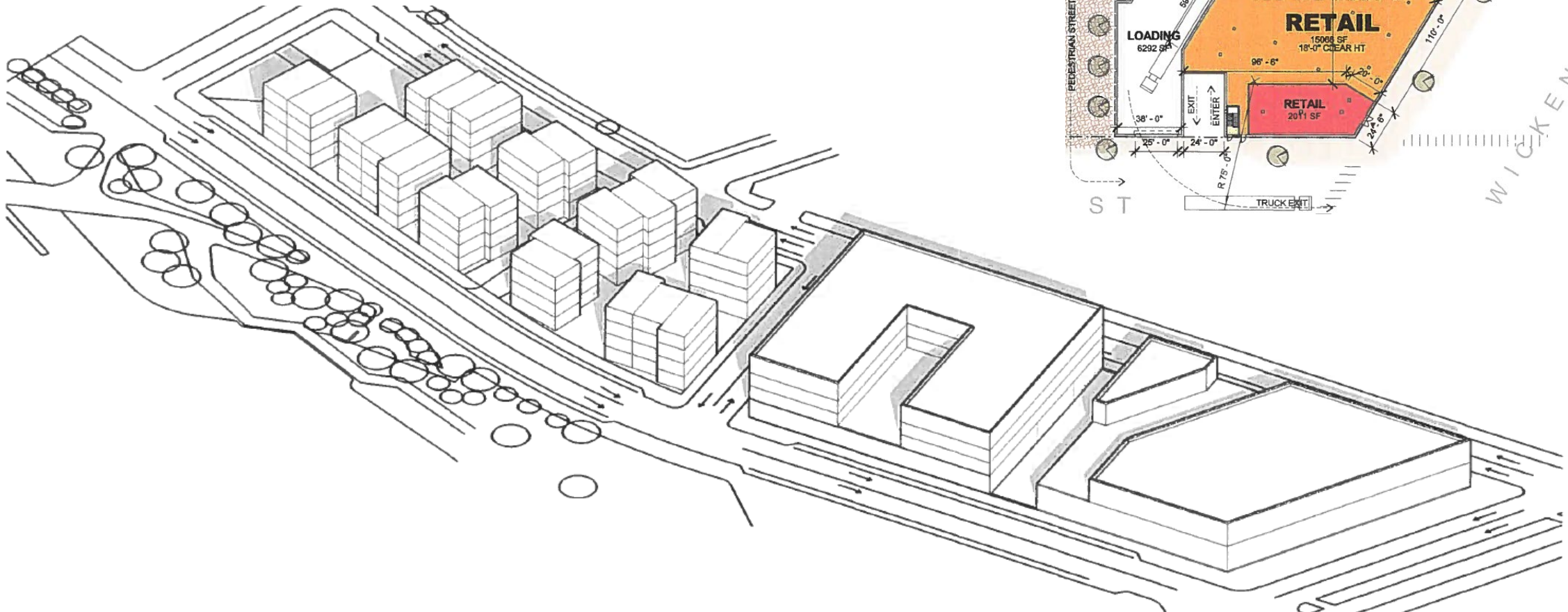
Urban Design Considerations – P5

- A thoughtful proposal from a design standpoint, including a mix of building types and design expressions
- Active ground floor on Parcel 5
- Massing, articulation, and scale of Parcel 5 is compatible with historic East Side neighborhood
- Second floor retail is often problematic and unviable in small markets
- P2 and P5 provide permeability and visual and physical connections to the river



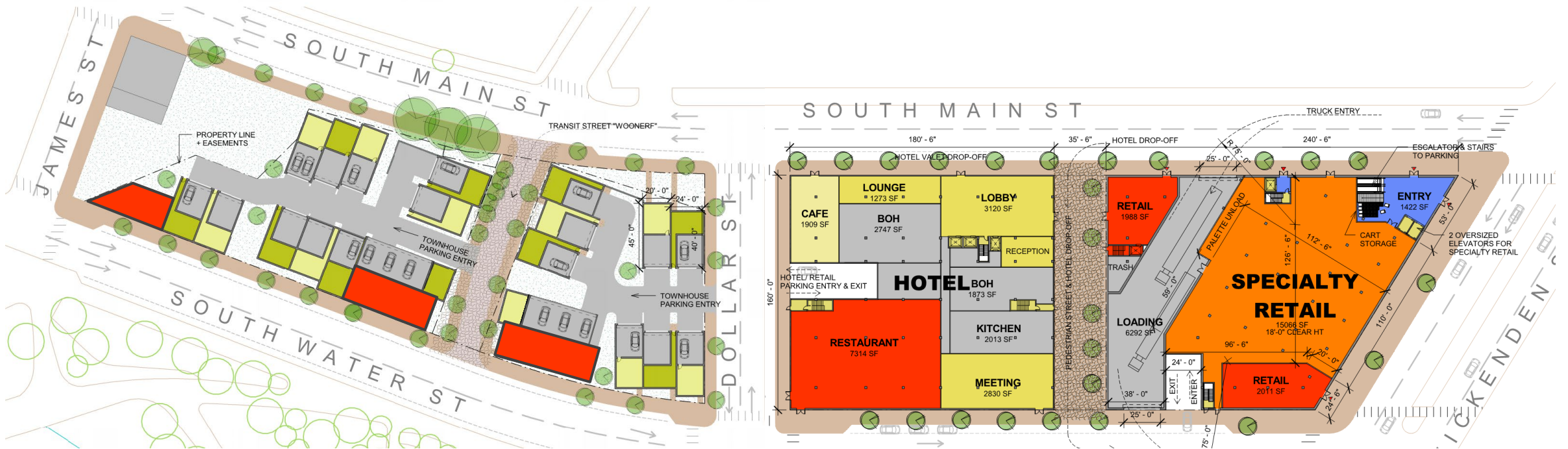
Building Design – P5

- Underground parking adds significant cost
- Parcel 5 layout is inefficient with loading dock alignment creating a small triangular retail ground floor/commercial upper floor



Zoning Considerations

- Use, height, and density are permissible under zoning
- Parcel 2: waiver required for parking spaces within 20' of South Main St
- Parcel 5: waiver required for curb cuts on South Water St. and South Main St.



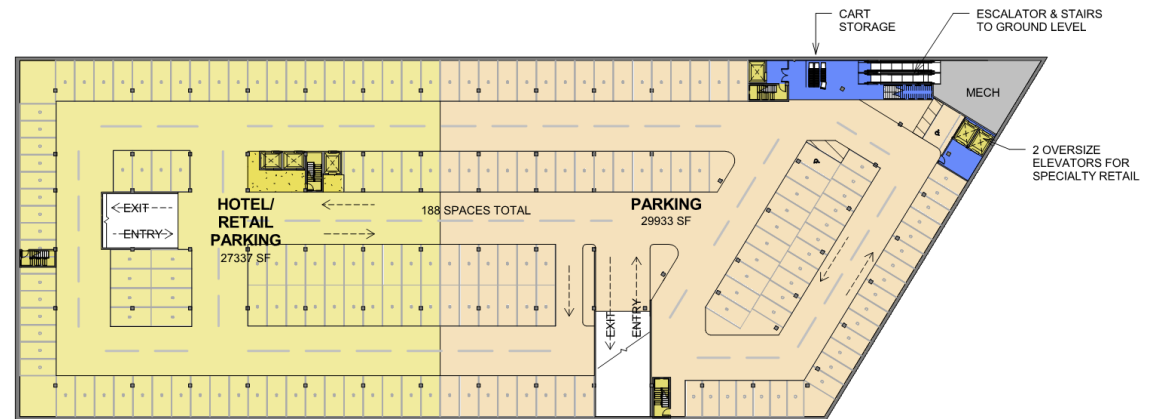
Parking: Strategy

- Parcel 2 townhouses have 2 tuck-under spaces each
- Parcel 5 has a single floor of underground parking, totaling 188 spaces
- There are 103 on-street spaces on South Main St. and South Water St. with no competing uses, which can also support retail uses

Use	Requirement	Parcel 2	Parcel 5
Residential	1 per unit	35	-
Hotel	1 per room	-	130
Retail	1 per 500 sf	10	95
Total required		45	225
Total provided		46	188



Parcel 2 Grade Level

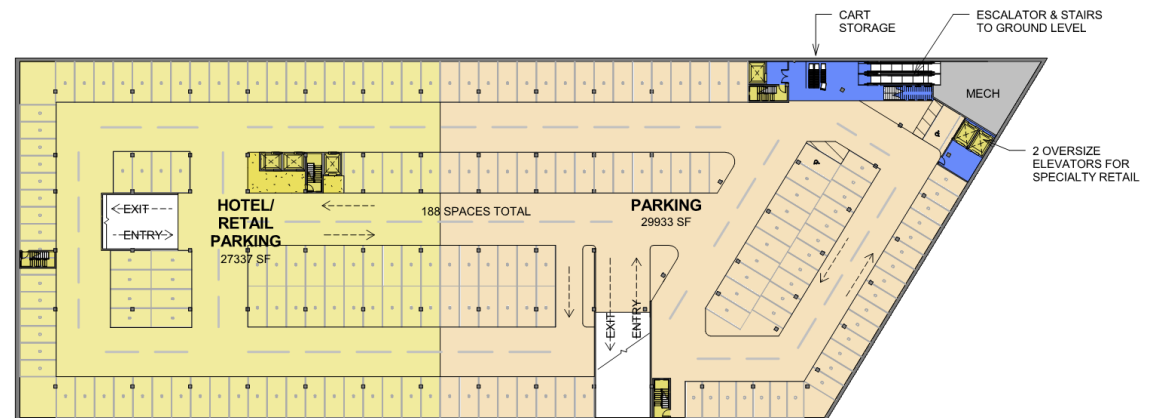


Parcel 5 Below Grade

Parking: Zoning Requirements and Market Expectation

- Parcel 2: Parking spaces under each unit requires inefficient circulation, which results in a significant portion of the site being hardscape
- Parcel 5: Underground parking adds significant cost to a development and may not be financially supportable given the density of development program
- Proposal does not meet zoning requirement for P5, and market expectation may be higher than zoning requirement for the anchor retail tenant, but the amount provided plus on-street should be sufficient

Use	Requirement	Market Expectation	Parcel 2	Parcel 5
Residential	1 per unit	<1 per unit	35	-
Hotel	1 per room	<1 per room	-	130
Retail	1 per 500 sf	1 per 333 sf	10	95
Total required			45	225
Total provided			46	188



Spencer Providence Next Steps

- Commission should carefully consider proposal with an eye toward:
 - Density (single-family housing)
 - Overall complexity relative to the expertise of the development team and market demand
- Retail uses and tenancies need to be clarified

The Proposals



Carpiato Group (P2, P5 & P6)



Post Road Residential (P2)



Spencer Providence (P2 & P5)