



PROVIDENCE  
**INNOVATION & DESIGN**  
DISTRICT

**DEVELOPMENT OF PARCEL 8 AND 8A  
DESIGN REVIEW MEETING 1**

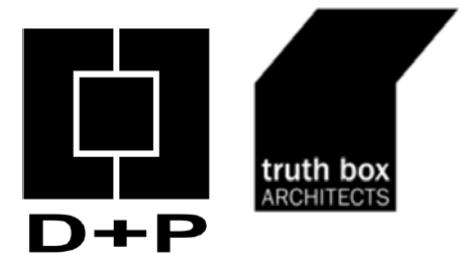
**I-195 Redevelopment District**

Prepared for: The I-195 Redevelopment Commission

On behalf of: D+P Real Estate & Truth Box Inc.

By: Perkins Eastman

Date of Design Review: October 19, 2022



**PERKINS —  
EASTMAN**

*Human by Design*

**Thornton Tomasetti**



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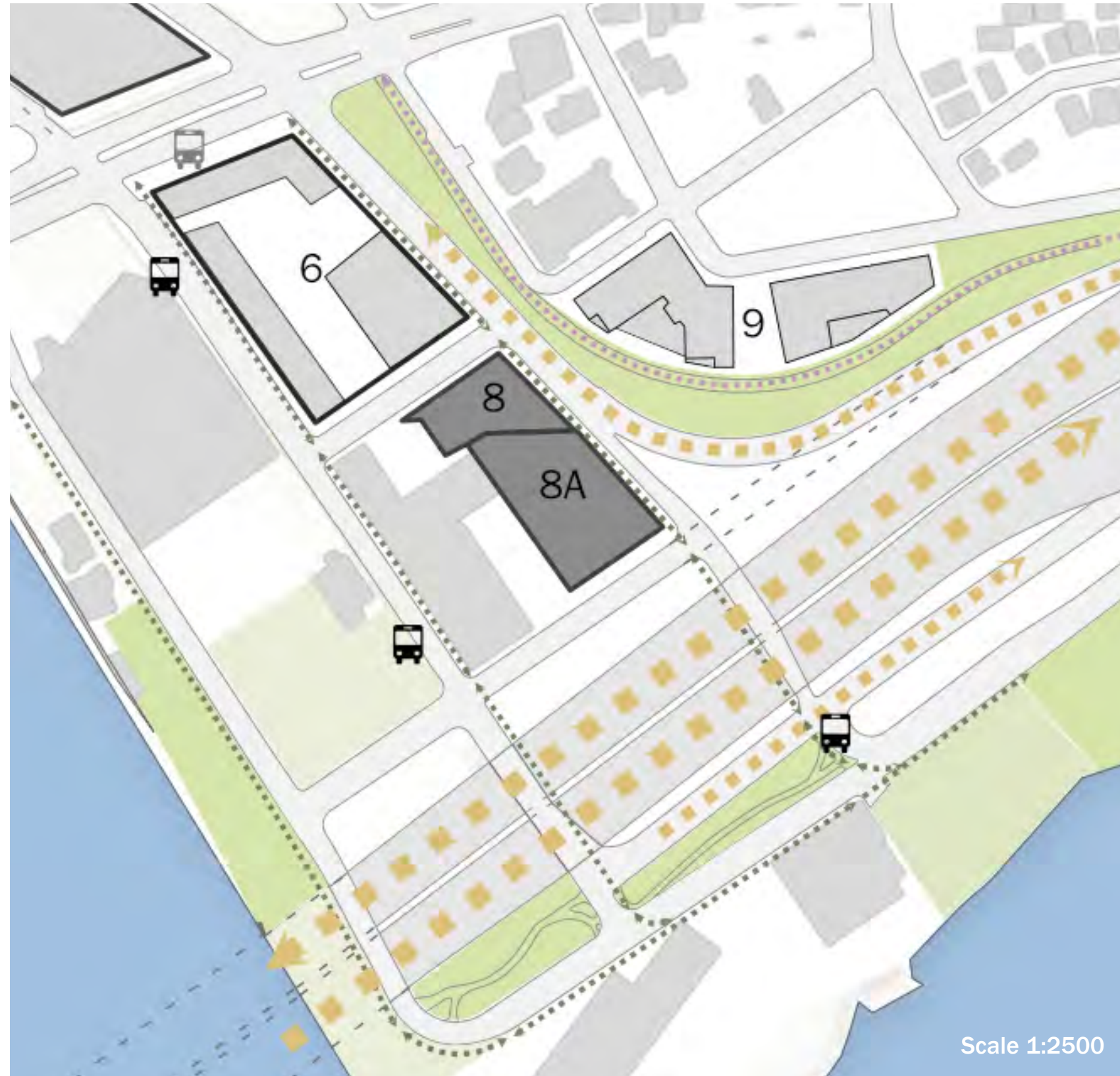
## CONTEXT

This project benefits from the location of Parcel 8/8A in an already highly developed urban condition within the Fox Point neighborhood of Providence, Rhode Island. The immediate surroundings have public amenities such as access to grocery and everyday product shopping options. Entertainment, local restaurants, public parks, and top-tier educational institutions host a wide range of cultural activities within proximity. The site receives the following scores:

- Walk Score: Very Walkable - Most errands accomplished on foot.
- Transit Score: Good Transit - Many nearby public transportation options.
- Bike Score: Very Bikeable - Biking is convenient for most trips.

The site is well-connected through various modes of transport to diverse user groups in the community. The design seeks to reinforce these urban-scale conditions by offering sufficient off-street automobile parking and close walking distance to the public Downtown Transit Corridor.

Waterfront areas within a few blocks include Mile End Cove (West), and Fox Point on Green Jacket Shoal (South), connected by a network of walking pathways that continues to evolve. These waterfront areas attract the public for recreation and community events, serving as "living rooms" for Providence.



### KEY

GREEN OPEN SPACE

PAVED OPEN SPACE

CAR Highway

CAR Local

BIKE

WALK

TRANSIT BUS 35, 60, 78

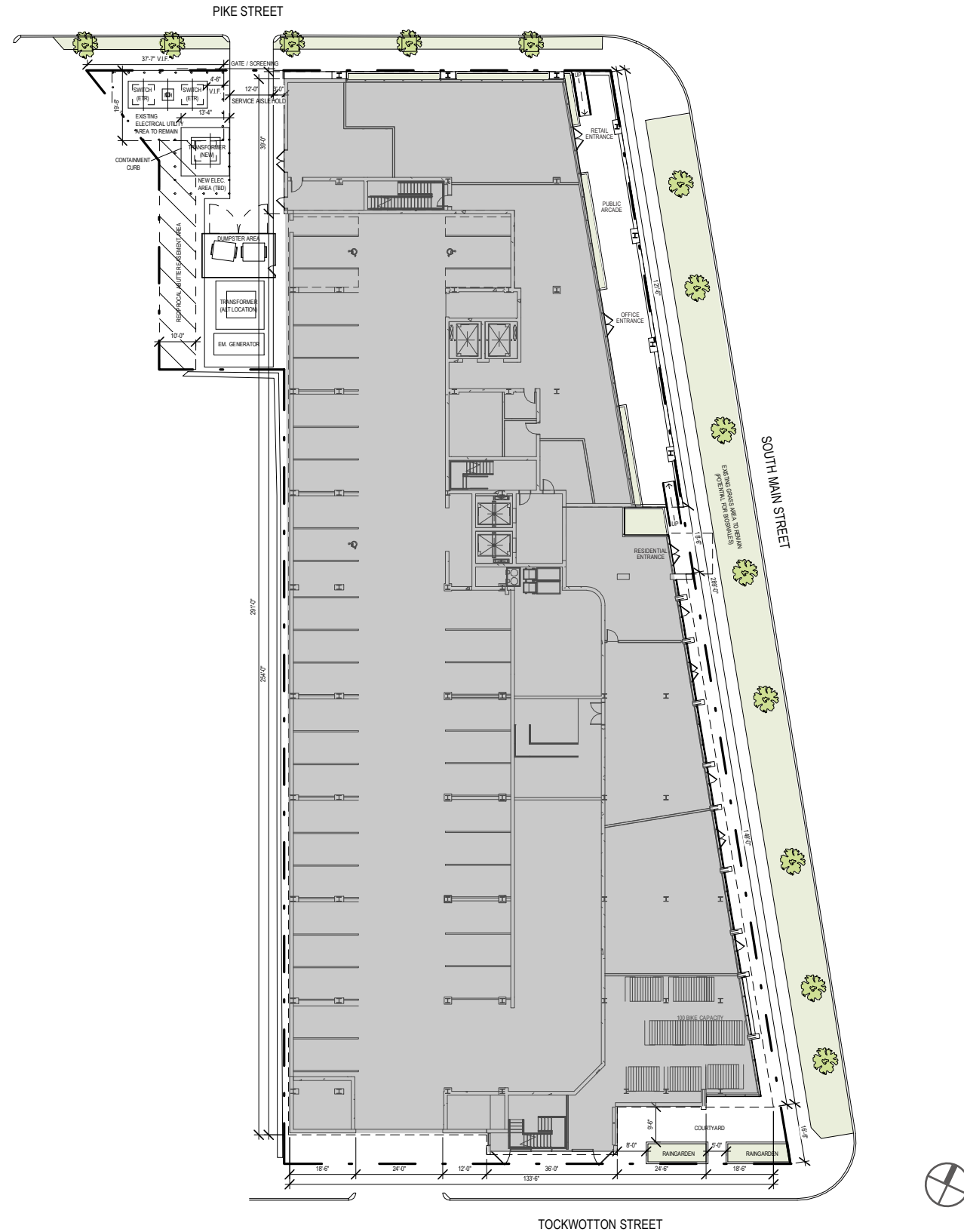
TRANSIT BUS 90

Scale 1:2500

## PARCEL PLAN & BUILDING NARRATIVE

Our design embraces sound urban design practices by fortifying the street edge, building up to the lot boundary lines in all but intentional instances of relief. Ground-level, continuous retail and building entrance lobbies line the frontage along the primary border at South Main Street, a gesture of support for near-continuous activity in the pedestrian realm. Retail or amenity space will wrap the corners of bordering secondary Pike Street (North) and Tockwotten Street (South).

At the prominent northeast corner at South Main Street and Pike Street, the development plans a six-story commercial office building, which will be the new headquarters location of BankRI. This building will be an attractive view from the Wickenden Street corridor. A complimentary neighborhood-scale residential volume of four stories will maintain the street wall south of the office building. Both the office and residential buildings conceal a five-story parking garage bordering the west side of the site, with the ability to host approximately 179 vehicles for the employees and residents. Set back from South Main Street above the parking garage, a residential tower rises to one hundred thirty feet, the maximum height allowable by zoning. This upper portion of the residential building is an efficient, double-loaded bar-type mass with a range of primarily one and two-bedroom units. The top level, Floor Eleven, will feature larger two+ and three-bedroom penthouse residential units. The tower's minimalist form benefits the occupant's views.



1 **FLOOR 01/R2 - SITE**  
1" = 40'-0"

# PARKING DESIGN INTENT

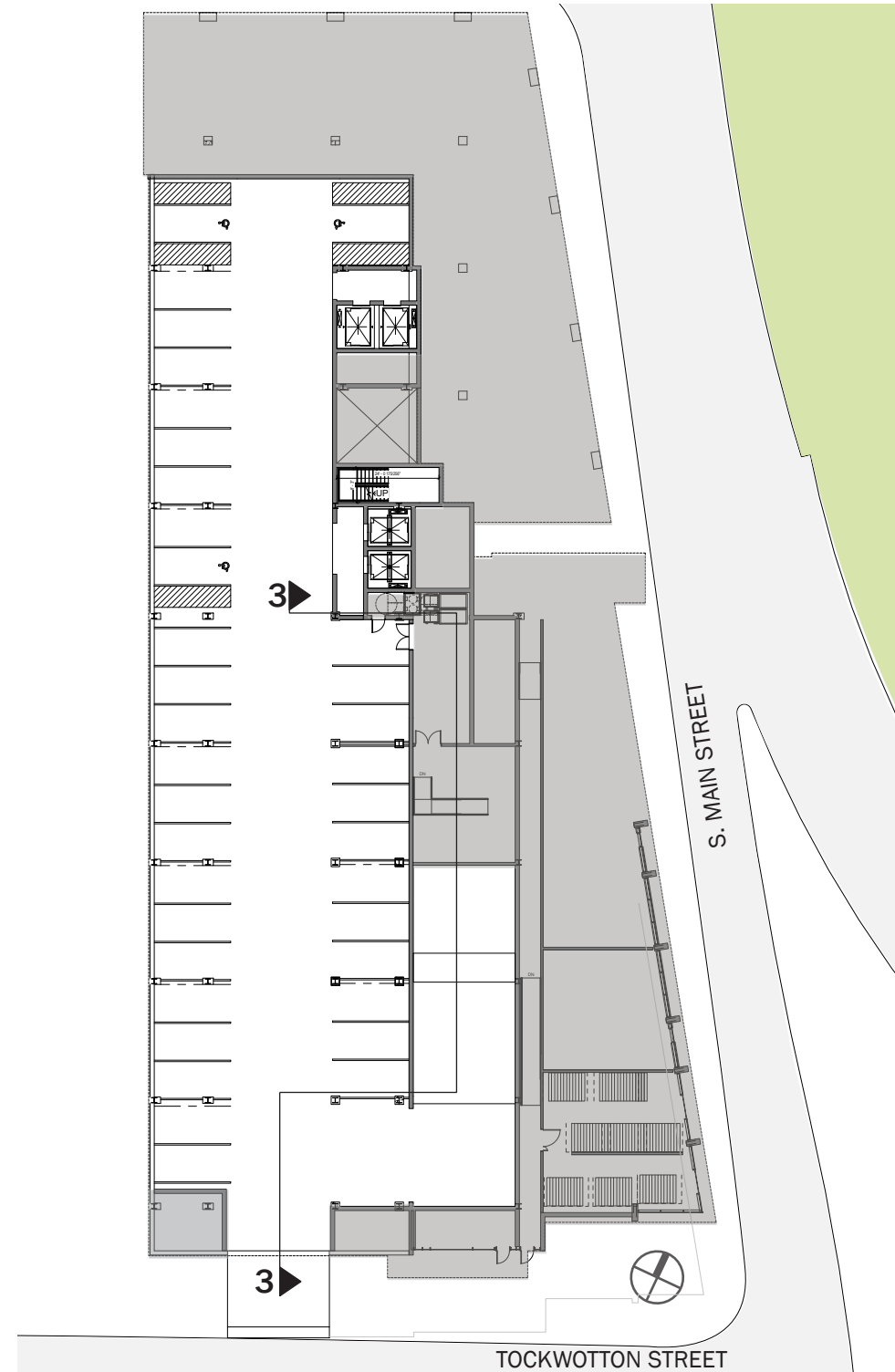
The design has several beneficial aspects:

- As a resiliency measure we have focused on parking above-grade.
- Community benefit of being wrapped by retail and residential units along S. Main Street
- Designed to be naturally ventilated as a sustainable approach

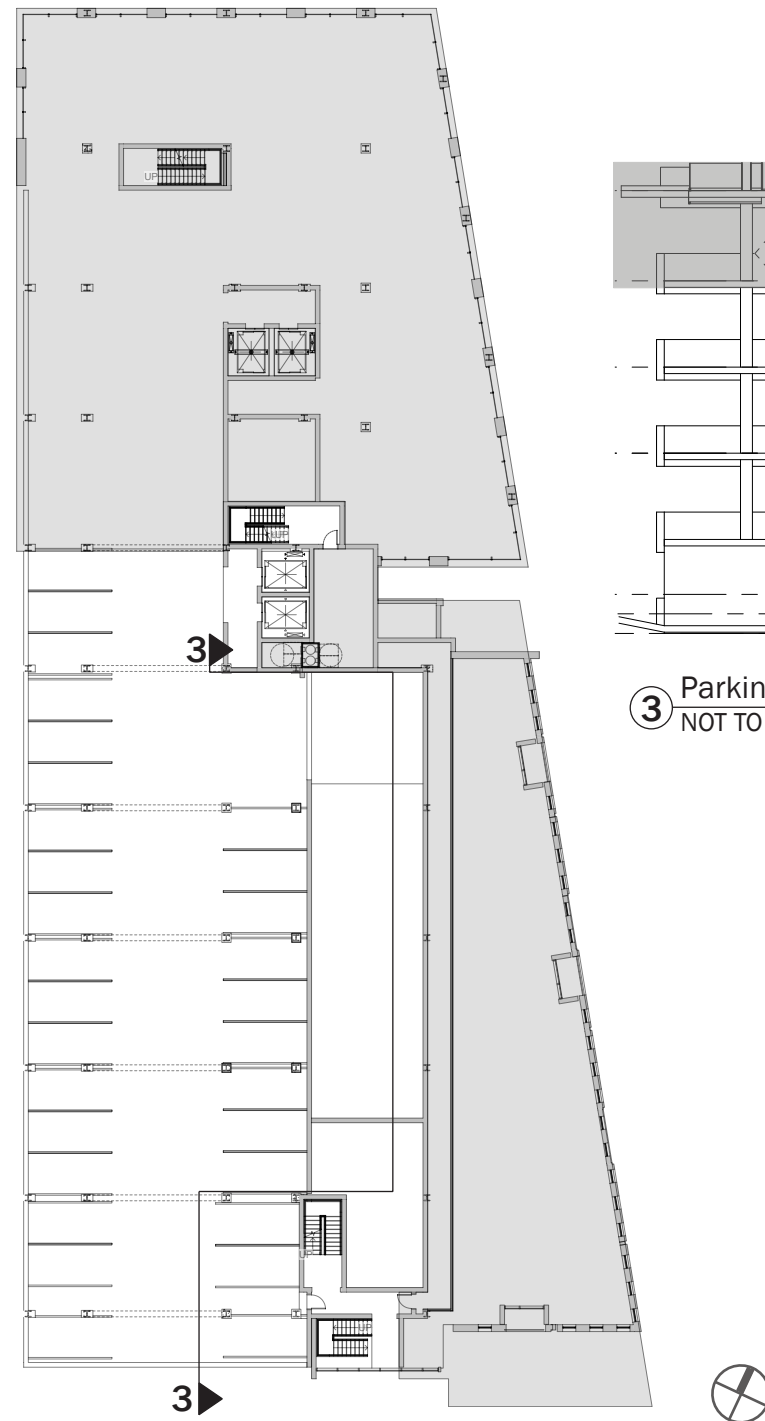
**Design capacity:** 180 +/- spaces

**Commercial use parking:** 130 spaces

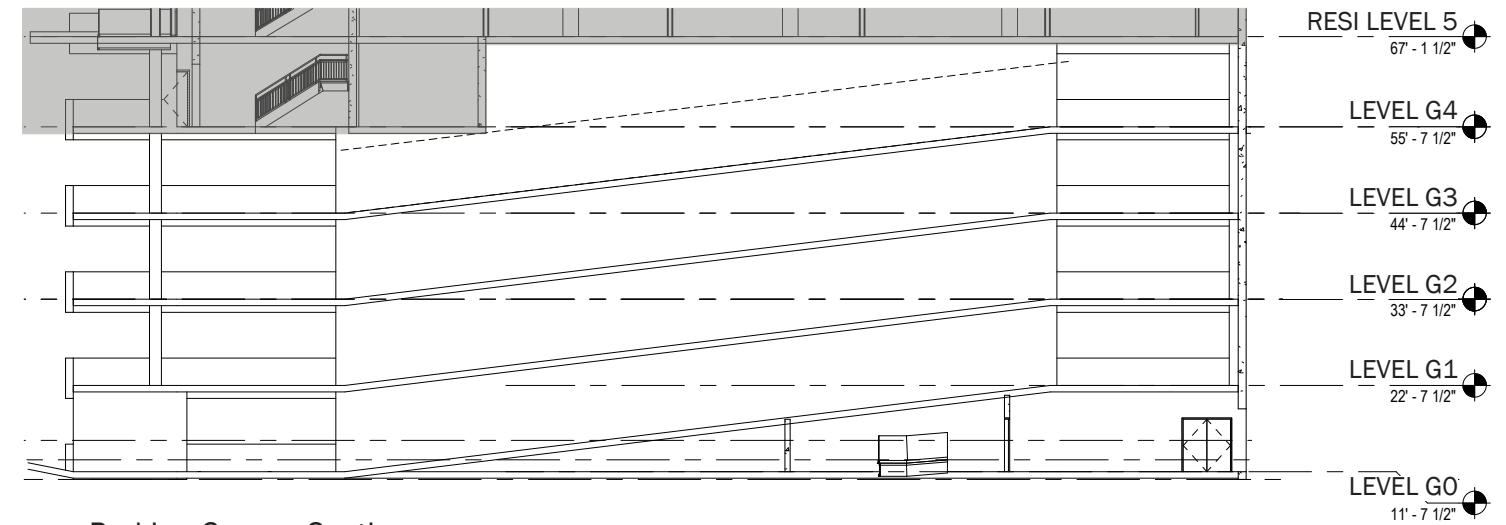
**Residential use parking:** 50 spaces



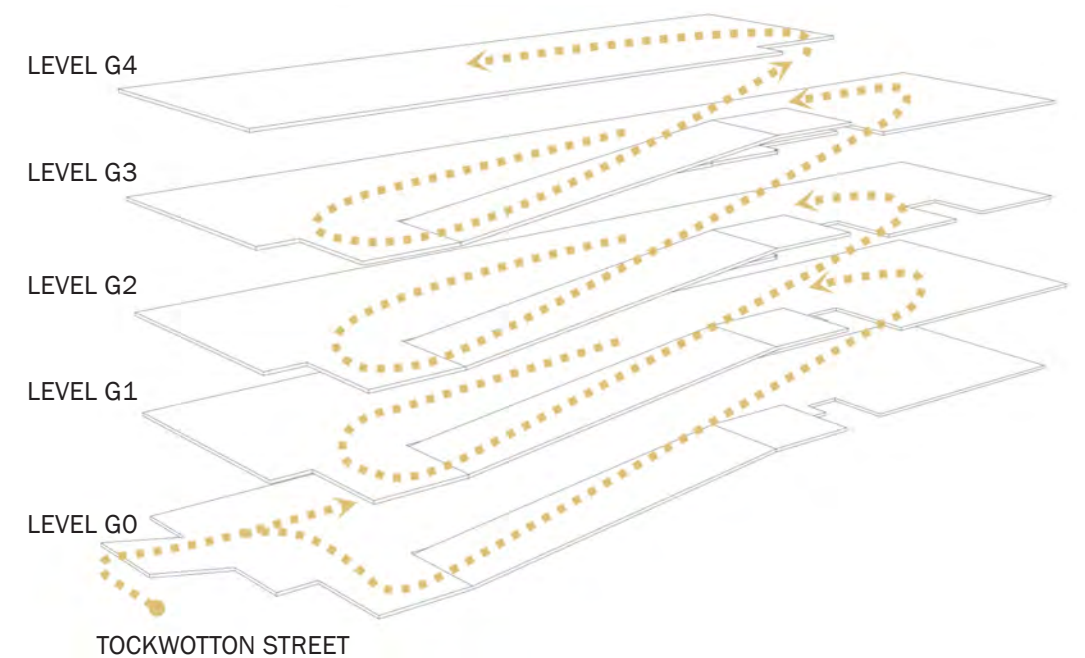
① Proposed G0 Structure, Typical  
NTS



② Proposed G4 Structure  
NTS  
Parking capacity = 30 spaces





③ Parking Garage Section  
NOT TO SCALE

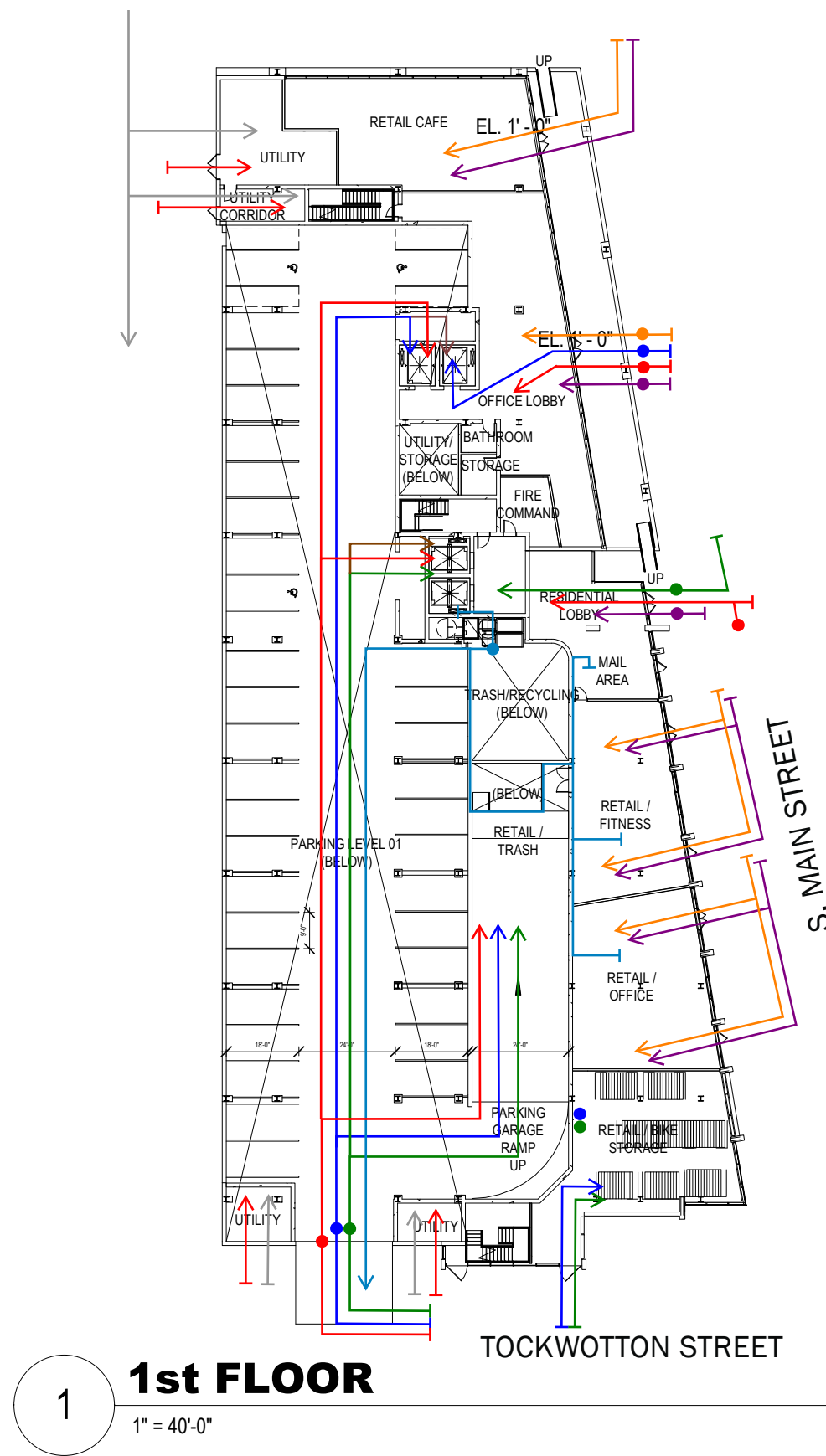


Parking Garage Exploded Axonometric

# ACCESS PLAN

This access plan/circulation diagram shows the different access points found on the first floor, indicated in the key.

- KEY**
-  ORIGIN/ TERMINUS
  -  CONTROL POINT
  -  COMMERCIAL STAFF
  -  RESIDENTS
  -  VISITORS
  -  DELIVERY SERVICES
  -  MOVE IN/ OUT
  -  TRASH & RECYCLING
  -  UTILITY ACCESS
  -  FIRE RESPONSE



# TABULAR PROGRAM



FLOOR LEVEL	OFFICE AREA			RESIDENTIAL AREA			PARKING AREA			GSF PER FLOOR
	CORE & CIRC	UTILITY	OFFICE	CORE & CIRC	UTILITY	RESIDENTIAL	CORE & CIRC	UTILITY	PARKING	
FLOOR P1							0	411	15399	15810
FLOOR O1/R1	1367	612	3710	3964	192	3653				13498
FLOOR P2							0	0	17257	17257
FLOOR O2/R2/P3	1227	185	5782	2451	0	3889	0	0	17302	30836
FLOOR R3/P4				2458	0	3897	0	0	17302	23657
FLOOR O3 (R3/P4)	1217	174	5762							7153
FLOOR R4/P5				2722	0	4885	0	0	12219	19826
FLOOR O4 (R4/P5)	1227	0	9561							10788
FLOOR R5				2096	100	9324				11520
FLOOR O5 (R5)	1227	0	9838							11065
FLOOR R6				2096	100	* 9324				11520
FLOOR R7				2096	100	9324				11520
FLOOR O6 (R7)	1299	0	6438							7737
FLOOR R8				2096	100	9324				11520
FLOOR O7 (R8)	1026	428	0							1454
FLOOR R9				2096	100	9132				11328
FLOOR R10				2096	100	9132				11328
FLOOR R11 PH				2096	100	8419				10615
FLOOR R12 ROOF				0	1023	0				1023
<b>SUBTOTALS</b>	<b>8590</b>	<b>1399</b>	<b>41091</b>	<b>26267</b>	<b>1915</b>	<b>80303</b>	<b>0</b>	<b>411</b>	<b>79479</b>	<b>239455</b>
	Total Office		51080	Total Resi		108485	Total Parking		79890	<b>239455 TOTAL GSF</b>

Ground-level Retail 7363

DENOTES RETAIL

8-8A SITE AREA GSF	37,737.00
FAR	6.35



	RESIDENTIAL UNITS					
	STUDIO	1BR	1BR+D	2BR	2BR+D	3BR
G1	0	0	0	0	0	0
R2	3	2	1	0	0	0
R3	3	2	1	0	0	0
R4	3	2	1	0	0	0
R5	0	8	1	3	0	0
R6	0	8	1	3	0	0
R7	0	8	1	3	0	0
R8	0	8	1	3	0	0
R9	0	8	1	3	0	0
R10	0	8	1	3	0	0
R11 PH	0	0	0	0	3	3

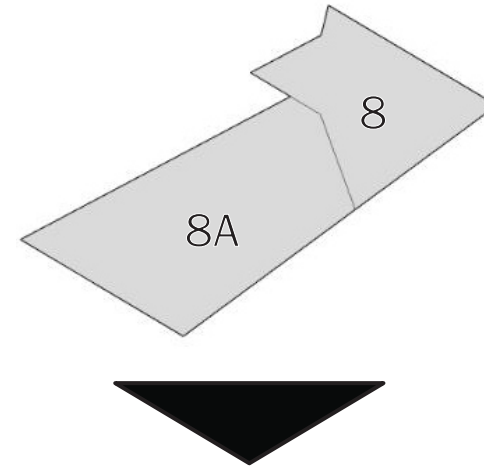
R12						
Percent overall	9%	56%	9%	19%	3%	3%
Sub-total	9	54	9	18	3	3
<b>Total Units</b>	96 Total, -1 Unit for Amenity (location TBD) = 95 Units					<b>* 95</b>



	AUTOMOBILE PARKING			
	FULL	COMPACT	HC VAN	HC
G0	32	0	2	1
G1	35	0	2	1
P03	38	0	0	0
P04	38	0		
P05	30	0		
Sub-total	173	0	4	2
<b>Total Spaces</b>	<b>179</b>			

\*One unit to be dedicated to amenity

# PROGRAM EVOLUTION - PARTI VOLUMES



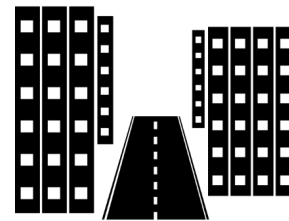
CORPORATE HEADQUARTERS



STRUCTURED PARKING



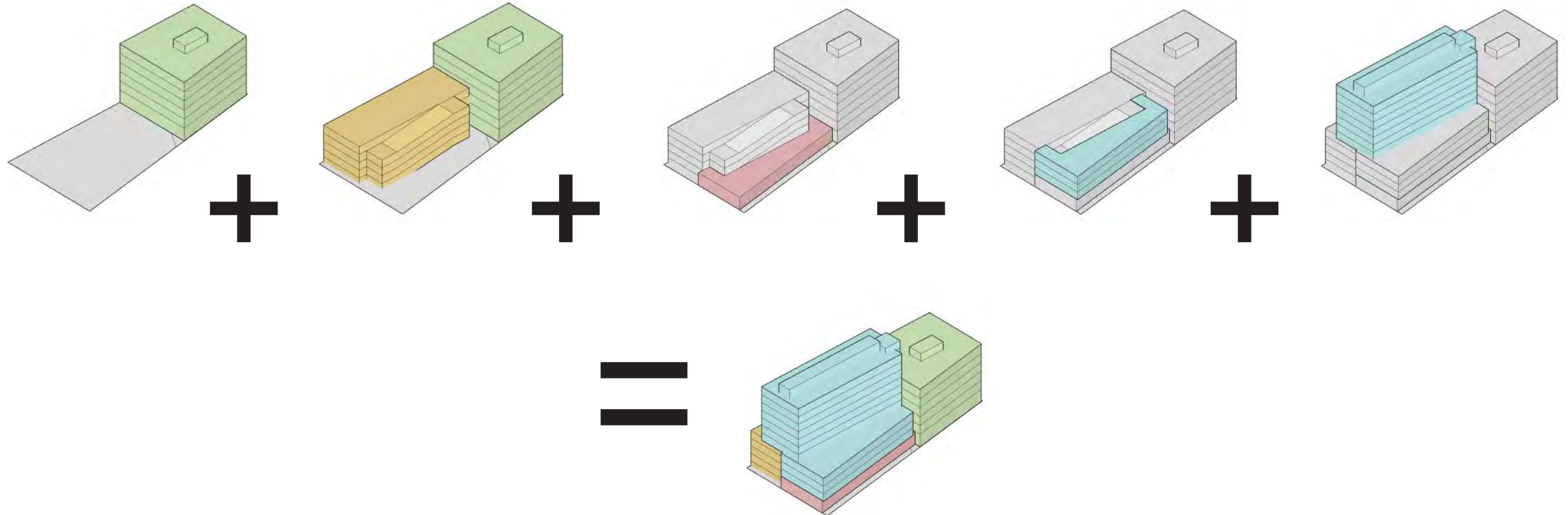
RETAIL ACTIVATION



NEIGHBORHOOD SCALE RESIDENTIAL



URBAN SCALE RESIDENTIAL





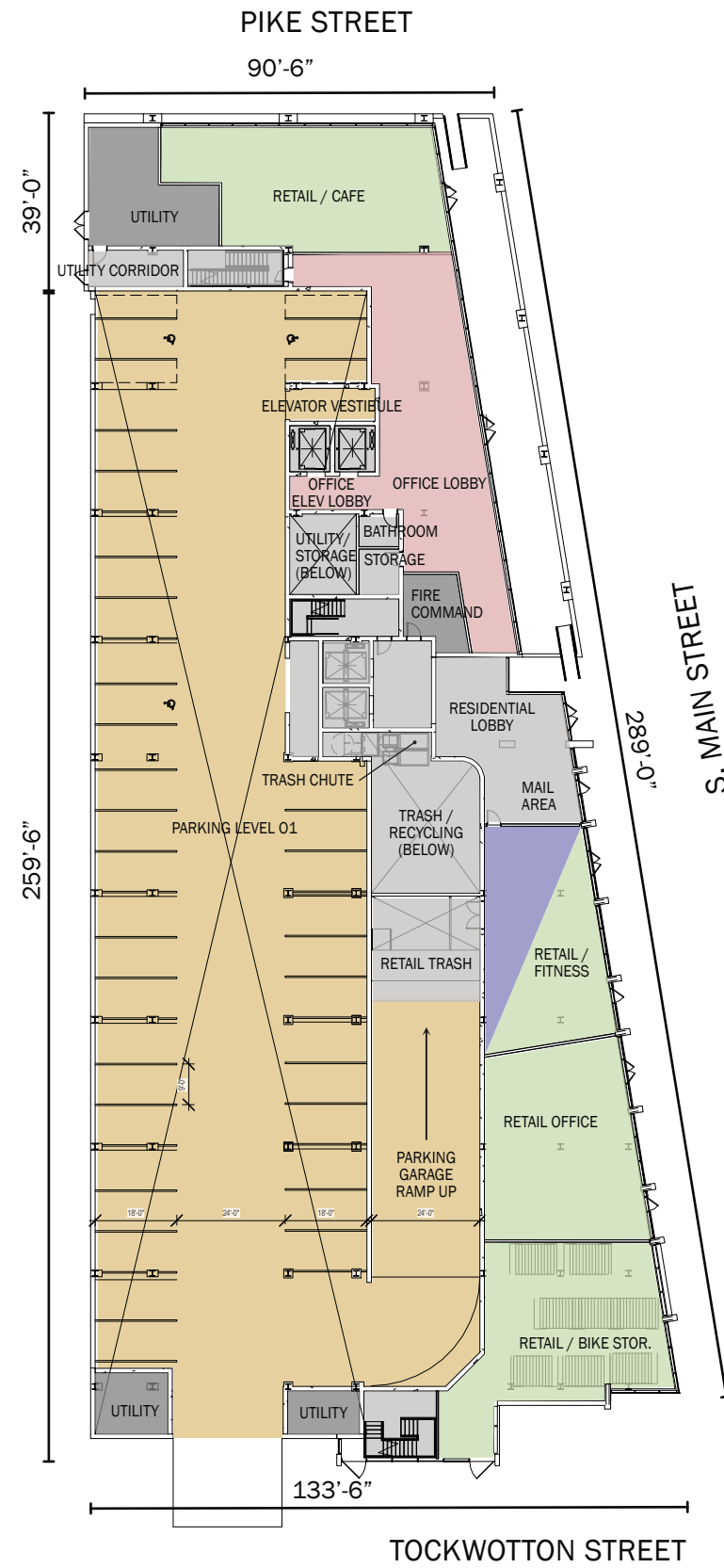
# CONCEPT PLANS

## Level 1

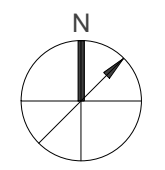
- Ground floor plan

### KEY

COMMERCIAL OFFICE
RETAIL
PARKING
RESIDENTIAL
AMENITY
CORE & CIRCULATION
UTILITY
STUDIO UNIT
1 BR UNIT
1BR+D UNIT
2BR UNIT
2BR+D UNIT
3BR UNIT



**1st FLOOR**  
1" = 40'-0"



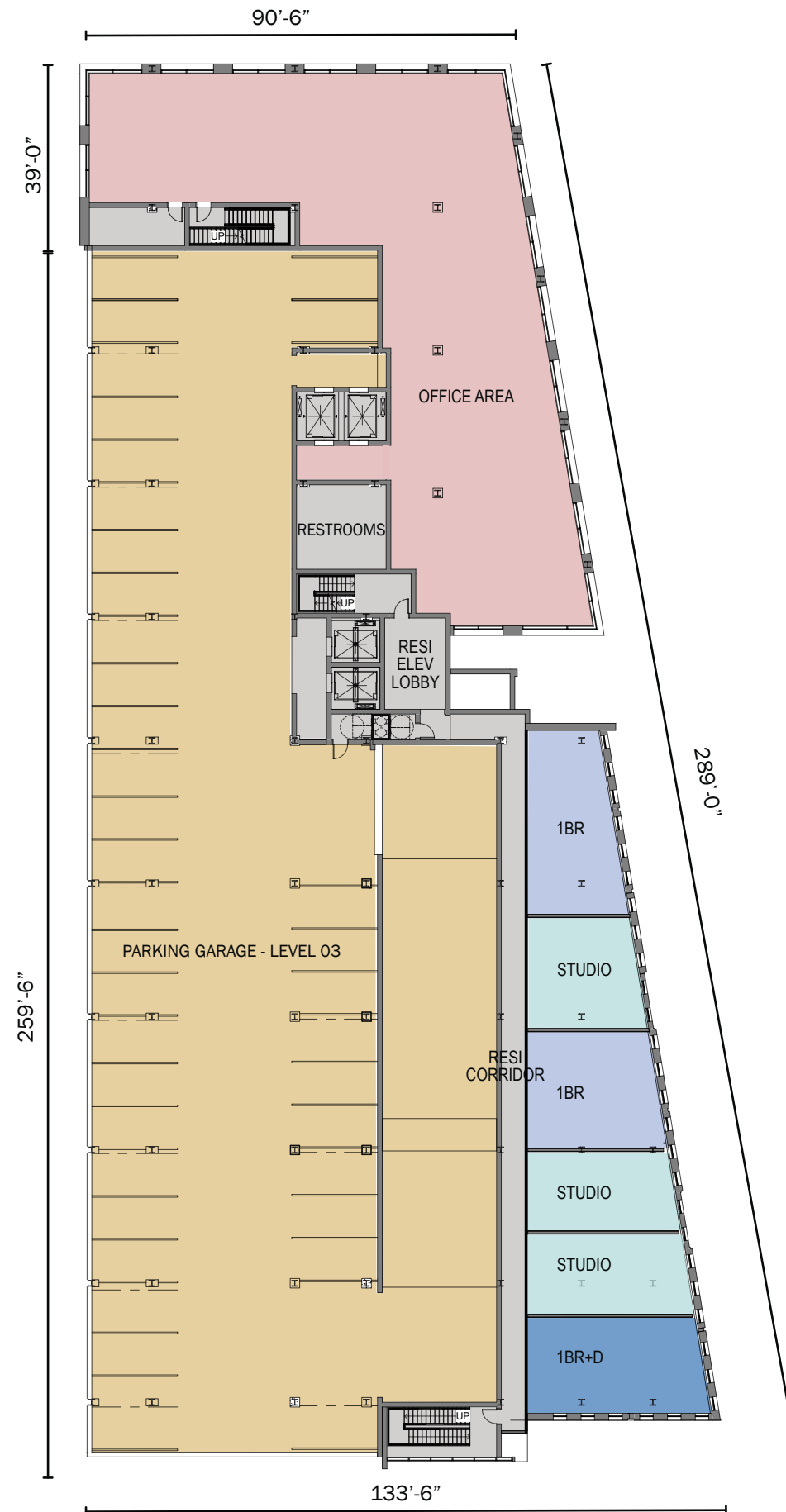
# CONCEPT PLANS

## Level 2

- Office plan
- Residential podium plan
- Not to scale

### KEY

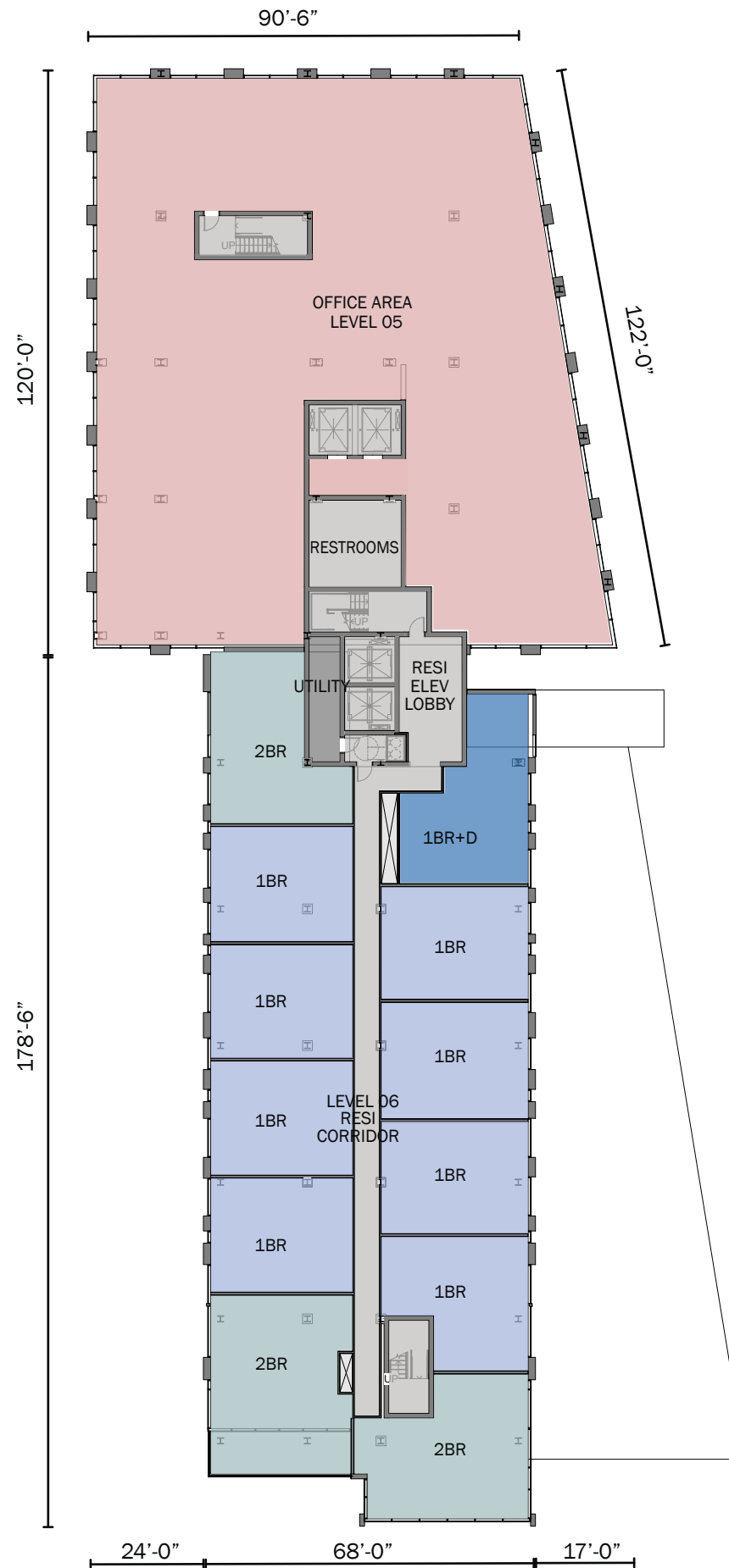
COMMERCIAL OFFICE
RETAIL
PARKING
RESIDENTIAL
AMENITY
CORE & CIRCULATION
UTILITY
STUDIO UNIT
1 BR UNIT
1BR+D UNIT
2BR UNIT
2BR+D UNIT
3BR UNIT



### CONCEPT PLANS

Level 6 Residential, Level 5 Office

- Typical residential tower plan
- Not to scale



#### KEY

COMMERCIAL OFFICE
RETAIL
PARKING
RESIDENTIAL
AMENITY
CORE & CIRCULATION
UTILITY
STUDIO UNIT
1 BR UNIT
1BR+D UNIT
2BR UNIT
2BR+D UNIT
3BR UNIT

# CONCEPT PLANS

## Level 6 Office

- Not to scale

### KEY

COMMERCIAL OFFICE
RETAIL
PARKING
RESIDENTIAL
AMENITY
CORE & CIRCULATION
UTILITY
STUDIO UNIT
1 BR UNIT
1BR+D UNIT
2BR UNIT
2BR+D UNIT
3BR UNIT



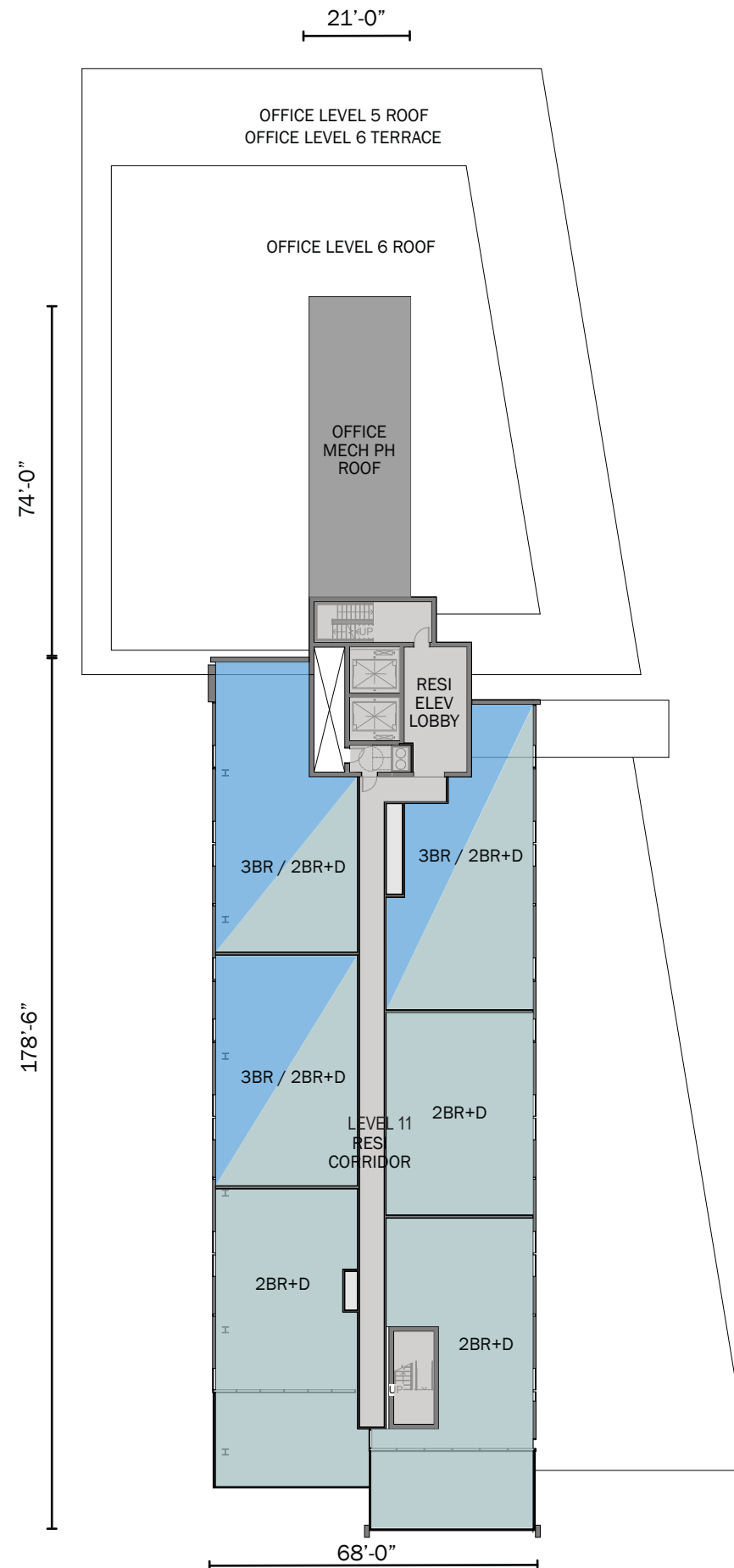
# CONCEPT PLANS

## Level 11 Residential

- Penthouse plan
- Not to scale

### KEY

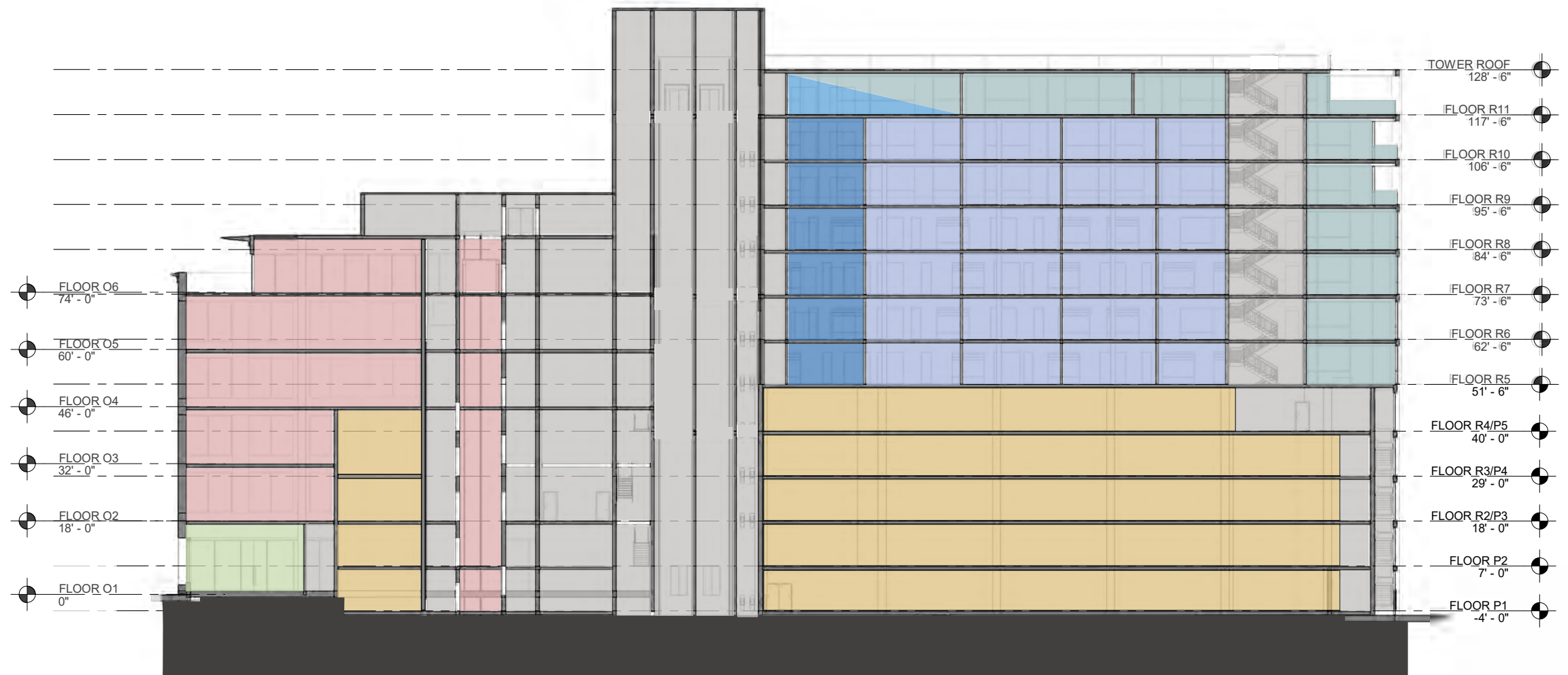
COMMERCIAL OFFICE
RETAIL
PARKING
RESIDENTIAL
AMENITY
CORE & CIRCULATION
UTILITY
STUDIO UNIT
1 BR UNIT
1BR+D UNIT
2BR UNIT
2BR+D UNIT
3BR UNIT



BUILDING SECTION

KEY

- COMMERCIAL OFFICE
- RETAIL
- PARKING
- RESIDENTIAL
- AMENITY
- CORE & CIRCULATION
- UTILITY
- STUDIO UNIT
- 1 BR UNIT
- 1BR+D UNIT
- 2BR UNIT
- 2BR+D UNIT
- 3BR UNIT

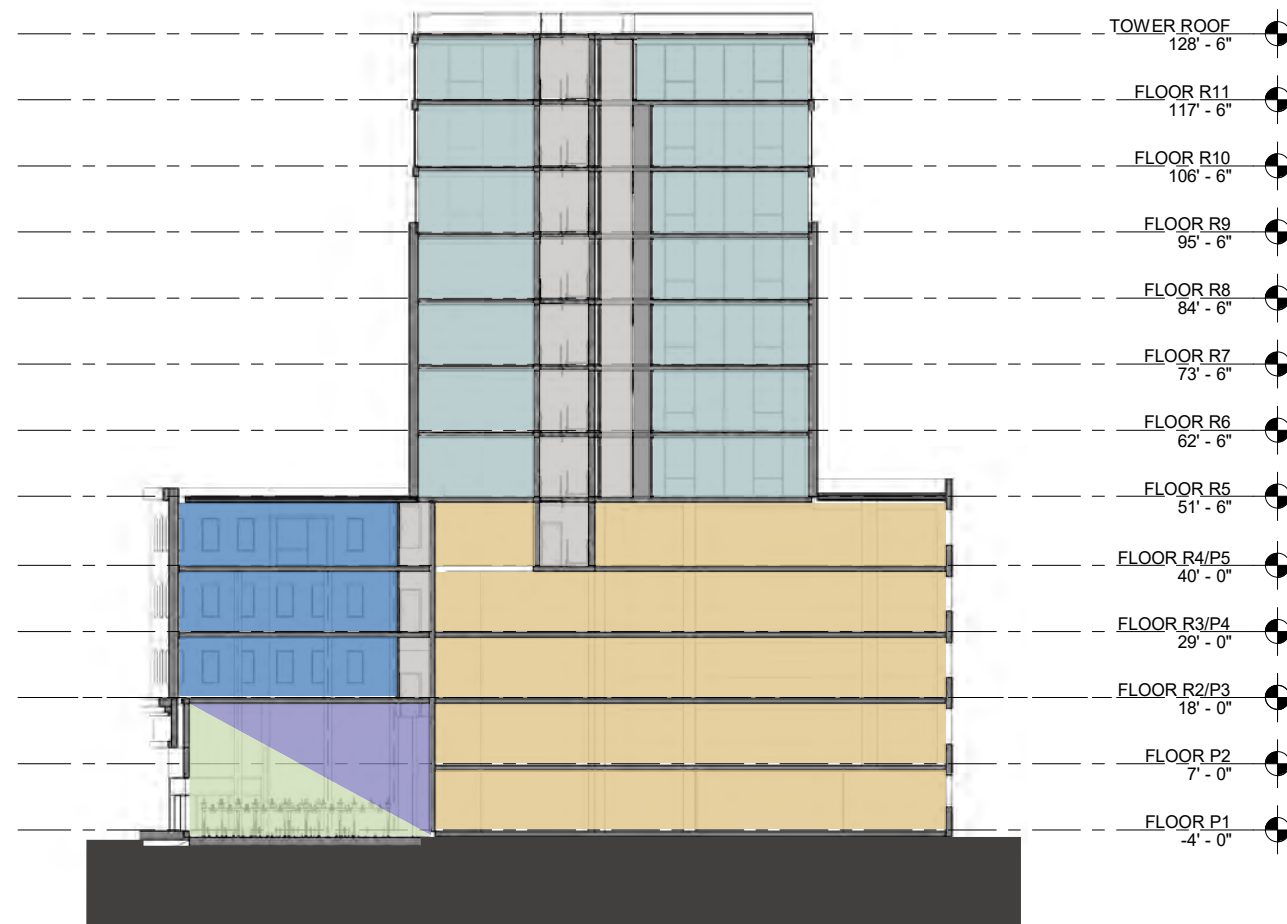


N-S BUILDING SECTION

BUILDING SECTION

KEY





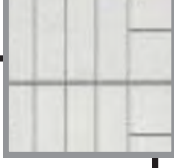
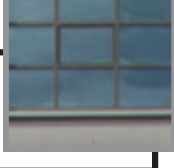
- COMMERCIAL OFFICE
- RETAIL
- PARKING
- RESIDENTIAL
- AMENITY
- CORE & CIRCULATION
- UTILITY
- STUDIO UNIT
- 1 BR UNIT
- 1BR+D UNIT
- 2BR UNIT
- 2BR+D UNIT
- 3BR UNIT



E-W BUILDING SECTION

# CONCEPT ELEVATION

## KEY

- 1 Limestone 
- 2 Patina Zinc 
- 3 Face Brick 
- 4 Aluminum Panel 
- 5 GFRC Panel 
- 6 Window Wall 





CONCEPT RENDERS

Exterior Render  
East Elevation at Pike and S. Main Street



CONCEPT RENDERS

Exterior Render  
West Elevation at Tockwotton and S. Main Street



CONCEPT RENDERS - STREETScape

STOREFRONT WALL

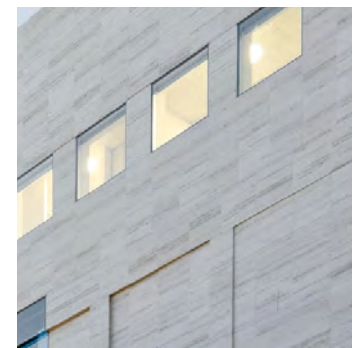


Detail Render  
Entrance to client's space and residential units

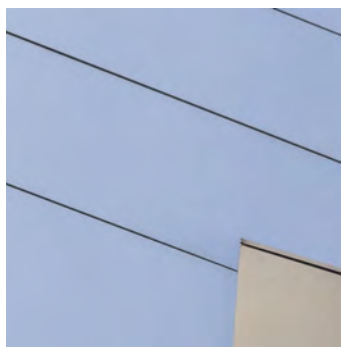
PATINA ZINC



LIMESTONE



ALUMINUM PANEL



Detail Render  
Retail space provided for local businesses

FACE BRICK

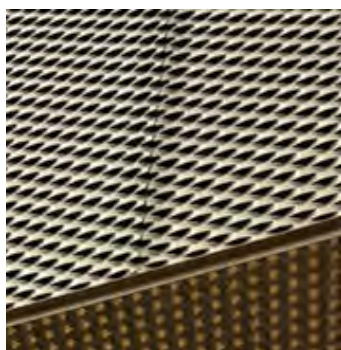


CONCEPT RENDERS - STREETScape

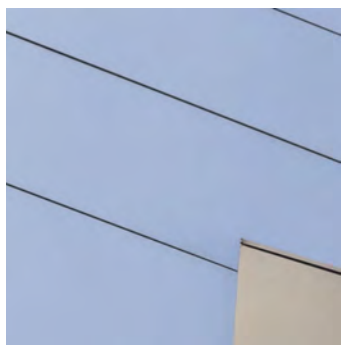
WINDOW WALL



MESH SCREEN



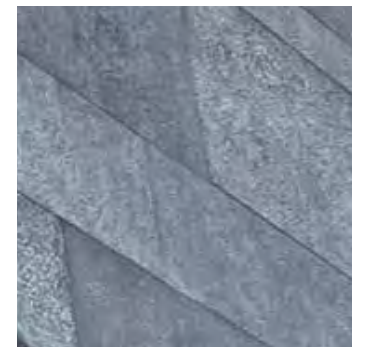
ALUMINUM PANEL



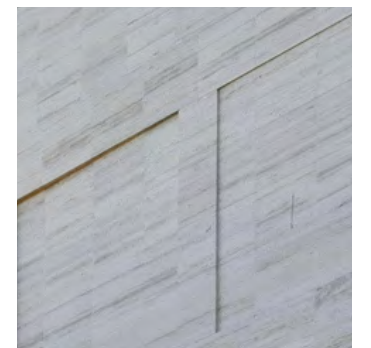
GFRC PANEL



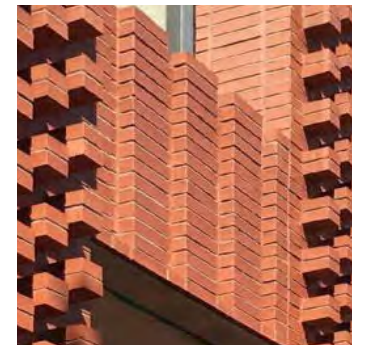
PATINA ZINC



LIMESTONE



FACE BRICK

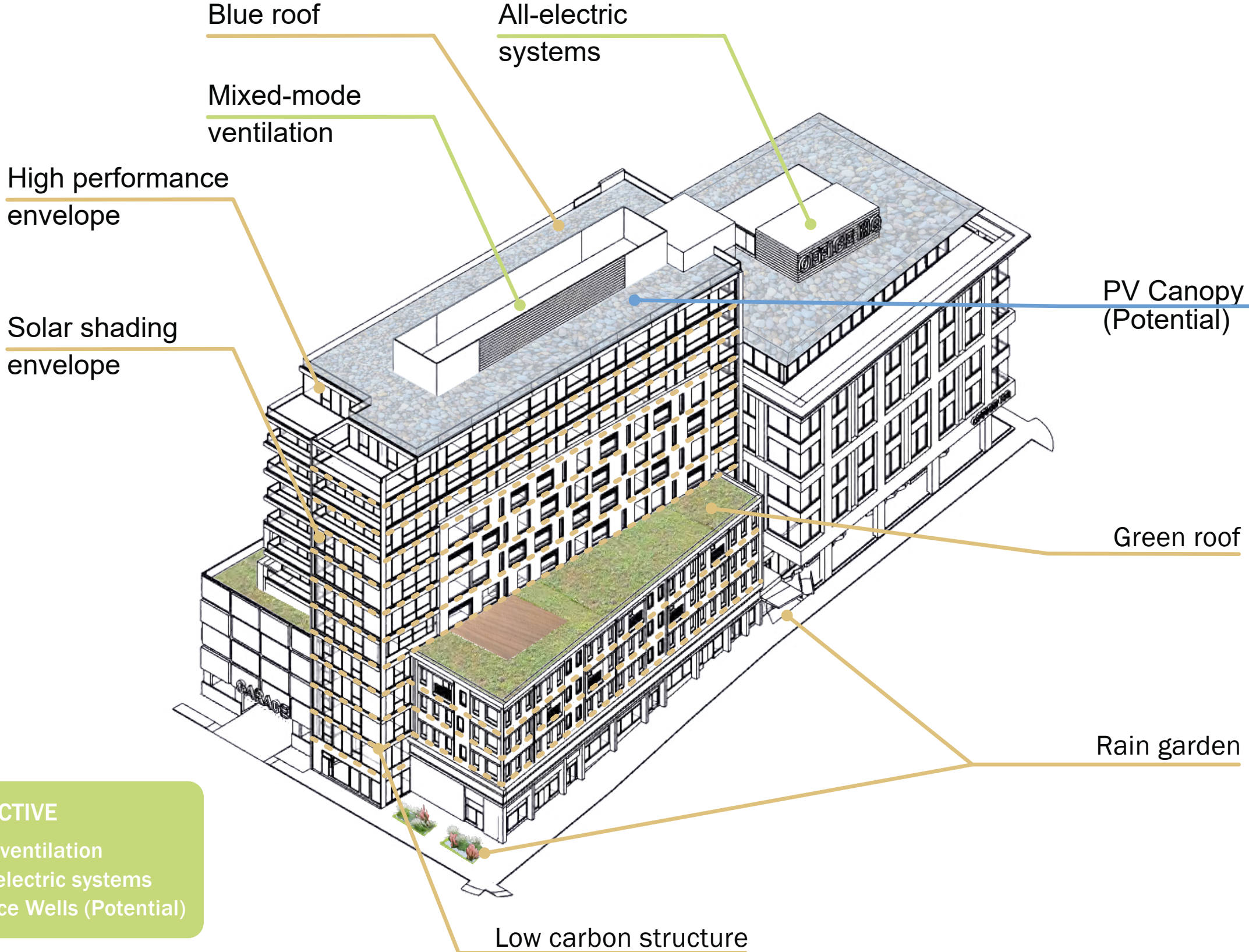


**Detail Render**  
Retail, residential and the entrance to the parking garage

# SUSTAINABILITY DIAGRAM OF STRATEGIES

This development will host high-performance, inherently sustainable buildings in alignment with the expectations of the developers D+P Real Estate & Truth Box Inc., architects and engineers on the Design Team, and the I-195 Redevelopment Commission authority. Below appear a select number of items that set a benchmark for these buildings. The Design Team is currently exploring alternative building approaches not listed, including Passive House techniques and the potential for mass timber use, which could result in additional substantial carbon savings. The diagram (right) shows specific strategies.

- Certify Leadership in Energy and Environmental Design (LEED) Silver level (minimum), per the qualifications of the U.S. Green Building Council (USGBC).
- Employ a combination of active and passive strategies for the reduction of the consumption of energy and, thus, carbon impact over their lifetime.
- All-electric buildings; no on-site fossil fuel consumption as primary heating, cooling, or resident cooking.
- Host ample bicycle parking to support alternate, non-vehicular modes of transit to and from the site.
- As a resiliency tactic all parking is above ground



**PASSIVE**

- Green roof
- Blue roof
- Low carbon structure
- High performance envelope
- Solar shading
- Rain Garden

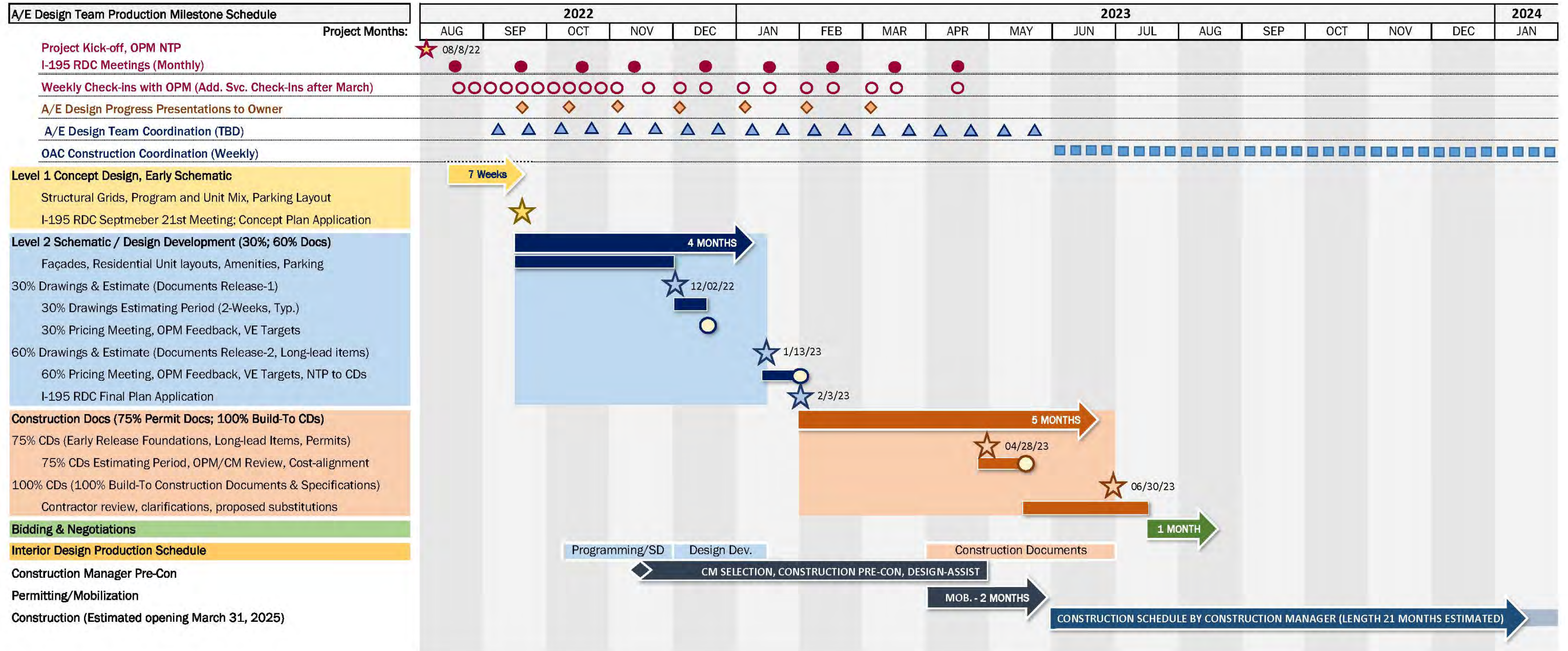
**ACTIVE**

- Mixed-mode ventilation
- High eff. All-electric systems
- Ground Source Wells (Potential)

**RENEWABLE**

- PV Canopy (Potential)

# IMPLEMENTATION SCHEDULE



# DISCUSSION