

# Developer's Toolkit

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## Business and Real Estate Development Opportunities in The Creative Capital

### **Convenient, Predictable, Efficient: One Stop for Development Approval**

- > The LINK gives developers a single entity for approving real estate development proposals and associated economic development. Uniquely in The LINK, the I-195 Redevelopment District Commission maintains full authority for proposal review and approval, zoning relief, and subdivisions and mergers, with an average turnaround time of 90 days.
- > Developers whose proposals meet The LINK redevelopment goals gain the I-195 Redevelopment District Commission as an active partner that will champion your development process and your investment in Providence and Rhode Island.







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Welcome to The LINK—an exceptional business and real estate investment opportunity in the heart of “The Creative Capital.”

With 19 acres of readily developable land, The LINK places you right in the middle of Providence’s rich assortment of assets, including a diverse and multitalented workforce, an established life sciences research cluster, the historic buildings and lively street life of Downcity, new signature parks along a beautiful riverfront, and much more. These ingredients foster the active, collaborative work/live/play culture that employers and workers seek today—and that translates into strong returns on a wide range of business and real estate investments.

The I-195 Redevelopment Commission gives companies, developers and institutions a clear and efficient process for developing sites with a wide range of market possibilities. The Commission will collaborate with you to help you take full advantage of The LINK’s assets. Helping you make the most of your investment furthers our mission of making the most of The LINK as an economic development engine for Rhode Island.

This Toolkit illustrates a range of potential development opportunities throughout the 19 acres of The Link and explains how your project can move from concept to completion. We invite you to explore it. Then come meet with us to talk about what links The LINK can make for you.

*The I-195 Redevelopment Commission*

# Introduction



## THE OPPORTUNITY

The LINK encompasses 19 acres of exceptional development sites in the heart of Providence, Rhode Island. You'll see why we call ourselves "The Creative Capital" when you explore our surprising mix of commercial, academic and medical enterprises—from brain research and graphic design to culinary arts and software development—all just a quick walk from The LINK parcels. The LINK provides businesses and institutions with a lively environment that encourages the interdisciplinary collaboration and industry clustering central to innovation today. It also offers prime sites for housing, hotel and retail development that attracts educated employees and visitors who value a dynamic urban setting.

**The I-195 Redevelopment Act of 2011 designates the LINK parcels for "commercial, institutional and residential development and beneficial reuse, including without limitation to support or encourage workforce development, education and training, and the growth of 'knowledge based' jobs and industries such as research and development, life sciences, media technologies, entrepreneurship and business management, design, hospitality, software design and application, and a variety of other uses consistent with a knowledge based economy"**

**Our Economic  
Development  
Mission**

The I-195 Redevelopment Commission stands ready to help connect you with the workforce you need, drawing on a regional concentration of “creative workers” and a broad range of workers at all levels in other sectors. The Commission also welcomes businesses and organizations interested in helping train workforce. We can identify resources to support such efforts.

## CREATING A GREAT PLACE FOR PEOPLE THAT BUILDS DEVELOPMENT VALUE AND FOSTERS INNOVATION

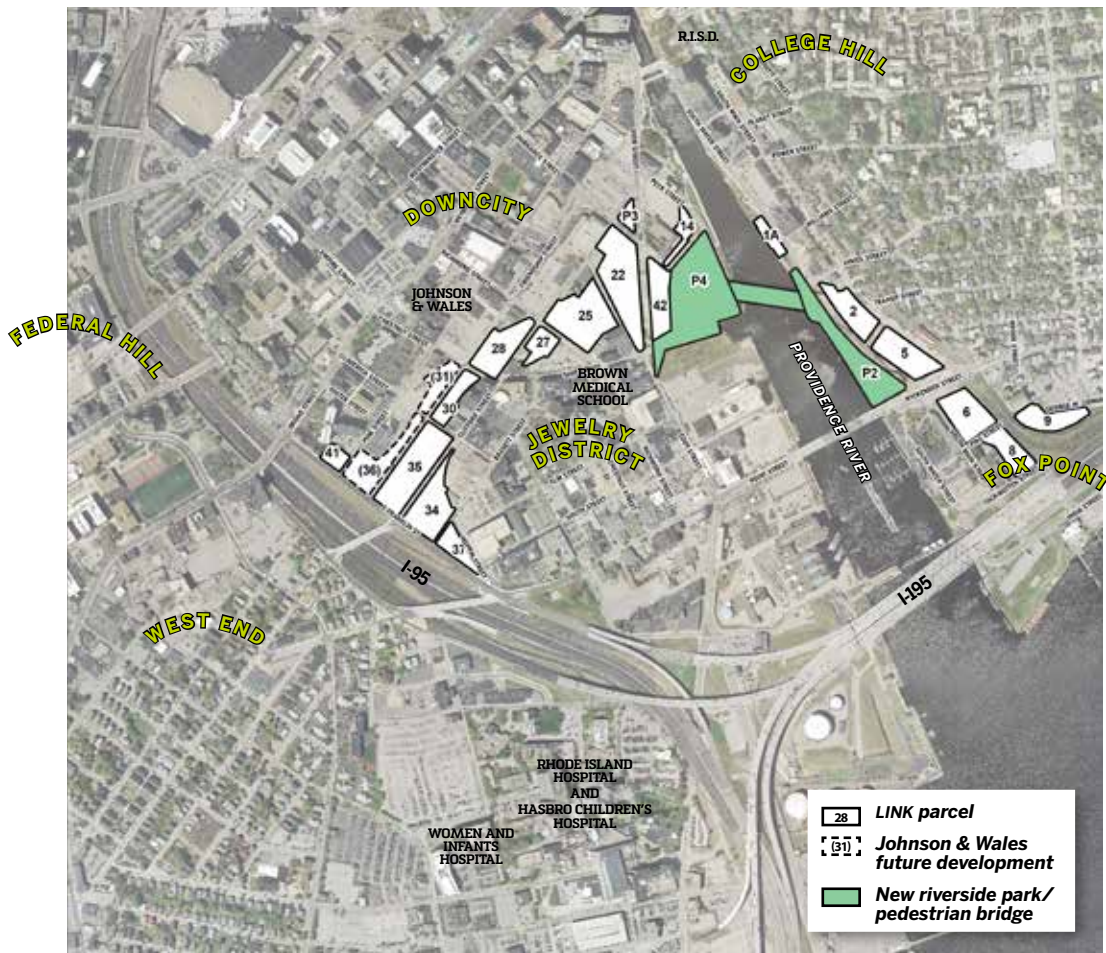
The LINK combines the best of Providence’s distinctive historic and walkable character with flexible development and tenant opportunities that respond to the way businesses and institutions operate today. This developer Toolkit describes a predictable structure through which you, other investors, and public agencies can collaborate to build unique districts and neighborhoods that boost the value of each individual property and tenant. To build a great place, five principles guide development of The LINK parcels:

- ***Attract a workforce for today’s knowledge-based businesses and institutions.*** Increasingly, jobs follow and emerge from concentrations of the skilled people needed to fill them.
- ***Create walkable connections among great places to live, work and play.*** Walkable streets support the person-to-person interaction that builds a strong creative work culture.
- ***Offer convenient transportation choices, including walkable streets, access to public transit and dedicated bike access.*** Take travel pressure off urban road infrastructure and take full advantage of excellent regional highway connections.
- ***Welcome a mix of land uses.*** Support daytime and evening life and activity, support retail serving all use categories, and make efficient use of parking and parks infrastructure, keeping costs down and programming up.
- ***Provide distinctive amenities.*** Showcase the stunning new riverfront parks, the adjacent historic districts of Downcity, College Hill and the Jewelry District, and fresh contemporary architecture that engages these contexts.

## Development Principles



## THE LINK PARCELS AND THEIR CONTEXT



In summary, development in The LINK both contributes to and benefits from:

- a complementary mix of work, live and play activities
- stores and parks that enhance people's lifestyles
- a welcoming, walkable network of streets and blocks that provides access to a variety of high-value development sites

## PLANNING AND DESIGN GUIDANCE

This Toolkit includes a design and development framework that applies across The LINK, as well as recommendations tailored to the conditions of each parcel. The framework aims to help new development advance the principles outlined above and to enhance the value of all investments in and around The LINK. The framework includes:

- **Zoning requirements**, summarized in Section A.1. The city's 2012 zoning update establishes clear, predictable standards meant to encourage market-driven development in The LINK. The

zoning creates significant development capacity, including building heights of up to 200 feet in some places. The parcel development and design guidelines identify selected zoning requirements with the notation “[requirement].”

- ***Demonstrations of development opportunity.*** These serve as examples of just some of the opportunities each site offers in ways that satisfy zoning and the guidelines, in both letter and spirit. The design guidelines identify approaches that are recommended, but not required, as “[encouraged].”

The Commission welcomes concepts that may depart from the letter of zoning regulations and/or development and design guidelines, yet effectively support The LINK’s development principles through alternate means.

## MAKING YOUR PROJECT WORK

Pre-approved site and stormwater standards and our unified approvals authority significantly streamline approvals, but some proposals may face other feasibility challenges. We may be able to help—for example, by helping ensure adequate parking or workforce. Even if you intend to submit a conforming proposal, we encourage you to meet with us to identify specific challenges and discuss how to resolve them.

## HOW THE COMMISSION SELECTS PROPOSALS

The Commission’s structured process for reviewing development proposals lays out a predictable and efficient path to approval and development. As a “one-stop shop,” we combine approval processes for property sale, zoning, and design. Part A of this document outlines the process steps, from securing a site to getting your project permitted. We encourage prospective applicants to begin by meeting informally with our staff to discuss how we can help you achieve your goals.

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# 1 Zoning

## Overview

A PREDICTABLE FRAMEWORK FOR DEVELOPMENT THAT DELIVERS THE VALUE—  
AND CONTINUES THE LEGACY—OF A WORLD-CLASS DOWNTOWN

*Note: This document offers an informal guide to the Providence zoning and permitting process; it is not a substitute for local ordinances or state law.*

***Zoning and development guidelines created to enhance development opportunity and value.***

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The City of Providence updated zoning for The LINK parcels in 2012 as part of planning for the district and a comprehensive overhaul of all zoning downtown. Redevelopment parcels in The LINK gain value from their proximity to the highly walkable, attractive and valuable existing development patterns of Downtown, the Jewelry District, College Hill and adjacent neighborhoods, and the zoning and development guidelines ensure this value will extend to new development and its environs.

The LINK parcels lie in two areas with distinct zoning—downtown parcels west of the Providence River and East Side parcels east of the river. The map on the facing page shows the zoning for these parcels as of January 2014. More detailed information appears online at [http://gis.providenceplanning.org/PVD\\_Parcel\\_ZoningMap/](http://gis.providenceplanning.org/PVD_Parcel_ZoningMap/).

- **Development parcels west of the Providence River lie within the D-1 Zone** (which is further subdivided according to height limits). Section 502 of the city's zoning ordinance describes this zone at [www.providenceri.com/efile/3059](http://www.providenceri.com/efile/3059). *A summary for the zoning for these parcels begins on page 8.*
- **Development parcels east of the Providence River lie within the East Side I-195 Overlay District (ESOD).** Section 509 of the city's zoning ordinance describes this zone at [www.providenceri.com/efile/3059](http://www.providenceri.com/efile/3059). These parcels are also subject to the use requirements of the underlying C2, R2, W2, and/or RG Zones, depending on their location. *A summary of the zoning for these parcels begins on page 13.*



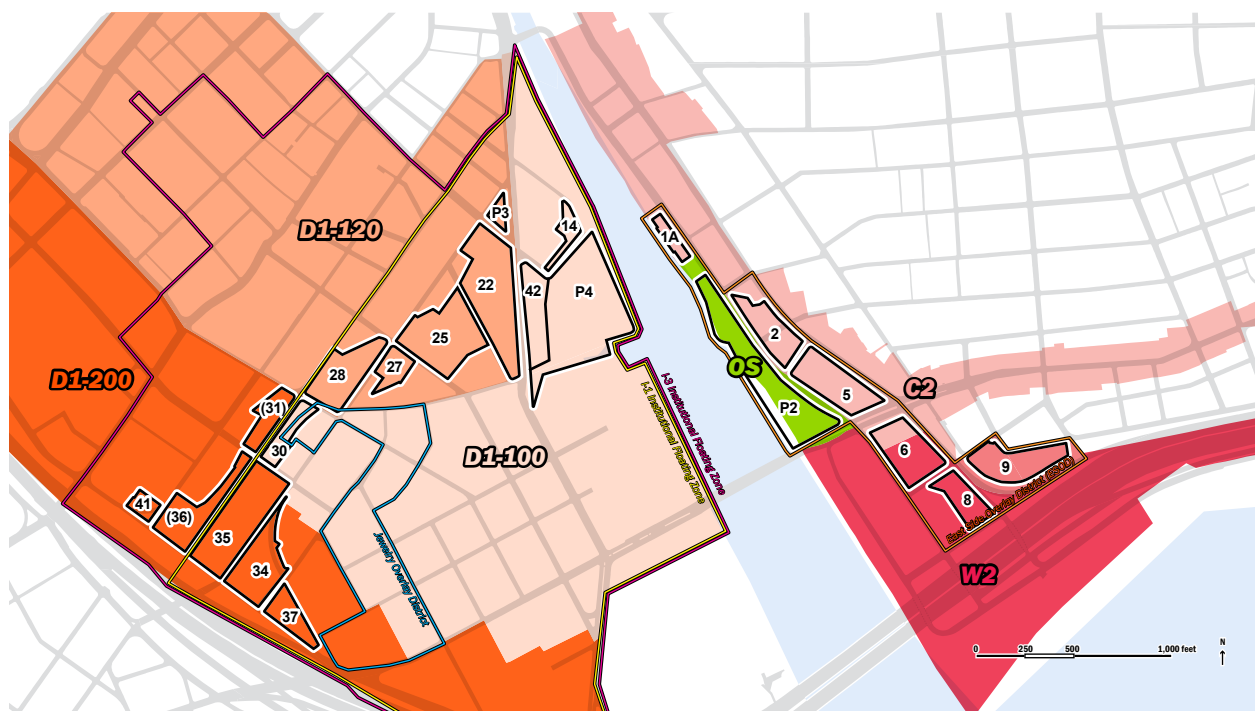
The LINK framework's development standards for each parcel outline supplementary guidelines that address additional considerations of land use and design. They are available at [\[hyperlink to come\]](#).

Environmental standards also apply to the development parcels on issues including

- Stormwater impacts
- Brownfields (primarily, minor stipulations for Parcels 8, 25 and 35)
- Urban Coastal Greenway requirements (Parcels 2, 5, and 14)

More detail on these standards appears in sections B.1, B.2, and B.3.

## ZONING FOR THE LINK PARCELS AND THE AREAS AROUND THEM



SOURCE: CITY OF PROVIDENCE DEPARTMENT OF PLANNING & DEVELOPMENT; ZONING AS OF 1 JANUARY 2014

# Summary of zoning considerations for parcels west of the Providence River (D-1 Zone)

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The D-1 Downtown Central Business District Zone covers all of downtown Providence. While historic buildings and public spaces provide strong definition to much of downtown, parcels in The LINK offer prime opportunities to “accommodate appropriate expansion of the downtown area” in ways that continue downtown’s walkability and urban qualities through the economic and design contributions of new construction. The I-195 Redevelopment Commission has authority to waive certain standards if a development proposal demonstrates it can meet the intent of zoning policy through alternate means and to grant variances when the zoning ordinance imposes a hardship on development of the site.

A number of zoning provisions apply specifically to parcel edges along “A” (Priority Active) and “B” (Secondary Active) streets—those that are most important as safe, inviting walking corridors and thus need adjacent buildings to respond with appropriate scale, use, transparency and design.

Key zoning considerations in the D-1 Zone include:

- **Land use:** The LINK and its larger downtown setting thrive on a diverse mix of land uses that support Providence’s creative community and keep public places alive by day, evening and weekend. Acceptable uses include:
  - > office and retail uses
  - > research and development/lab
  - > educational, institutional, medical
  - > housing
  - > light manufacturing.
  - > recreational, cultural
- **Building height:** 100, 120 and 200 feet, depending on parcel location. Mechanical penthouses may rise above these elevations, and height bonuses of up to 30% are available in return for provision of additional ground-floor retail and/or public open space (explained in “Density and height bonus opportunities,” next page). A minimum height of 3 stories is required.

*“This zone is intended to encourage revitalization and restoration of the historic core business area and to accommodate appropriate expansion of the downtown area. A variety of business, financial, institutional, public, quasi-public, cultural, residential, and other related uses are encouraged in the downtown area. Compatible and appropriate mixed uses are encouraged to promote commercial, retail and other business activity at street levels; residential, retail, and office uses on the upper floors; and to preserve and foster the economic vitality of the downtown.”*

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ZONING ORDINANCE

- **Density and height bonus opportunities:** A residential-unit density bonus of 40–100%, and/or height bonus of 10–30%, may be achieved in return for:
  - > *provision of active ground-floor uses* (see table) and/or
  - > *provision of publicly-accessible open space* (see table)
  - > *transfer of development rights* from eligible historic buildings in Providence in return for donation of a preservation restriction.

**Note:** *Height increase may not exceed 30% in any case.*

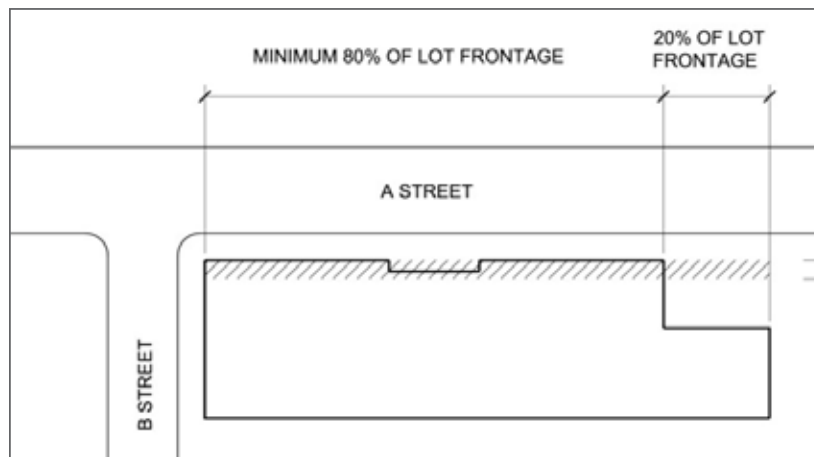
**BONUSES—ACTIVE GROUND-FLOOR USES**

% OF GROUND-FLOOR AREA	DENSITY BONUS	HEIGHT BONUS
25 to 50%	40%	10%
51 to 75%	70%	20%
76 TO 100%	100%	30%

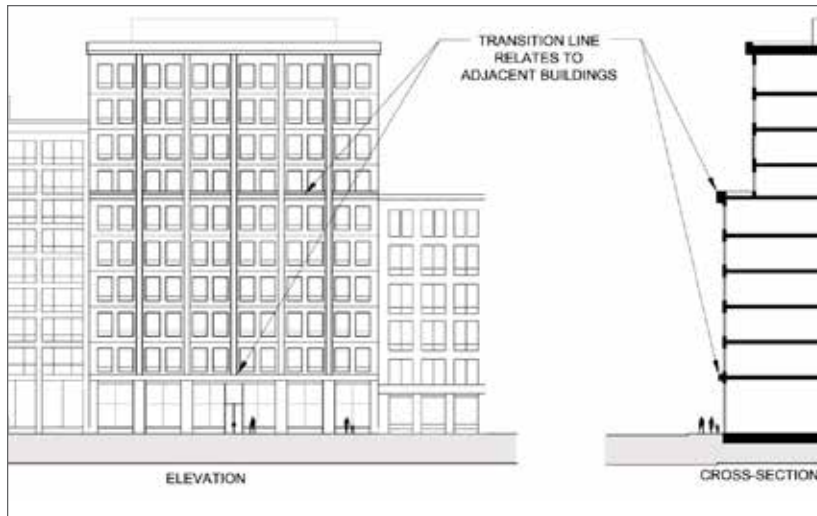
**BONUSES—PUBLICLY-ACCESSIBLE OPEN SPACE**

% OF LOT AREA	DENSITY BONUS	HEIGHT BONUS
10 to 15%	40%	10%
16 to 25%	70%	20%
>25%	100%	30%

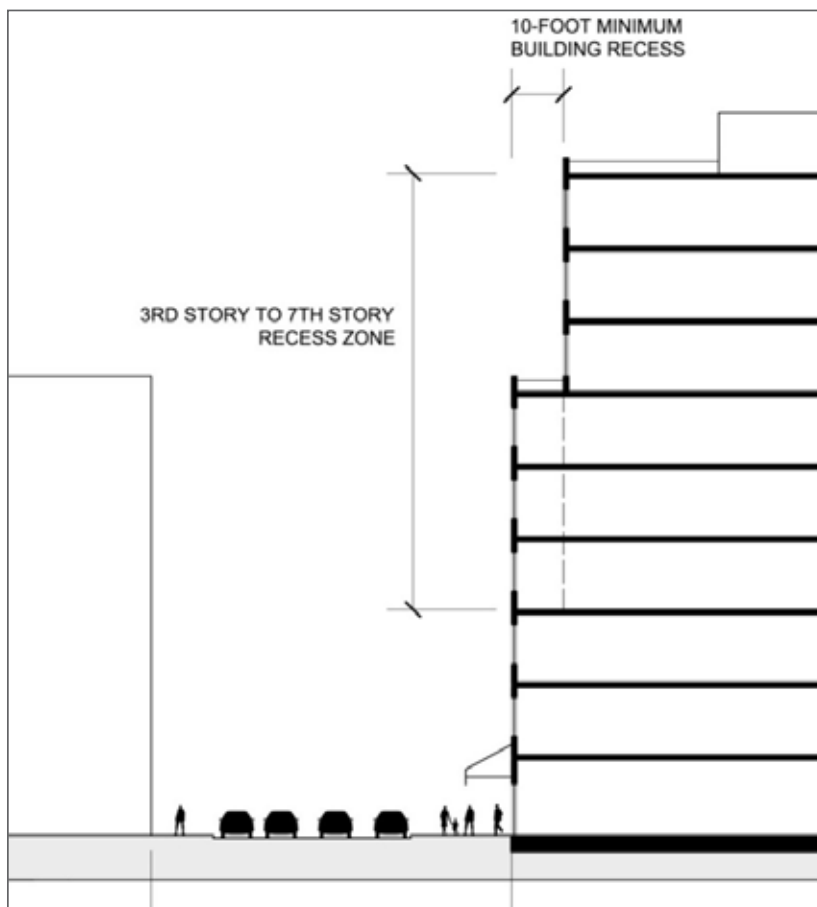
- **Building edge along streets:** Facades along A and B streets must meet a consistent “build-to” line 0 and 8 feet from the property line and public sidewalk edge. Up to 20% of façade length is exempt from this requirement, and additional variations that create or improve space for outdoor seating or other public use are acceptable.



**Build-to Line along A and B Streets** (Providence Zoning Code)

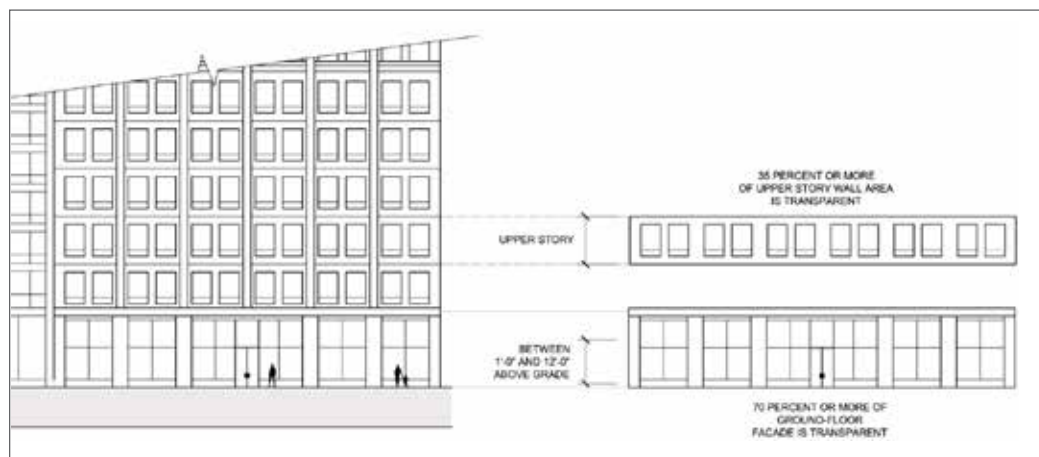


**Transition lines** (Providence Zoning Code)



**The zoning code requires a minimum 10-foot setback between the third and seventh stories.** (Providence Zoning Code)

- **A façade recess of at least ten feet, or transition line,** is required between floors 3 and 7 along A and B streets.
- **Façade transparency along streets:** Facades along A and B streets must provide at least 70% ground-floor window area supporting retail or other active ground-floor uses.
  - > Ground-floor minimum height: 12 feet (15 to 20 feet is encouraged)

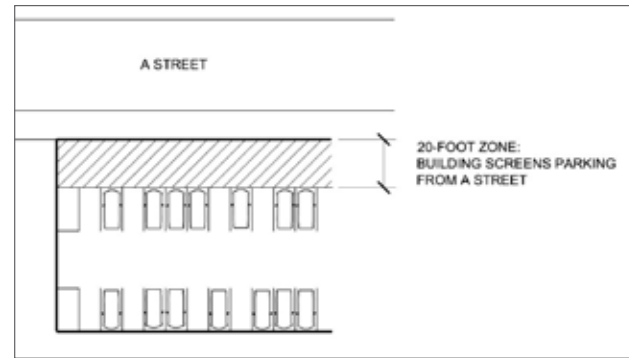


**Upper- and lower-story transparency requirements of the zoning code**  
(Providence Zoning Code)

- > Upper-floor minimum coverage: 35% of the façade must consist of transparent window area.
- **Durable façade materials** such as masonry and metal are required.
  - **Parking:** The LINK offers a flexible range of parking solutions to address the needs of different users and the physical configurations of different parcels. Parking for a given parcel can be located on that parcel, on another privately owned site, and/or in a shared public parking facility. The quantity of parking provided can vary based on expected need. As a starting point, the zoning ordinance outlines a minimum number of on-site spaces based on land use. Examples of these minimums in the D-1 zone include 1 space per 1,000 square feet of office or retail space, and 0.75 spaces per dwelling unit.

However, the Commission welcomes proposals for alternate parking counts and/or locations that reflect a site's expected development. Applicants can also pay to use off-site public parking to meet on-site requirements. The Commission encourages parking solutions, whether private or public, that let multiple uses share the same spaces at different times of the day (as, for example, offices and housing would). It favors shifting as much parcel space as feasible from parking to primary uses like research and retail.

- **Parking structures** (one or more levels, whether free-standing or integrated into a building) should support walkability along A and B streets by screening parking at ground level behind active, occupied building spaces or landscaping at least 20 feet deep. Façades must also meet architectural design and material standards and should not include visible sloped ramps along A streets.



**Screening of ground-floor parking behind active uses or landscaping** (Providence Zoning Code)

- **Loading docks and parking access** should not be located along A streets, and loading docks should be screened with architectural doors.
- **Temporary structures** or other installations (such as public art or landscaping) that promote economic development, walkability and public amenity are encouraged for parcel areas where development will not begin for one to three years. Such structures may be approved at the Commission's discretion and are not subject to new-construction standards. Examples include retail, recreational or educational uses, public art, or other activities. Any structures or other installations should enhance the safety and appeal of walking along adjacent streets. Surface parking is not permitted, except to support temporary uses or construction.
- **Tree canopy** covering 15% of the site area not occupied by buildings is recommended.

# Summary of zoning considerations for parcels east of the Providence River

(East Side Overlay District and base C2, OS, and W-2 Zones).

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Parcels in the East Side Overlay District, or ESOD, offer a special opportunity for new, high-value housing and supportive retail to create a new face for Providence's venerable College Hill neighborhood along premier Providence River waterfront parkland. The I-195 Redevelopment Commission has authority to waive certain standards if a development proposal demonstrates it can meet the intent of zoning policy through alternate means and to grant variances when the zoning ordinance imposes a hardship on development of the site.

A number of zoning provisions apply specifically along parcel edges that face specific streets—categorized as Priority Active, Secondary Active, and Identity streets.

Key zoning considerations in the ESOD include:

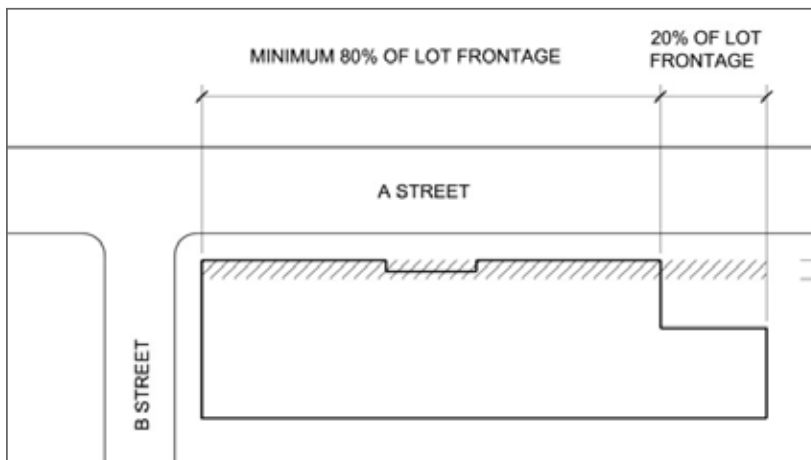
- **Land use:** Primarily multifamily and townhouse residential, neighborhood retail, and entertainment (required along Wickenden Street). Office, research and development/lab, and educational uses may also be feasible on Parcels 6 and 8. Surface parking is generally not acceptable, but shared public parking may be made available to meet a substantial share of parking needs.
- **Building height:** 45 feet maximum, except on portions of Parcels 6, 8 and 9 in the W-2 Zone, where the basic height limit is 75 feet. Height bonuses of up to two stories are available in return for provision of additional ground-floor retail and/or public open space (explained in the next bullet, "Density and height bonus opportunities"). A minimum height of 2 stories is required.
- **Height bonus opportunities:** A height bonus of up to two stories may be achieved in return for:
  - > Provision of structured parking for at least half of off-street parking needs;
  - > Provision of publicly-accessible, privately-maintained open space covering 10% or more of lot area;

*"This overlay district is intended to regulate future land use and development of East Side surplus land made available through the relocation of Interstate 195. The regulations provided in the overlay district will ensure that future development establishes an urban block structure, creates continuous building frontages, and promotes urban vibrancy. Furthermore, the regulations will foster development that is context sensitive, pedestrian-friendly, and mixed-use, and improves pedestrian and vehicular accessibility in the Fox Point neighborhood and along the Providence Riverfront."*

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- > Provision of active ground-floor uses occupying at least 5,000sf along selected streets; and/or
- > Provision of vertical mixed-use development including at least 50% housing.

- **Building edge along streets:** Facades along streets must meet a consistent “build-to” line located between 0 and 8 feet from the property line and public sidewalk edge (0 and 3 feet along Wickenden Street). Along streets other than Wickenden, up to 20% of the façade length is exempt from this requirement, and additional variations that create or improve space for outdoor seating or other public use are acceptable.



**Build-to Line along A and B Streets** (Providence Zoning Code)

- **Façade transparency along streets:** Facades must provide at least 35% ground-floor window area for residential uses and at least 70% ground-floor window area along Wickenden Street retail storefronts. Ground-floor height along Wickenden should be at least 12 feet (15 to 20 feet in encouraged) to accommodate active uses. On upper floors, at least 25% of the façade must consist of window area (but 35% along Wickenden). Glazing must be transparent or lightly tinted.
- **Durable façade materials** such as masonry and metal are required.
- **Parking:** The LINK offers a flexible range of parking solutions to address the needs of different users and the physical configurations of different parcels. Parking for a given parcel can be located on that parcel, on another privately owned site, and/or in a shared public parking facility. The quantity of



parking provided can vary based on expected need. As a starting point, the zoning ordinance outlines a minimum number of on-site spaces based on land use. Examples of base parking minimums in the ESOD include 2 spaces per 1,000 square feet of office or retail space, and 1.5 spaces per dwelling unit.

However, the Commission welcomes proposals for alternate parking counts and/or locations that reflect a site's expected development. Applicants can also pay to use off-site public parking to meet on-site requirements. The Commission encourages parking solutions, whether private or public, that let multiple uses share the same spaces at different times of the day (as, for example, offices and housing would). It favors shifting as much parcel space as feasible from parking to primary uses like research and retail.

- **Parking structures** (one or more levels, whether free-standing or integrated into a building) should support walkability along streets by screening ground-floor parking behind active, occupied building spaces or landscaping at least 20 feet deep. Facades must also meet architectural design and material standards and should not include visible sloped ramps.
- **Parking access** should be not be located along main streets, including Wickenden, South Main and South Water.
- **Temporary structures** or other installations (such as public art or landscaping) that promote economic development, walkability and public amenity are encouraged for parcel areas where development will not begin for one to three years. Such structures may be approved at the Commission's discretion and are not subject to new-construction standards. Examples include retail, recreational or educational uses, public art, or other activities. Any structures or other installations should enhance the safety and appeal of walking along adjacent streets. Surface parking is not permitted, except to support temporary uses or construction.
- **Tree canopy** covering 15% of the site area not occupied by buildings is recommended .



# 2 Permitting

## Overview

***Any compliant project proposed in The LINK can earn preliminary selection within three months and receive final approval within another three months.***

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The permit-review process begins with a Level 1 preliminary review of development proposals to select the most appropriate project to advance to more detailed Level 2 review. Level 2 review includes site plan/development plan review by the I-195 Commission, its agents and, for environmental considerations, Rhode Island Department of Environmental Management (RIDEM), Coastal Resources Management Council (CRMC), and Narragansett Bay Commission (NBC). Fire and building permit review follow and are the responsibility of the proposer and their architect. Application requirements and review schedules for each of these processes appear below.

Certain types of environmental review have already been completed for parcels in The LINK and add clarity to and/or can help expedite the development permitting process.

- **Brownfields.** The Rhode Island Department of Environmental Management has approved a preferred remedial alternative for each LINK parcel. In most cases, the alternative calls primarily for a two-foot or equivalent engineered cap. Parcels 8, 25 and 35 have minor additional requirements. For more information, see section B.1 and *Site Investigation Report—Former I-195 Redevelopment Parcels, Providence, RI*, April 2013, and Rhode Island Department of Environmental Management Remedial Decision Letter for Case No. 2012-033, October 8, 2013. You may also visit [www.195district.com/\\_resources/common/userfiles/file/PJD\\_I-195%20Environmental%20Permitting%20Status\\_20131219.pdf](http://www.195district.com/_resources/common/userfiles/file/PJD_I-195%20Environmental%20Permitting%20Status_20131219.pdf) and [www.195district.com/\\_resources/common/userfiles/file/2013-10-08\\_Remedial%20Decision%20Letter.pdf](http://www.195district.com/_resources/common/userfiles/file/2013-10-08_Remedial%20Decision%20Letter.pdf).
- **Stormwater impacts.** The Office of Water Resources in the Rhode Island Department of Environmental Management has issued a Master Water Quality Certificate with pre-approved terms and conditions for all LINK parcels.

Development proposals that meet the certificate conditions can receive fast-track approval for meeting water-quality standards. For more information, see section B.2 and the *I-195 Redevelopment District Master Water Quality Certificate for Land Redevelopment*. Visit [www.195district.com/\\_resources/common/userfiles/file/WQC%2013-035%20I-195%20District%20Master%20Permit\\_20131122.pdf](http://www.195district.com/_resources/common/userfiles/file/WQC%2013-035%20I-195%20District%20Master%20Permit_20131122.pdf).

- **Urban Coastal Greenway sites.** These requirements apply to Parcels 2, 5, and 14, but the LINK stormwater standards and nearby parkland mean that these parcels already substantially meet the requirements. For more information, see section B.3 and the *Urban Coastal Greenway Design Manual for the Metro Bay Region* or visit [seagrant.gso.uri.edu/z\\_downloads/coast\\_ucg\\_designmanual.pdf](http://seagrant.gso.uri.edu/z_downloads/coast_ucg_designmanual.pdf).

As part of the permitting process, fees are charged to cover the costs of Level 2 review, including the costs of administrative, technical, and public review. A schedule of these fees appears in section A.5.

The I-195 Redevelopment Commission may retain outside consultants with expertise in these areas to review applications:

- *Civil engineer—site, infrastructure, traffic, parking*
- *Environmental and stormwater review*
- *Building code review (under design consultant)*
- *Design review—structural, “fit,” sustainability*
- *Legal—zoning*
- *Legal—commission, title*
- *Feasibility/developer audit—market, fiscal, proforma*

## ***Requirements for Submitting Proposals***

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The table that follows outlines requirements for proposals submitted for both Level 1 and Level 2 reviews. If both levels require a particular item, for Level 1 the item should provide conceptual information, and for Level 2 it should provide updated schematic information that responds to any comments from the Level 1 review. Applicants should use the 12 categories to organize their submittals, clearly numbering the material to match the structure laid out in this table.

Item 1.2, *project overview narrative*, should specify a project’s name(s), use(s), size of buildings (number of stories and exterior height and footprint dimensions), square footage by use, any

intended utilization of bonus floor area or height permitted by the Providence Zoning Ordinance, and amenities. The narrative should also either state that the proposal fully conforms to the Zoning Ordinance or identify and justify any proposed modifications, deviations from and/or waivers to the ordinance. The narrative may incorporate responses to other items from this table as long as they are clearly numbered. Together, the narrative and other required items must describe how the proposed development addresses zoning requirements and fulfills goals for The LINK laid out in this Toolkit, with particular reference to the framework, development and design guidelines for the target parcel(s), and the review criteria outlined in section A.3. The Commission may waive any submission item, if that seems appropriate.

Submission requirements include:

- A **completed application (Level 1 only) and five (5) copies of a narrative report**, printed on 8.5 x 11-inch sheets, stapled or bound, providing a general description of the uses and type of development proposed by the Applicant. Both the application and narrative should also be sent to the Executive Director electronically.
- An **application fee** as set forth in section A.5, “Fees.”
- **Five plan sets**, plus one electronic copy (PDF format) on CD. The Applicant may be asked to provide additional plan sets to City of Providence departments during later review stages.

The Commission encourages applicants to contact neighboring property owners and/or other stakeholder by the time a Level 2 review begins with the aim of explaining conceptual development plans and addressing any questions or concerns their plan may create. Such conversations may also uncover useful synergies that can strengthen proposals during a Level 2 review.

ITEM #	RELATED CRITERIA *	LEVEL 1	LEVEL 2	RESPONSE ITEM
<b>1 Applicant and project background information</b>				
<b>1.1</b>				<p>Name and address of Applicant and/or property owner and parcel number designation(s) of the parcel or parcels being developed. Include information for this item and items 1.3–1.4 as follows:</p> <ul style="list-style-type: none"> <li>• <b>If the developer is a general partnership</b>, include information for each general partner.</li> <li>• <b>If the developer is a limited partnership</b>, include information for each limited partner with an interest of 25% or greater individually or in aggregate.</li> <li>• <b>If the developer is a corporation, or has a corporation as its general partner</b>, include information for each individual with an interest of at least 10% in the corporation's issued and outstanding voting stock.</li> <li>• <b>If the developer is not the owner</b>, specify whether the property will be purchased or leased and the timing and conditions for purchase or lease.</li> </ul>
<b>1.2</b>				<b>Narrative project overview</b> (requested narrative components appear on pages 17–18).
<b>1.3</b>	<b>3a</b>			<p><b>Relevant experience of development entity and/or principals:</b></p> <ul style="list-style-type: none"> <li>• 3–4 urban projects, including those with similar uses and of a similar scale. Provide photographs or renderings of any project that has been approved but not yet completed.</li> <li>• Public/private partnership experience.</li> <li>• If the development entity and/or principals lack any of this listed experience, please explain the value of other relevant experience.</li> </ul>
<b>1.4</b>	<b>3b</b>			<p><b>Relevant experience of development team other than Applicant</b>, (e.g., architect, engineer, transportation/parking consultant, legal consultant):</p> <ul style="list-style-type: none"> <li>• 3–4 urban projects, including those with similar uses and of a similar scale. Provide photographs or renderings of any project that has been approved but not yet completed.</li> <li>• If the development team members lack any of this listed experience, please explain the value of other relevant experience.</li> </ul>
<b>1.5</b>		As applicable	As applicable	<p><b>Payment of required fees</b> (see Fee list in section A5):</p> <ul style="list-style-type: none"> <li>• Application fee (as related to Level 1 or 2).</li> <li>• Zoning—certificate of consistency of use.</li> <li>• Fees covering third-party review of proposal on behalf I-195 Redevelopment Commission.</li> <li>• Other fees as applicable.</li> </ul>

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ITEM #	RELATED CRITERIA *	LEVEL 1	LEVEL 2	RESPONSE ITEM
<b>2 Program/Land Use</b>				
<b>2.1</b>	<i>1a, 1b</i>			<b>Principal proposed site program</b> , with reference to land use categories defined in the Providence Zoning Ordinance. Note type and location of any accessory ground floor uses. Indicate approximate floor area for each use in square feet.
<b>2.2</b>	<i>1a, 1b, 2a, 2b, 2c</i>			As applicable to proposed program, indicate: <ul style="list-style-type: none"> <li>• <b>Anticipated number of permanent employees</b> on site upon full occupancy, and approximate income levels of those employees.</li> <li>• <b>Anticipated number of housing units and/or student beds.</b></li> <li>• <b>Anticipated number of hotel rooms.</b></li> <li>• <b>Other measure of site occupancy</b> if relevant (e.g. number of restaurant seats).</li> </ul>
<b>2.3</b>	<i>2a</i>			<b>Summary profile of site access and parking needs</b> , including <ul style="list-style-type: none"> <li>• Approximate number of daily trips to the site requiring parking, by land use type.</li> <li>• Approximate number of other trips to the site using other modes (walking, transit, biking, taxi).</li> <li>• Anticipated method(s) of satisfying parking need, quantified, through 1) on-site parking; 2) public parking, on-street; 3) public parking, in centralized structure; and/or 4) other management approach such as valet parking, car-share service.</li> </ul>
<b>2.4</b>	<i>2a</i>			<b>Any requested bonus</b> program area and/or height, with justification, citing zoning policy (see Toolkit section A1).
<b>3 Zoning</b>				
<b>3.1</b>				<b>Plat and lot number(s) of the parcel</b> or parcels being developed or subdivided.
<b>3.2</b>	<i>2a</i>			<b>Zoning district(s)</b> , including overlay zones, of the parcel(s) in question. If more than one district, zoning boundary lines must be shown.
<b>3.3</b>			N/A	<b>Location of properties within the Historic District Overlay Zones and National Register District.</b>

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ITEM #	RELATED CRITERIA *	LEVEL 1	LEVEL 2	RESPONSE ITEM
<b>4 Site Plan—General Components</b>				
<b>4.1</b>				<b>Date of plan preparation</b> , with revision date(s) (if any).
<b>4.2</b>	2a			<b>Graphic scale and true north arrow.</b>
<b>4.3</b>	2a			<b>Perimeter boundary lines of the development</b> , drawn so as to distinguish them from other property lines.
<b>4.4</b>	2a	N/A		Perimeter boundary lines: Curves shall include radius, arc length, central angle, tangent and chord length.
<b>4.5</b>	2a		N/A	<b>Location and dimensions of existing property lines</b> within or adjacent to the development parcel(s).
<b>4.6</b>	2a	N/A		Existing property lines shall show interior angles and distances.
<b>4.7</b>	2a	N/A		<b>Location and dimensions of existing easements and rights-of-way</b> , including buildings, water courses, railroads, utilities, and other similar features, if any.
<b>4.8</b>	2a			<b>Location, width and names of existing streets</b> within and adjacent to development parcel.
<b>4.9</b>	2a			<b>Location and approximate size of existing buildings or significant above-ground structures</b> on or immediately adjacent to the development.
<b>4.10</b>	1a, 1b, 2a, 2b, 2c	Scale of 1"=20', 16' or greater detail	Scale of 1"=16', 8' or greater detail	<b>Plan showing proposed improvements</b> , including buildings, open spaces, driveways and parking areas, streets, lots, lot lines, with lot areas and dimensions. Proposed lot lines shall be drawn so as to distinguish them from existing property lines. Include first-floor elevations for each building. Include contours of proposed grading at 2' intervals, and include spot elevations as necessary to show access and landscape features.

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ITEM #	RELATED CRITERIA *	LEVEL 1	LEVEL 2	RESPONSE ITEM
<b>5 Site Plan—Technical Components</b>				
<b>5.1</b>	<b>1a, 1b, 2a, 2b, 2c</b>		N/A	<b>Conceptual landscape plan</b> , including location and general identification of proposed plant material, paving and other landscape features.
<b>5.2</b>	<b>1a, 1b, 2a, 2b, 2c</b>	N/A		<b>Detailed landscape plan</b> prepared by a registered landscape architect, including location, number, size and general identification of proposed plant material, paving and other landscape features.
<b>5.3</b>	<b>2a</b>			<b>Locations of pedestrian access</b> to/egress from building and site. <b>Locations of parking, servicing, and all street access</b> points for vehicles.
<b>5.4</b>				<b>Location of wetlands, watercourses or coastal features</b> , if present on or within two hundred (200) feet of the property being developed to be generally identified on a plat map.
<b>5.5</b>		N/A		<b>Written confirmation of compliance</b> , if required, with the appropriate state agency, including but not limited to the Coastal Resources Management Council or the Rhode Island Department of Environmental Management (RIDEM) Freshwater Wetlands Act.
<b>5.6</b>		N/A		<b>Location and dimension of all existing and proposed utilities</b> within and immediately adjacent to the development, including sewer, water, gas, electric, telecommunications, cable TV, fire alarm, hydrants, existing utility poles, (including location and type of proposed poles and fixtures), stormwater drainage or other existing above-ground or underground utilities.
<b>5.7</b>		N/A		<b>Base flood elevation data.</b>
<b>5.8</b>		N/A		<b>Soil-erosion and sediment-control plan.</b>
<b>5.9</b>		N/A		<b>Grading plan</b> to show existing and proposed contours at two-foot intervals for all grading proposed for on and off-site street construction, sewer and water installations, drainage facilities and upon individual lots if part of proposed subdivision or land development improvements.
<b>5.10</b>		N/A		<b>Proposed street plan</b> , profiles and cross-sections drawn at a scale of not less than 1" = 40'.
<b>5.11</b>		N/A		<b>Proposed street names.</b>
<b>5.12</b>		N/A		<b>Traffic study</b> (if required by the Commission).
<b>5.13</b>		N/A		<b>Drainage plan</b> showing the measures to be taken to control erosion and sedimentation during and after development and the measures planned to provide for the control of stormwater runoff. Also, provisions for collecting and discharging stormwater.
<b>5.14</b>		N/A		A <b>lighting plan</b> showing the location of all light poles, light fixtures and light-emitting devices with light levels measured in foot candles. The lighting plan should include cut sheets of all light fixtures.

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ITEM #	RELATED CRITERIA *	LEVEL 1	LEVEL 2	RESPONSE ITEM
<b>6. Building/site form and appearance</b>				
<b>6.1</b>	<b>2a</b>			<b>Elevations of all building facades</b> , including retaining walls and appurtenant structures. Elevations should indicate elements, including: <ul style="list-style-type: none"> <li>• Building finish materials</li> <li>• Articulation of entries</li> <li>• Height of building elevations</li> <li>• Articulation of roof line and roof structures</li> <li>• Any artwork</li> <li>• Location, type and direction of lighting</li> <li>• Retail frontage</li> </ul>
<b>6.2</b>	<b>2a</b>			<b>Sections through the site</b> , building(s) and adjacent “A” or “B” streets as identified in the Zoning Ordinance. Indicate elements, including: <ul style="list-style-type: none"> <li>• Typical floor-to-floor height</li> <li>• Overall building height</li> <li>• Curbs, sidewalks and any existing street trees within adjacent streets</li> <li>• Dimensioned distance from facades to property lines</li> <li>• Any ground-floor retail or other active use</li> <li>• Any on-site parking</li> <li>• Any below-grade spaces</li> </ul>
<b>6.3</b>	<b>2a</b>			<b>One or more three-dimensional renderings</b> (or photographs of a physical model) explaining main aspects of the massing, form and appearance of buildings and landscape, in the parcel context.
<b>6.4</b>	<b>2a</b>	N/A		Size and placement of <b>signage systems</b> .
<b>7 Sustainability Plan</b>				
<b>7.1</b>	<b>2a</b>			Narrative description of <b>how the project incorporates sustainable approaches to urban planning and building and site design</b> . Identify LEED® or equivalent standard being met; minimum LEED® Silver rating encouraged.
<b>8 Development schedule and construction plan</b>				
<b>8.1</b>				Plan diagram, schedule and/or narrative describing <b>intended site development schedule</b> . Describe any interim use, including signage, anticipated prior to construction.
<b>8.2</b>		General	Detailed plan	Narrative explaining any <b>anticipated construction-related impacts</b> on public or private property and businesses adjacent to or otherwise impacted by the parcel. For a Level 2 submission, include details on how parcel areas will be used for staging, parking, etc. during construction, and a detailed plan for mitigating and managing any impacts on other public and private property.

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ITEM #	RELATED CRITERIA *	LEVEL 1	LEVEL 2	RESPONSE ITEM
<b>9 Legal</b>				
<b>9.1</b>		N/A		<b>Deed Book and Page numbers</b> from Recorder of Deeds.
<b>9.2</b>			N/A	<b>Certified copy of deed(s)</b> from the Recorder of Deeds Office (only for any associated non-LINK parcels).
<b>9.3</b>			N/A	<b>Municipal lien certificate</b> from the Tax Collector's Office (only for any associated non-LINK parcels).
<b>9.4</b>			N/A	<b>New metes and bounds</b> or legal description of parcel(s) (if applicable— e.g., for any associated non-LINK parcels).
<b>9.5</b>		N/A		Location, dimension and area of any <b>land proposed to be dedicated to the City of Providence or I-195 Redevelopment Commission</b> or payment in lieu of such dedication.
<b>9.6</b>		N/A		<b>A physical alteration permit</b> issued by the Rhode Island Department of Transportation for any connection to or construction work within a state highway or other right-of-way (if necessary).
<b>9.7</b>		N/A		Copies of all <b>legal documents describing the property</b> , proposed easements and rights-of-way, dedications, restrictions, or other required legal documents.
<b>9.8</b>		N/A		Certification by a registered land surveyor that a <b>perimeter survey of the land</b> being developed has been performed and conforms to the survey requirements of these regulations.
<b>9.9</b>		N/A		<b>Deed or instrument transferring to the City all public streets and/or other public improvements</b> , and subject to approval by the Providence Department of Public Works.
<b>9.10</b>		N/A		<b>Deed transferring land proposed for dedication to the City or other qualified group or agency for open space purposes</b> (if applicable).
<b>10 Official Communications</b>				
<b>10.1</b>		N/A		<b>Written response addressing Level 1 review</b> comments and questions.
<b>10.2</b>		N/A		Any changes or requirements required by the I-195 Redevelopment Commission Level 1 review.

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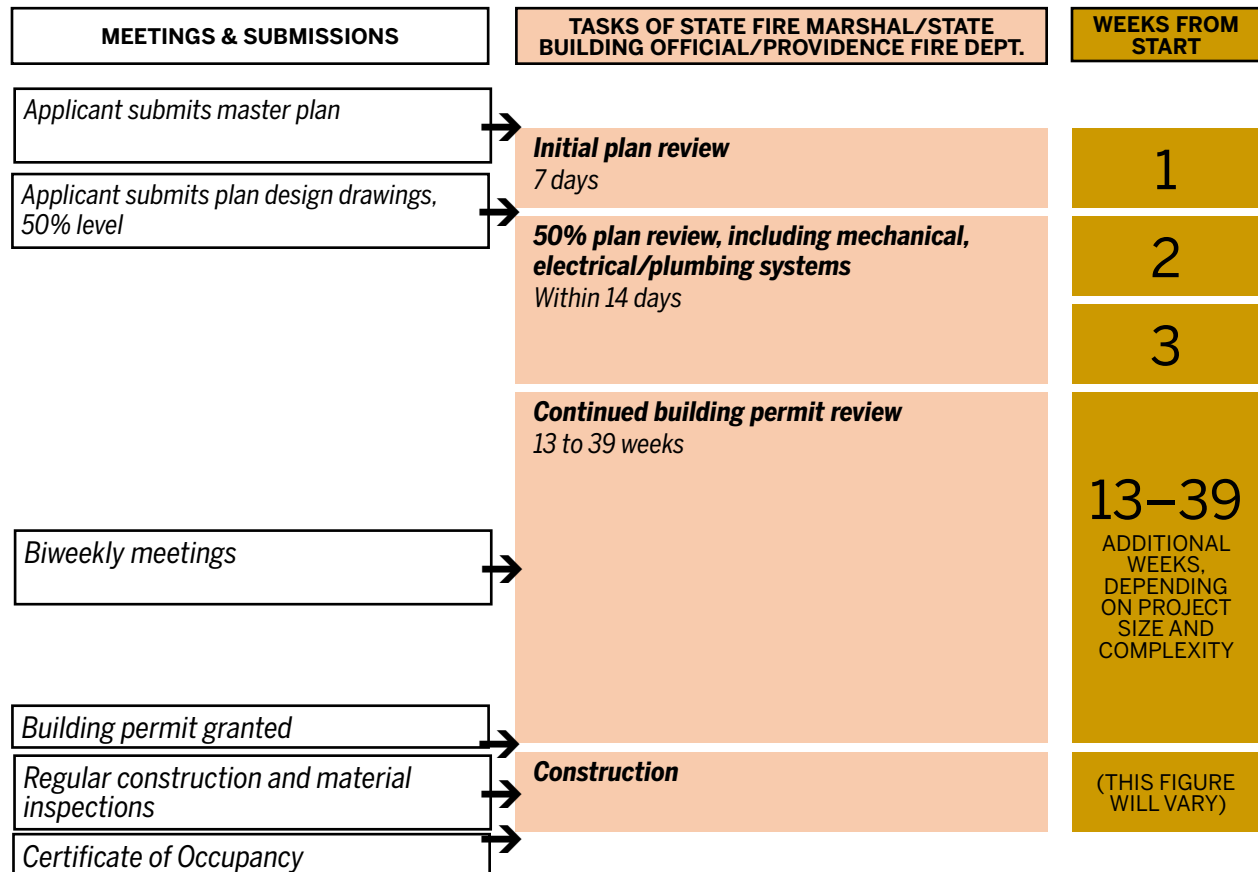
ITEM #	RELATED CRITERIA *	LEVEL 1	LEVEL 2	RESPONSE ITEM
<b>11 Description of Community Benefits</b>				
<b>11.1</b>	<b>2b</b>			<b>Overview of the project's economic benefits</b> to Providence and Rhode Island, focusing on site-specific program. Address construction-related employment and other development-process benefits separately from longer-term benefits that occur after occupancy.
<b>11.2</b>	<b>2c</b>			<b>Overview of project's benefits to its context</b> , including adjacent LINK parcels and other nearby parcels. Address benefits achieved through urban design, catalytic economic development, research-sector growth, job training and/or other relevant categories as a result of your investment.
<b>11.3</b>		N/A		<b>Commitment to any public improvements required</b> as part of the development: Either: <ul style="list-style-type: none"> <li>• A letter stating the intent of the applicant to complete the required improvements, or</li> <li>• A letter requesting that the Commission set sufficient security to cover the cost of the required improvements.</li> </ul>
<b>11.4</b>		N/A		Commitment to any public improvements required as part of the development: Performance bond or other financial guarantees (Initial amount and date set by the Commission).
<b>11.5</b>		N/A		Commitment to any public improvements required as part of the development: Maintenance bond for acceptance of public improvements, if applicable.
<b>12 Business Plan</b>				
<b>12.1</b>	<b>4a</b>			<b>Demonstration of feasibility:</b> <ul style="list-style-type: none"> <li>• Market assumptions related to demand and price points</li> <li>• Sources and uses</li> <li>• Pro forma assumptions</li> </ul>
<b>12.2</b>	<b>4b</b>			Identify <b>any subsidies (such as tax agreements, loans, equity investment, or other)</b> that you believe your proposal will require. The Commission will evaluate this material in the context of the feasibility information provided and urges proposers to be as accurate as possible. The Commission may elect to work with individual project proposers to resolve financial gaps.
<b>12.3</b>	<b>4c</b>			<b>Demonstration of financial capacity:</b> <ul style="list-style-type: none"> <li>• A financial statement for the entity and/or principals</li> <li>• Any pending or past litigation involving the developing entity or any team members</li> <li>• Proposed sources and uses and pro forma assumptions</li> <li>• Existing loans and their status. A minimum of "good standing" is required on existing loans</li> <li>• Testimonials from 2–3 lenders</li> </ul>
<b>12.4</b>	<b>4d</b>			<b>Purchase price, terms and conditions.</b> Please see draft Letter of Intent and Purchase and Sale documents for reference in making your pricing and ownership proposal.

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## Fire/Building Permit Review

### ALL PROJECTS

Review conducted by the Rhode Island state fire marshal, state building official, and Providence Fire Department. This process sequence reads from top to bottom.





# 3 Selection Criteria

## Overview

***The I-195 Redevelopment Commission will use these project criteria during two stages of project review.***

### LEVEL ONE

In the Level 1 review, the criteria will guide the choice of a preferred proposal from among multiple submittals for a given parcel. The criteria will also help the Commission judge whether the preferred proposal advances LINK goals enough to merit advancement to Level 2 review, and will help the Commission identify any issues a Level 2 proposal should address. The Commission will apply the same criteria to each more detailed Level 2 proposal to verify that it meets The LINK goals sufficiently to merit formal approval.

Sections A.2 and A.4 contain more information on permitting, proposal-submission requirements, and the review schedule. The Commission recognizes that some proposers may not be able to respond fully to all requirements. Although the Commission needs enough information to make a preliminary designation, it may elect to work with a designated proposer to address issues not fully resolved before final designation. Please provide as much information as you can; where you can't provide full information, please explain why not. Address any questions to the Commission's Executive Director.

#### 1. *Experience and References*

##### **a. Development entity and/or principals**

- > Three or four urban projects, including those with similar uses and of a similar scale.
- > Public/private partnership experience.
- > If the development entity and/or principals lack any of these listed experiences, the Applicant demonstrates the value of other relevant experience.

evaluation

THRESHOLD REQUIREMENTS  
SATISFIED

BONUS FOR EXEMPLARY  
RESPONSE TO CRITERIA

**b. Development team (architect, engineer, transportation/ parking)**

- > Three or four urban projects, including those with similar uses and of a similar scale.
- > Relevant Providence or Rhode Island experience.
- > If the development entity and/or principals lack any of these listed experiences, the Applicant demonstrates the value of other relevant experience.

**2. The LINK Goals**

**a. Economic development benefits**

- > Overall economic development benefits for Providence and Rhode Island, including job and business growth, tax payments and/or other community benefits (for example, contributions to public art, park maintenance).
- > Assumptions on labor rates for construction jobs.
- > Outreach and goals on M/W/DBEs and local hiring for construction and permanent jobs.
- > Job training.
- > Work elements that can take advantage of the region's high concentration of artists and designers.
- > "Spillover" benefits for Rhode Island and The LINK, Downcity, and/or the Jewelry District.
- > Net new jobs in addition to those your proposal creates directly (Which industries? How many? What skill/education levels?).
- > Net new investment in addition to what the proposal creates directly (Which industries? How much?).
- > Support for new or emerging industries or areas of research in Rhode Island.
- > Any additional benefits.

**b. Contribution to the quality of the broader areas of The LINK, Downcity, Jewelry District and/or other context**

- > Consistency of proposed development use, scale and design approaches with The LINK framework and Parcel Development/Design Guidelines, including response to gateway locations where specified.
- > Compatibility with the character of The LINK, Downcity, and Jewelry District, such as building scale and use, design character.

evaluation

THRESHOLD REQUIREMENTS  
SATISFIED

BONUS FOR EXEMPLARY  
RESPONSE TO CRITERIA



*Job training*



*The ultimate multitasker, public art can turn buildings into landmarks, contribute to the quality of the LINK parcels and neighboring areas, and take advantage of a strong local pool of artists and designers.*

- > Support for community diversity (for example, mixed-income housing, variety of jobs).
- > Support for sustainability goals contained in The LINK framework (for example, the project meets or exceeds a LEED® Silver rating).
- > Construction-management plan with mitigation of any impacts on public or private property or businesses to a reasonable level.

### 3. *Conceptual Business Plan*

#### a. **Feasibility**

- > Market assumptions about demand and price points.
- > Sources and uses.
- > Pro forma assumptions; proposal demonstrates feasibility in general terms for Level 1 and in specific terms for Level 2.

**b. Identification of any subsidies (such as tax agreements, loans, equity investment, or other) the Applicant believes the proposal will require.** The Commission will evaluate this material in the context of the feasibility information provided and urges proposers to make it as accurate as possible. The Commission may elect to work with individual project proposers to resolve financial gaps.

#### c. **Financial capacity**

- > A financial statement of the entity and/or principals demonstrating capacity to develop the project.
- > Any pending or past litigation involving the developing entity or any team members describing that the litigation and the reasons for it and explaining why the litigation would not prevent successful development of the proposed project.
- > Existing loans and their status. A minimum of “good standing” is required on existing loans.
- > Lender testimonials on previous development projects (good standing).

#### d. **Purchase price, terms and conditions**

evaluation

THRESHOLD REQUIREMENTS  
SATISFIED

BONUS FOR EXEMPLARY  
RESPONSE TO CRITERIA

#### 4. Threshold Requirements

- a. Commercial uses:** office, research/development, hospitality, recreation, institutional. Totals may include a grouping of two or more tenants.
- > At least \_\_\_\_\_ employees minimum.
  - > At least \_\_\_\_\_ gross square feet minimum space occupancy.
  - > At least \_\_\_\_\_ mean income level for proposed net new jobs
  - > If the proposal fails to meet any of these thresholds, it provides sufficient explanation to justify its consideration.
- b. Residential uses** (indicate whether rental or ownership).
- > At least \_\_\_\_\_ net new housing units oriented to the general community market or \_\_\_\_\_ student beds in housing (by institutional or private developer) oriented to university students.
  - > At least \_\_\_\_\_ gross square feet minimum space occupancy
  - > If the proposal fails to meet any of these thresholds, it provides sufficient explanation to justify its consideration.

Any additional material that the Commission may request.

#### LEVEL TWO

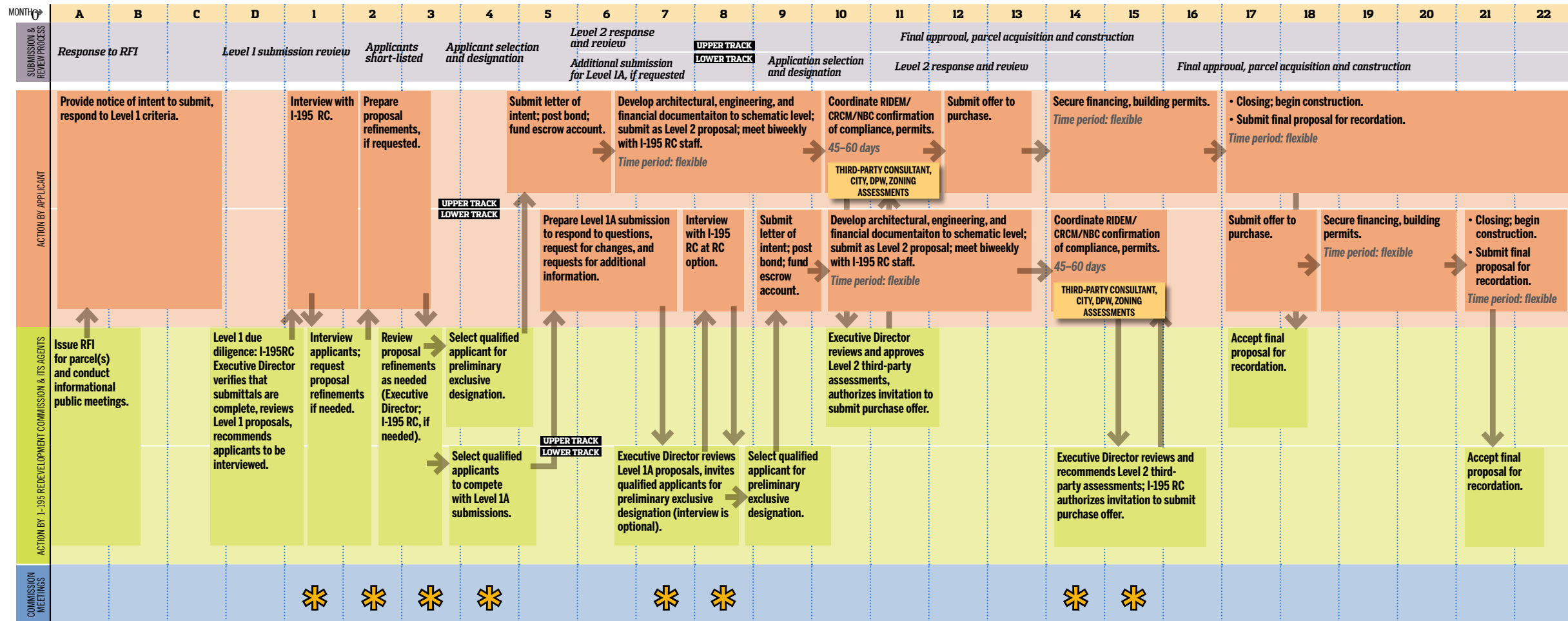
This level entails full development of the proposal for all criteria included in Level One, taking the project from conceptual to financing-ready, with refinement of information on design, feasibility, sustainability, economic development, and/or purchase price, terms, and conditions.

evaluation	THRESHOLD REQUIREMENTS SATISFIED
	BONUS FOR EXEMPLARY RESPONSE TO CRITERIA



# 4 Time to Approval

## Site Plan/Development Plan Review



**RIDEM** Rhode Island Department of Environmental Management  
**CRCM** Coastal Resources Management Council  
**NBC** Narragansett Bay Commission  
**I-195 RC** I-195 Redevelopment Commission

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# 5 Fees

## I-195 Redevelopment District Commission Application and Processing Fees

With the exception of the pre-application meeting with the Executive Director (no fee), the applicant is responsible for all subsequent costs relating to financial, legal, design and technical review of the proposed project, as well as all costs associated with the required public hearing, such as advertising, certified mail, stenographer, etc.

Once a formal agreement has been entered into between the Applicant and the I-195 Commission, securing site control, the following fees will be applied.

### 1. *Zoning: Certificate of Consistency of Use*

> Base fee	\$100
> Project cost of \$10,000–\$100,000	+\$50
> Project cost of \$100,000–\$500,000	+\$250
> Project cost of \$500,000–\$1,000,000	+\$500
> Project cost of \$1,000,000–\$5,000,000	+\$750
> Project cost of \$5,000,000–\$10,000,000	+\$1,000
> Project cost of \$10,000,000–\$100,000,000	+\$1,500

Project cost excludes remediation and site costs.

### 2. *Application Fee: \$50 per \$10,000 of value*

Value will be based upon the total project cost, including all construction and site costs, as identified in obtaining a certificate of occupancy. **The maximum application fee charged will be \$50,000.**

### 3. *Professional Review Fees*

The I-195 Redevelopment Commission anticipates that it may hire outside professionals to conduct reviews of fiscal, traffic, drainage, noise, and environmental impact analyses, geotechnical sampling and testing, financial and market feasibility, and design sustainability. The amount of the fee will be based upon written cost estimates prepared by qualified consultants based on a written scope of work, to be shared with the Applicant and the Commission. The Applicant will have the opportunity to review and comment on the scope of work

and the proposed fees. These review fees will be deposited in a review escrow account established by the Commission.

As part of the public record, the I-195 Commission will indicate its intent to spend any portion of the professional review account and will specify the purpose of the proposed expenditure(s). Funds deposited by the applicant but not used by the I-195 Commission in the course of its review will be returned to the applicant within thirty (30) days after the Commission renders its final decision on the applicant's proposal.

#### **4. *Other Fees***

Miscellaneous fees ranging from \$100 to \$5,000 are applicable for extension of approval, plan modification and signage.

#### **5. *Coastal Resources Management Council (CRMC) Fees***

Owing to their location within 200 feet of waterfront coastal features, Parcels 2, 5 and 14 fall within an Urban Coastal Greenway (UCG) area, making development proposals for these parcels subject to a fee of up to \$5,000 for review by the CRMC.

#### **6. *Building/Fire Code Fees***

In addition to the above plan-approval fees, the applicant is obligated to pay, all building and fire permit fees as required by Rhode Island state or city permitting.

# The LINK Development Framework

This Framework identifies considerations that affect multiple LINK parcels and their broader urban and environmental contexts. By addressing these considerations, development design approaches for any given parcel contribute to the qualities and value of its overall setting—which in turn increases the value of its development. Zoning policy requires proposals to meet some standards, noted below, as a prerequisite to development. Others standards, though not absolutely required, are strongly encouraged, and meeting them may win expedited project approval. Standards apply to The LINK district parcels and to adjacent properties that a developer may combine with them.

The framework elements include:

1. Site environmental standards and pre-approved Remedial Action Work Plan
2. Stormwater standards and pre-authorization for Water Quality Certificate
3. Urban Coastal Greenway standards (applies to parcels 2, 5, and 14)
4. District character
5. Transportation choices and parking
6. Street types
7. Sustainable design
8. Parcel development and design guidelines
9. Interim parcel programming

## ***1. Site environmental standards and pre-approved Remedial Action Work Plan***

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The vision for redevelopment of the I-195 parcels includes a strong commitment to some of the highest standards of healthy and clean urban land in New England. The entire mile-long I-195 Redevelopment District will undergo remediation addressing the full range of subsurface contaminants typically found in historic urban environments, and its new buildings will employ materials and methods necessary to meet a LEED® Silver standard. The built-out district will emerge as 40 acres of expansive and dense urban neighborhood comprising entirely healthy buildings and grounds.

The remediation strategies required to create this green environment are fully developed, clearly defined, and completely predictable. The developer of any parcel in the district benefits from pre-approved master environmental permitting so that individual sites require only administrative approval, generally granted in less than 30 days. Unprecedented permitting speed and predictability and a uniquely green urban core help make the The Link a premier urban environment to live, work and play today and well into the future.

Remediation on most parcels can be completed concurrently with development by capping existing soil with clean fill or structures. Parcels 8, 25 and potentially part of 35 will also require installation of a vapor barrier below habitable structures. A pre-approved Remedial Action Work Plan will be made available to applicants meeting its standards. For more details, visit [www.195district.com/\\_resources/common/userfiles/file/PJD\\_I-195%20Environmental%20Permitting%20Status\\_20131219.pdf](http://www.195district.com/_resources/common/userfiles/file/PJD_I-195%20Environmental%20Permitting%20Status_20131219.pdf) and [www.195district.com/\\_resources/common/userfiles/file/2013-10-08\\_Remedial%20Decision%20Letter.pdf](http://www.195district.com/_resources/common/userfiles/file/2013-10-08_Remedial%20Decision%20Letter.pdf).

## **2. Stormwater standards and pre-authorization for Water Quality Certificate**

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Development projects anywhere in The LINK can receive expedited 30-day stormwater permitting by meeting the standards of a pre-approved Water Quality Certificate issued by the Office of Water Resources in the Rhode Island Department of Environmental Management. Eligible stormwater discharges include those occurring during construction as well as final parcel use. Applicants may propose an alternate stormwater-management approach and obtain a Water Quality Certificate through the standard application process. For more details, visit [www.195district.com/\\_resources/common/userfiles/file/WQC%2013-035%20I-195%20District%20Master%20Permit\\_20131122.pdf](http://www.195district.com/_resources/common/userfiles/file/WQC%2013-035%20I-195%20District%20Master%20Permit_20131122.pdf).

## **3. Urban Coastal Greenway standards**

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Parcels 2, 5 and 14 fall within 200 feet of a coastal feature, the Providence River, which makes them subject to the Urban Coastal Greenway (UCG) standards of the Coastal Resources Management Commission (CRMC). These parcels benefit from

several conditions that simplify UCG permitting:

1. Vegetated cover requirements are waived because parkland in the area satisfies them.
2. The LINK's master stormwater plan satisfies UCG stormwater standards.
3. The parcels do not have to meet public-waterfront access requirements.
4. Permitting follows an expedited timetable. *The Urban Coastal Greenway Design Manual* provides details and recommendations at [seagrant.gso.uri.edu/z\\_downloads/coast\\_ucg\\_designmanual.pdf](http://seagrant.gso.uri.edu/z_downloads/coast_ucg_designmanual.pdf).

## **4. District character**

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Six **subdistricts** should express the distinct character of certain areas within The LINK corridor. This character will draw heavily upon existing and emerging characteristics of land use mix, scale, and adjacent context (buildings and/or public streets and parks), which in turn strongly influence market position and development value. Development on individual parcels should help define character of a subdistrict through use and design.

More specific elements that define subdistrict character include associated parcels, assets, conditions requiring special design attention, land use priorities, prime synergies with neighboring uses/stakeholders, opportunities to share parking infrastructure, and development timing.

New jobs and tax revenue are high priorities in and around The LINK, making commercial and research-related development especially appropriate. However, the Commission also encourages housing, which can support economic development, as long as it does not occupy more than half the potential development capacity in The LINK nor occupy locations where other uses have priority, as noted in "Overview: LINK Subdistricts"



(pages 40–41). Housing has demonstrated its value in promoting economic development in many “innovation districts” nationally.

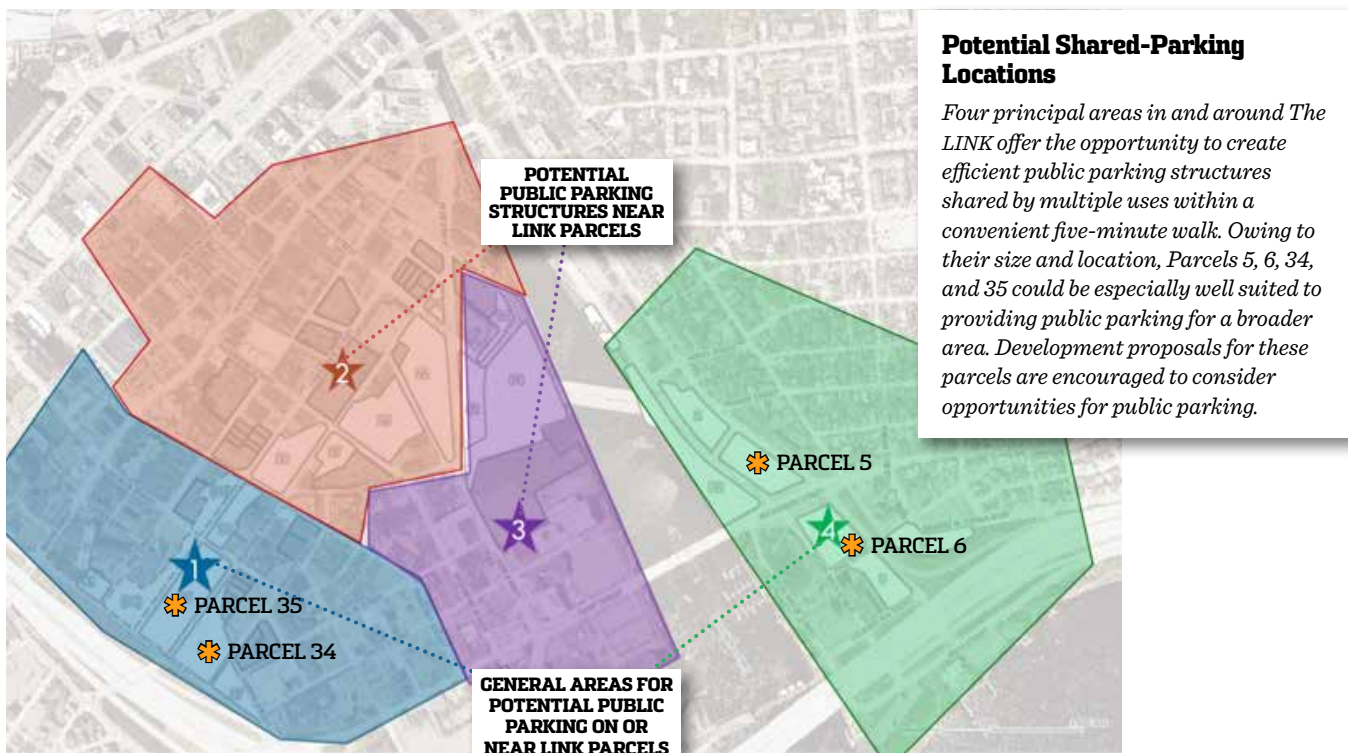
Several areas of The LINK have special prominence because of their gateway locations. These include I-95 frontage at Parcels 34, 35, 36, 37 and 41; I-195 frontage at Parcels 8 and 9; and Providence River park frontage at parcels 2, 5, 14, and 42. To capture full development value of these parcels, and to help express the identity and quality of other LINK parcels and context, development proposed on these parcels should give special attention to architectural design, landscape design, public art and/or other expressive means to create attractive gateway landmarks.

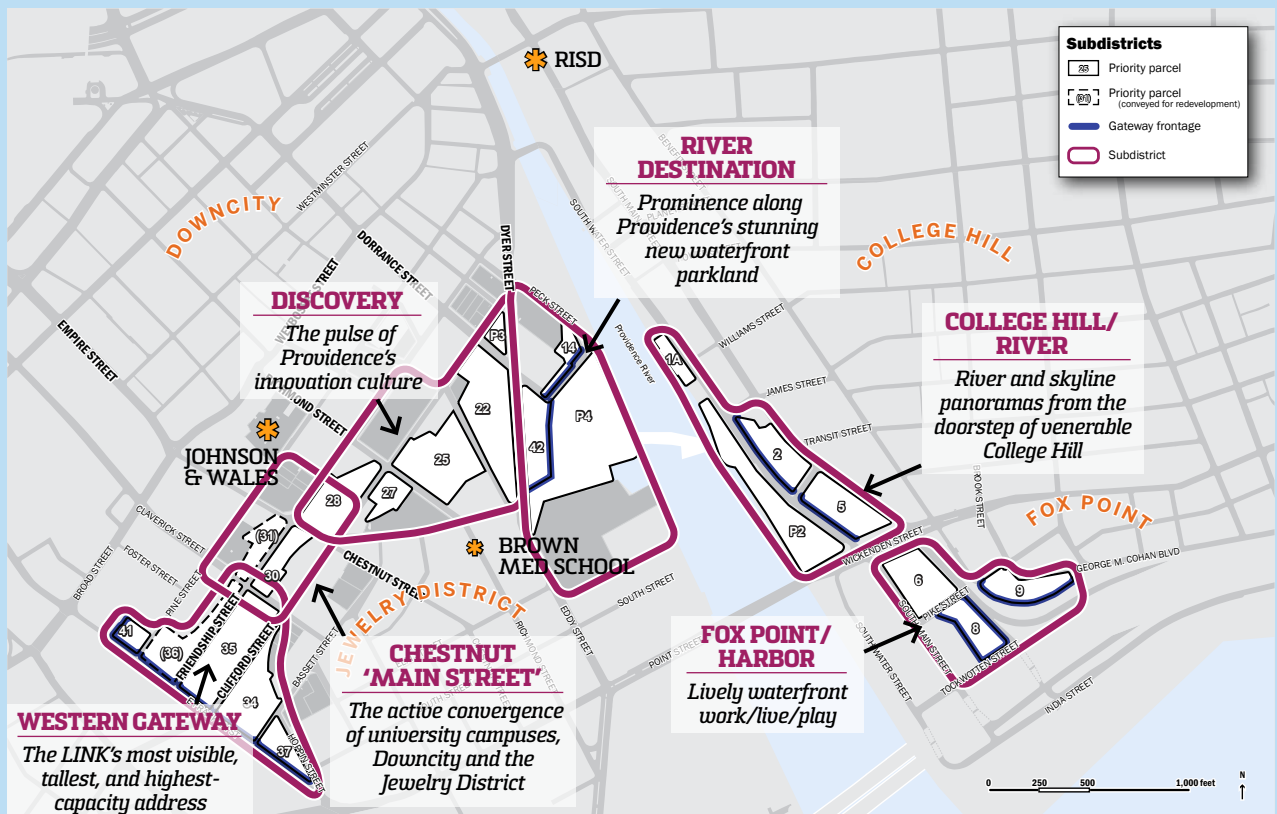
Thumbnail portraits of the six character subdistricts—Western Gateway, Chestnut “Main Street,” Discovery, River Destination, College Hill/River, and Fox Point/Harbor—address these elements in detail in “Overview: LINK Subdistricts” on pages 40-41.

## 5. Transportation choices and parking

One of The LINK’s strongest asset is a variety of high-quality transportation choices. Safe, convenient choices for driving, walking, transit and cycling offer the access options that businesses and their workforce demand:

- **Walkability** is supported by human-scale streets, dense development, and historic architecture on all sides of The LINK and by street types and parcel development and design guidelines, described below.
- **Transit** options include RIPTA bus routes that pass through or near The LINK or the transit center at Kennedy Plaza, and by Amtrak and MBTA rail service at Union Station that tie directly to T.F. Green Airport, ranked among the country’s top five airports by *Travel & Leisure* magazine. All lie within easy walking distance. A new priority transit corridor runs through The LINK along Chestnut and Ship streets, connecting south to the medical center and north and east to Downcity and College Hill.





## Western Gateway

### PARCELS 34, 35, 37, 41

**ASSETS:** Parcels 34 and 35 offer some of corridor's greatest size and flexibility. Potential to subdivide. Topography and generous height limits produce excellent view opportunities. High density possible. Proximity to medical center's clinical and research activities.

**SPECIAL DESIGN ATTENTION:** Character, walkability along I-95 edge. Integration of significant structured parking supply into the subdistrict or its immediate environs.

**LAND USE PRIORITIES:** Johnson & Wales academic, administrative and/or student housing use. Structured parking. Otherwise flexible (large office, research, academic, hotel, housing possible).

**SYNERGIES WITH NEIGHBORING USES AND STAKEHOLDERS:** Johnson & Wales, especially along Clifford; Providence Housing Authority; medical center entities

**TIMING:** Near-term development synergies may be possible with Johnson & Wales near Claverick Street. Flexible timing along I-95 edge.

## Chestnut 'Main Street'

### PARCELS 28, 30

**ASSETS:** Significant Johnson & Wales presence. Priority transit corridor promoting access and retail. Direct connection to Downcity and Jewelry District. Business incubator (Betaspring) at 95 Chestnut.

**SPECIAL DESIGN ATTENTION:** Narrow sites; coordination and potential aggregation with adjacent parcels/buildings; proximity to off-site parking

**LAND USE PRIORITIES:** Retail along Chestnut/transit corridor. Research; academic; multitenant and single-tenant office; student and/or community housing.

**SYNERGIES WITH NEIGHBORING USES AND STAKEHOLDERS:** Johnson & Wales, 95 Chestnut/Betaspring incubator

**TIMING:** Near-term can build on Johnson & Wales investments, 95 Chestnut/Betaspring incubator.



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## Discovery

**PARCELS 22, 25, 27, 28**—POTENTIAL GARRAHY PARKING STRUCTURE COULD HAVE A STRONG INFLUENCE

**ASSETS:** P22 and P25 offer some of corridor's greatest size and flexibility. Potential to subdivide. River/park connection opportunity. Brown research proximity. Existing Brown-sponsored park at Richmond and Ship; large new parks along and across river. Richmond connection to Downcity. Broad interest in potential public parking on Garrahy lot.

**SPECIAL DESIGN ATTENTION:** Irregular site geometries clash with street grid, intervening parcels and buildings. Need to accommodate underground utility corridors. Creation of welcoming, safe walking connections to river parkland, parking

**LAND USE PRIORITIES:** Private and university research, large office. Potential housing on sites unsuitable for research. Retail where market will support it.

**SYNERGIES WITH NEIGHBORING USES AND STAKEHOLDERS:** Brown, Johnson & Wales, Garrahy courthouse

**TIMING:** Targeted high-visibility, small-footprint, near-term investment. Reserve larger prime research sites for users who can take full advantage of them.

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## River Destination

**PARCELS 14, 42**—STRONG RELATIONSHIPS WITH P3 AND P4 PARK PARCELS, PROPOSED SOUTH STREET STATION REDEVELOPMENT

**ASSETS:** River and park frontage. Park amenity. High visibility. South Street Station mixed-use redevelopment. Connection across river.

**SPECIAL DESIGN ATTENTION:** Achieving strong connection between P42 and park. P14's size and shape only make development practical when added to adjacent parcel. Access to potential parking at South Street Station and/or Garrahy sites

**LAND USE PRIORITIES:** Hotel and housing are priorities; other uses as long as they capitalize on and help activate park space.

**SYNERGIES WITH NEIGHBORING USES AND STAKEHOLDERS:** South Street Station; Brown

**TIMING:** Flexible. Build on/add amenity to South Street Station project

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## College Hill/River

**PARCELS 1A, 2, 5**—STRONG RELATIONSHIPS WITH P3 AND P4 PARK PARCELS

**ASSETS:** River view, riverfront park frontage, proximity to College Hill neighborhoods. Connection across river.

**SPECIAL DESIGN ATTENTION:** Taking full advantage of riverfront park potential. Integrating parking below or behind development, out of public view. Careful transition to neighborhood scale and character.

**LAND USE PRIORITIES:** Housing, intermediate-scale office/research, live/work. Retail is required along Wickenden, encouraged elsewhere where feasible.

**SYNERGIES WITH NEIGHBORING USES AND STAKEHOLDERS:** RISD

**TIMING:** Flexible, but important near-term opportunity to turn housing-market potential into results.

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## Fox Point/Harbor

**PARCELS 6, 8, 9**

**ASSETS:** Harbor view, park frontage, College Hill urban fabric. Proximity to established offices, store and dining. Corliss Landing parking and tenancing synergies.

**SPECIAL DESIGN ATTENTION:** Enhancing visibility and access. Integrating parking below or behind development, out of public view. Taking full advantage of harbor-view potential.

**LAND USE PRIORITIES:** Housing, intermediate-scale office/research, live/work, recreation/community use. Retail is required along Wickenden, encouraged elsewhere where feasible.

**SYNERGIES WITH NEIGHBORING USES AND STAKEHOLDERS:** Corliss Landing, Our Lady of the Rosary Parish

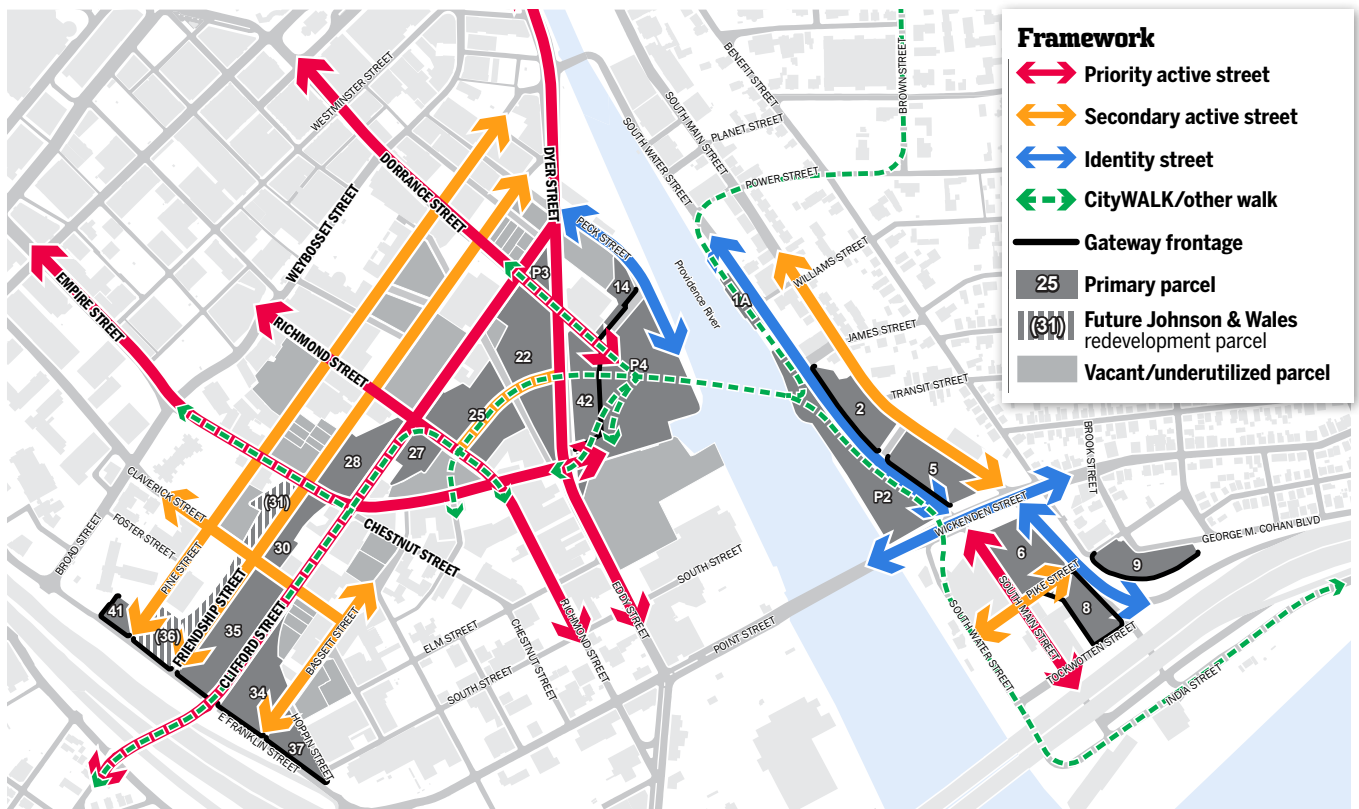
**TIMING:** Flexible, but important near-term opportunity to turn housing-market potential into results

- **Cycling** connections are possible via a growing network of bike infrastructure serving downtown and the larger city. Providence joins other North American cities in offering a bikeshare system, which will debut in 2014. The planned CityWALK route through The LINK will create new regional connections to the Blackstone River corridor and the East Bay Bike Path, which extends east to Bristol, as well as intermediate neighborhoods and cities. New development should reinforce bike access with secure covered bike storage and showers.
- **Driving:** The LINK enjoys strong connections to the local street grid and excellent access to interstate highways (I-195, I-95) over new on/off ramps created by the extensive highway relocation that created the district. The LINK's standards build on this accessibility while keeping parking infrastructure highly efficient and as supportive of walkability as possible. The LINK parcels boast lower parking requirements than other downtown

sites, and individual developments may reduce supplied parking even further by showing that lower levels match market demand.

New development may include its own off-street **parking** and/or use public parking structures planned for The LINK and nearby areas as part of building development. Shared public parking structures take advantage of different peak parking times for development in and around The LINK. Shared use makes the most efficient use of each space and reduces the total of spaces needed by 40% or more. This saves land for higher-value development and preserves public funds for investment in other critical infrastructure. Public parking structures also provide convenient hubs for shared-car services that further expand transportation choices.

As the diagram on page 37 shows, four mixed-use areas in and around The LINK hold strong promise for hosting public parking facilities within a



convenient five-minute walk. The Commission will work with developers on their proposals, whether they favor using public parking located off-site or wish to develop parking alongside other uses on their parcel in partnership with the Commission.

More detail on potential parking locations and demand is available upon request.

## 6. Street types

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Three major street types influence criteria for the use and design of ground floor building spaces along streets.

- **Priority active streets** are those where visibility, accessibility and clustering make retail and other active ground-floor uses most likely to succeed and where such uses add walkability, safety, and value to parcels and their surroundings. Active uses are ones that remain open regularly to the public and feature traditional storefront design with high transparency and multiple entrances. Priority active streets should not host parking and service access. Consider all streets identified as “A” in the Providence Zoning Ordinance priority active streets.
- **Secondary Active Streets** also require that development design and uses promote the safety and appeal of walking. Retail is welcome where feasible but should not locate here if it significantly reduces retail choices along a priority active street adjoining the same parcel. Active uses that can provide benefits similar to retail include studios that produce art or fabrication; fitness centers; child care centers; community meeting spaces; active lab spaces; active lobbies and waiting areas, such as for medical offices; or other uses regularly visible to the street. Some parking and servicing

access is acceptable, and each block face should include no more than one entrance or bay. Consider most streets identified as “B” in the Providence Zoning Ordinance secondary active streets.

- **Identity Streets** should follow the use guidelines for secondary active streets but merit a higher level of attention to building and landscape design, owing to greater visibility from I-95, the Providence River, Wickenden Street or I-195 access, where vehicular and pedestrian traffic are significant. Architecture should respond to the scale of these broader views as well as to pedestrian scale, and should help convey a strong and positive sense of identity for the subdistrict as well as the parcel development itself.
- **CityWALK and other priority walking routes** should be accommodated along adjacent streets and/or across parcels. These routes connect to regional recreation routes, parks, adjacent residential neighborhoods, and the main Brown campus on College Hill. Development should accommodate these walking routes by providing extra sidewalk width for more generous walking space and plantings, and/or providing passage across a parcel where it creates a more direct walking route and is flanked by active spaces.

## 7. Sustainable design

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New development in The LINK is strongly encouraged to employ sustainable design approaches matching or exceeding a LEED Silver standard. Examples of approaches with particular relevance to The LINK context include

- **Low-impact stormwater management.** RIDEM and CRMC stormwater standards particularly encourage the use of techniques such as bioswales and green roofs.

- **Mixed-use, walkable transit-oriented development.** Building and site design that enhance walkability can dramatically reduce the need for driving and boost the appeal and safety of walking—benefiting public health and reducing energy demand while enhancing innovation and community.
- **District energy and/or cogeneration.** The clustering of diverse land uses with different times of peak use makes it possible to shift surplus heat from sites that don’t need it at a given time to sites that do, reducing the energy required for both cooling and heating. Compact cogeneration plants can efficiently create heating, cooling and electricity, which improves the resilience of the power supply.
- **Power generation.** Installation of rooftop solar panels and/or wind turbines is encouraged.
- **Reducing heat island effect.** “Cool roofs”—either green roofs covered with vegetation or non-planted roofs finished in sunlight-reflecting colors—and ground-level landscaping keep sunny days more comfortable and reduce the amount of energy used for cooling.
- **Adaptive reuse.** Rehabilitation of underutilized buildings on blocks around The LINK significantly reduces the environmental footprint of new uses while retaining highly valuable character.
- **Insulation and efficient machinery.** Conserving energy offers the easiest and most cost-effective way of lowering energy costs.
- **Daylighting.** Designing to increase the use of daylight for interior lighting can significantly reduce energy needs.
- **Healthy materials.** Building materials should promote good indoor air quality and preferably be procured within 500 miles of the site.
- Wherever possible, highlight sustainable strategies **as visible design features** and build in interpretive signage that explains these features.

## 8. Parcel design and development guidelines

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Beginning on page 44, illustrated guidelines for parcel design and development describe potential development scenarios for The LINK parcels and highlight key requirements of the zoning for each parcel. They suggest how design standards embodied in zoning can produce maximum value for each project and The LINK as a whole. The guidelines show multiple development scenarios for most of the parcels, suggesting the range of use mixes, building configurations, or other qualities each parcel can support. These guidelines show encouraged uses and design approaches, but the I-195 Redevelopment Commission remains open to any professional proposal that fulfills the spirit of this framework and the parcel design and development guidelines.



**Green roofs reduce stormwater impacts on Narragansett Bay, moderate temperatures on hot days, and add value to views from taller buildings**

## ***9. Interim parcel programming***

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Programming that promotes economic development, walkability and public amenity is strongly encouraged for parcel areas where development will not begin for one to three years. The I-195 Redevelopment Commission intends to partner with parcel developers, area colleges and universities, and/or other entities to support such programming. Examples of programming include a food market, retail, recreational or educational uses, or public art. The Commission welcomes other appropriate ideas. Temporary structures, signage or other installations supporting programming may receive approval from the commission and are not subject to new-construction standards. Any structures or installations should enhance the safety and appeal of walking along adjacent streets. Surface parking may qualify as such a use *only* if it supports interim programming or on-site construction.



# Parcel 2

The northern edge of Parcel 2 wraps around the site of a significant historic property, the Captain Joseph Tillinghast House, which dates to 1770 and is undergoing restoration. The house signals an opportunity for developing the parcel with townhouses, apartments and/or office space that extends the distinctive and historic residential fabric of College Hill to the riverfront. The parcel's location, in fact, makes it a key element of the city's new riverfront: a high-visibility location with broad views of the river, direct frontage on a new riverside park, and quick access to the signature new pedestrian bridge connection to the Jewelry District.

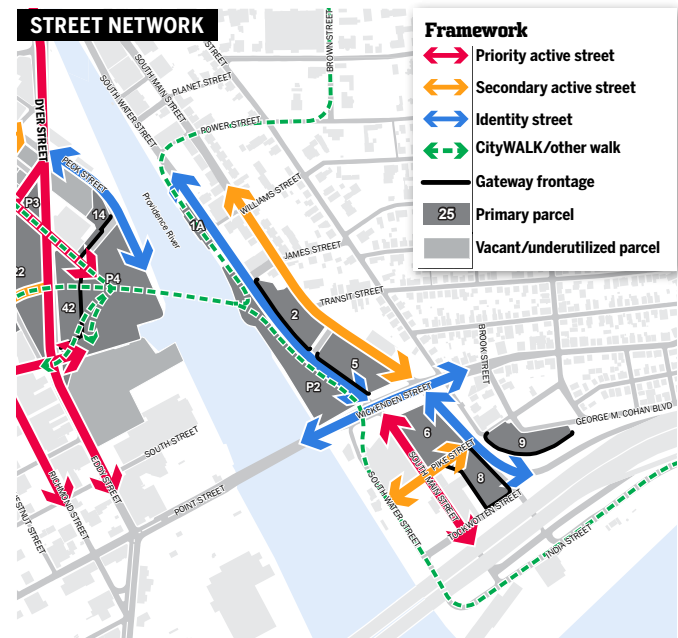
**Potential Development Scenarios** (shown on the following pages). *These possible development configurations combine zoning, design guidelines, and program and building characteristics sought by the marketplace. The text notes when a measure is required by zoning; all other features are encouraged but not required. The Commission welcomes alternate scenarios that support The LINK principles and framework.*

## Scenario 1

- **Housing**
- **Attached townhouses with tuck-under parking**
- **Flexible scenario: either two-level townhouses with single-level apartment above or three-level townhouses with two-car garage**
- **Mid-block connection through parcel encouraged for park/neighborhood connectivity and service access to parcel**

## Scenario 2

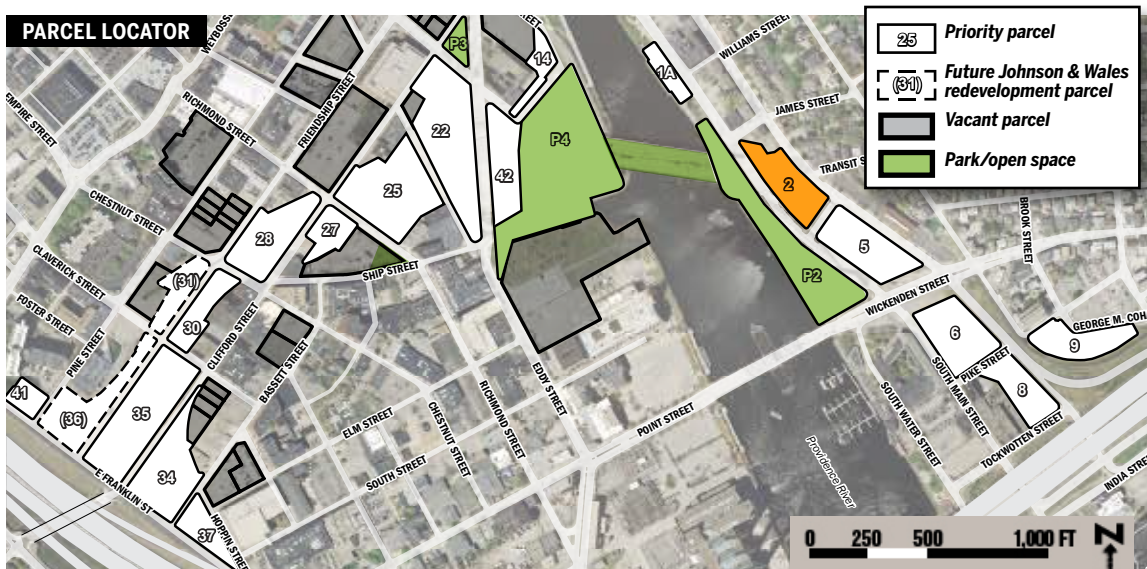
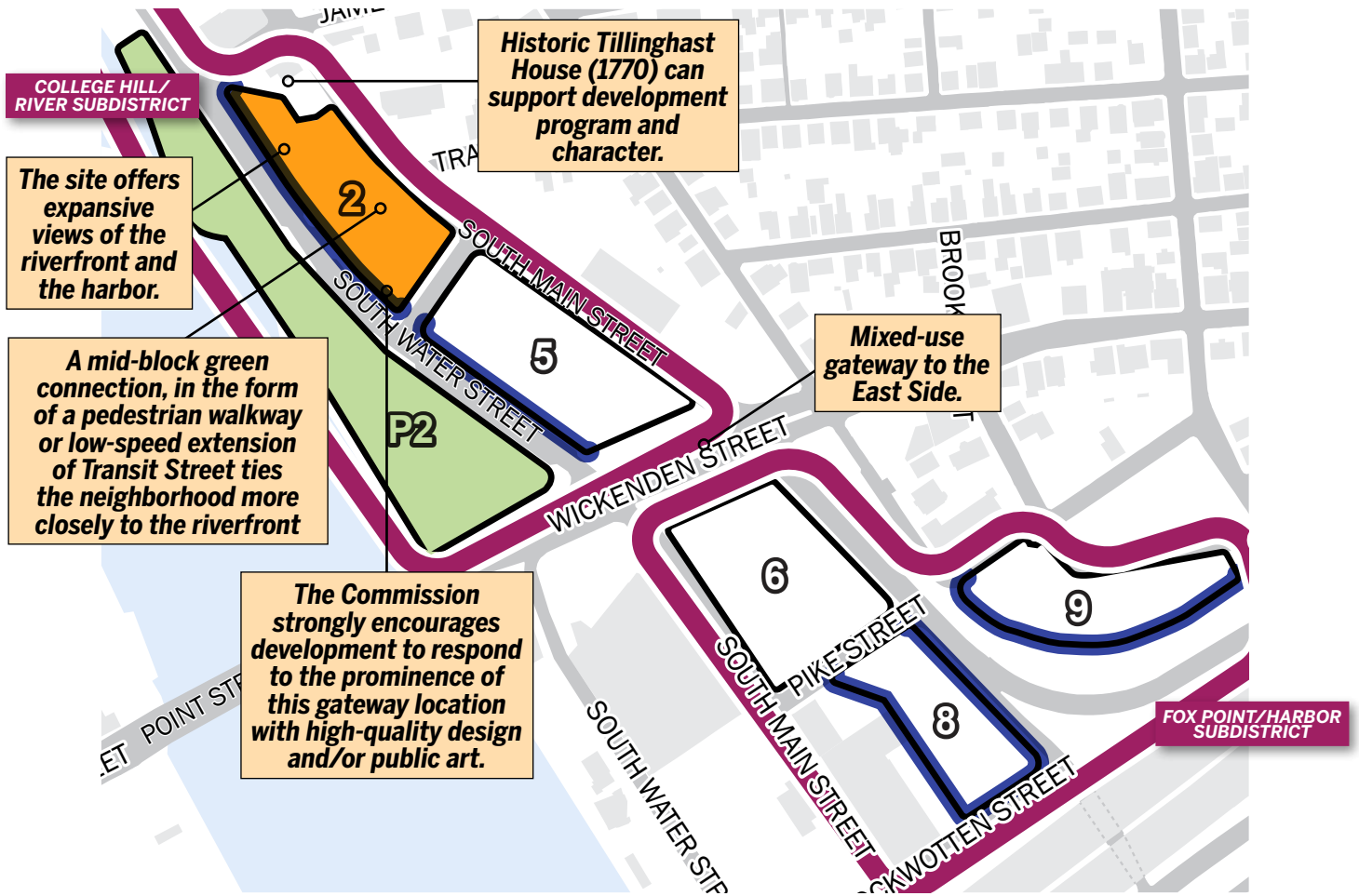
- **Office or research/development**
- **Paired mid-size buildings with lower-level parking screened by landscaping**
- **Mid-block connection through parcel encouraged for park/neighborhood connectivity and service access to parcel**



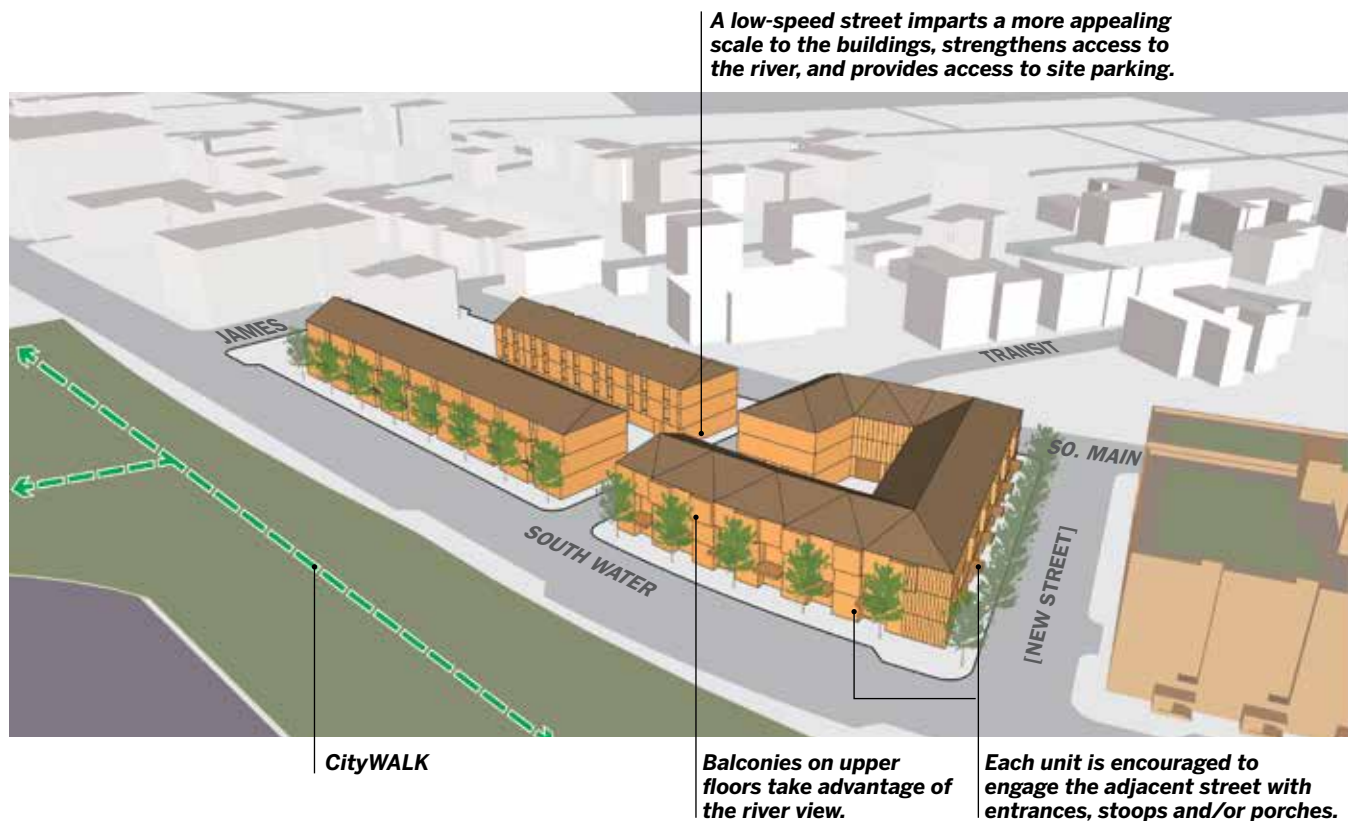
## Worth Noting

- Parcel 2 is located in a designated Urban Coastal Greenway, as it lies within 200 feet of a waterway. Development on the site must meet requirements established by the Rhode Island Coastal Resources Management Council (CRMC)
- Although multifamily buildings are shown in Scenario 1, townhouse development is also possible on this parcel.

# P2



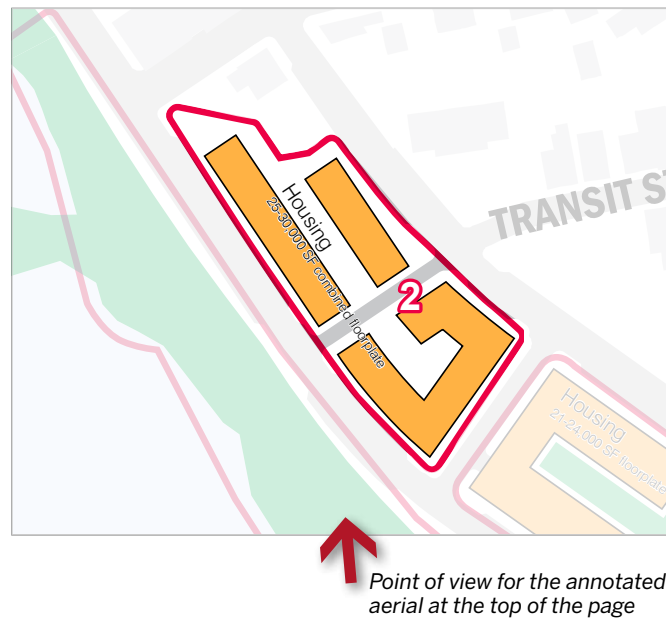
# P2 *Scenario 1*



## SCENARIO 1

### Courtyard apartments above a parking podium

- Townhouse or townhouse-plus-apartment development with units facing South Main, South Water and side streets. A townhouse scale helps weave the new housing into the fabric of surrounding historic blocks.
- A mid-block connection through the parcel, which is encouraged, provides park/neighborhood connectivity and service access to the parcel itself.
- Individual units on all sides engage the street with front entrances, porches, and/or stoops and capitalize on river views with balconies and decks.
- Flexible floor plans allow easy conversion of residential units into live-work spaces and active retail uses that relate to the street.





# P2 *Scenario 1*

## Building Height and Footprint + Sample Development Program

PARCEL AREA	0.99 ACRES
HEIGHT LIMIT	45' / 3 FLOORS
TYPICAL COMBINED FOOTPRINT	25,000–30,000 SF
<b>TOTAL POTENTIAL DEVELOPMENT</b>	
HOUSING (3 FLOORS)	75,000–90,000 SF (45–60 APTS & TOWNHOUSES)
<b>TOTAL DEVELOPMENT</b>	<b>75,000–90,000 SF</b>

## Sample Parking Program

CAPACITY	35–45 CARS
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## Potential Additional Development with Height Bonus

POTENTIAL HEIGHT BONUS <sup>1</sup>	2 FLOORS
POTENTIAL EXTRA HOUSING (2 FLOORS) <sup>2</sup>	50,000–60,000 SF (60–70 APTS)

<sup>1</sup> Maximum allowed by zoning

<sup>2</sup> Example value derived by applying maximum height allowed by zoning to the sample development program described above. Actual value may vary.

## Notes + Assumptions

- FLOOR-TO-FLOOR HEIGHT: 10'–11'
- TYPICAL HOUSING MODULE CONTAINS APARTMENT ATOP A TWO-LEVEL TOWNHOUSE
- TYPICAL PARKING IS TWO-CAR, TUCK-UNDER GARAGE AT THE BASE OF EACH HOUSING MODULE
- TYPICAL APARTMENT UNIT: 700 SF
- TYPICAL TOWNHOUSE UNIT: 1,250 SF
- TOTAL DEVELOPMENT AREA EXCLUDES PARKING
- POTENTIAL HEIGHT BONUS UNDER ZONING: UP TO 2 FLOORS FOR STRUCTURED PARKING, PUBLICLY ACCESSIBLE OPEN SPACE, ACTIVE GROUND-FLOOR USES, AND/OR VERTICALLY MIXED USES



*Attached townhouses with balconies, decks, and front porches.*

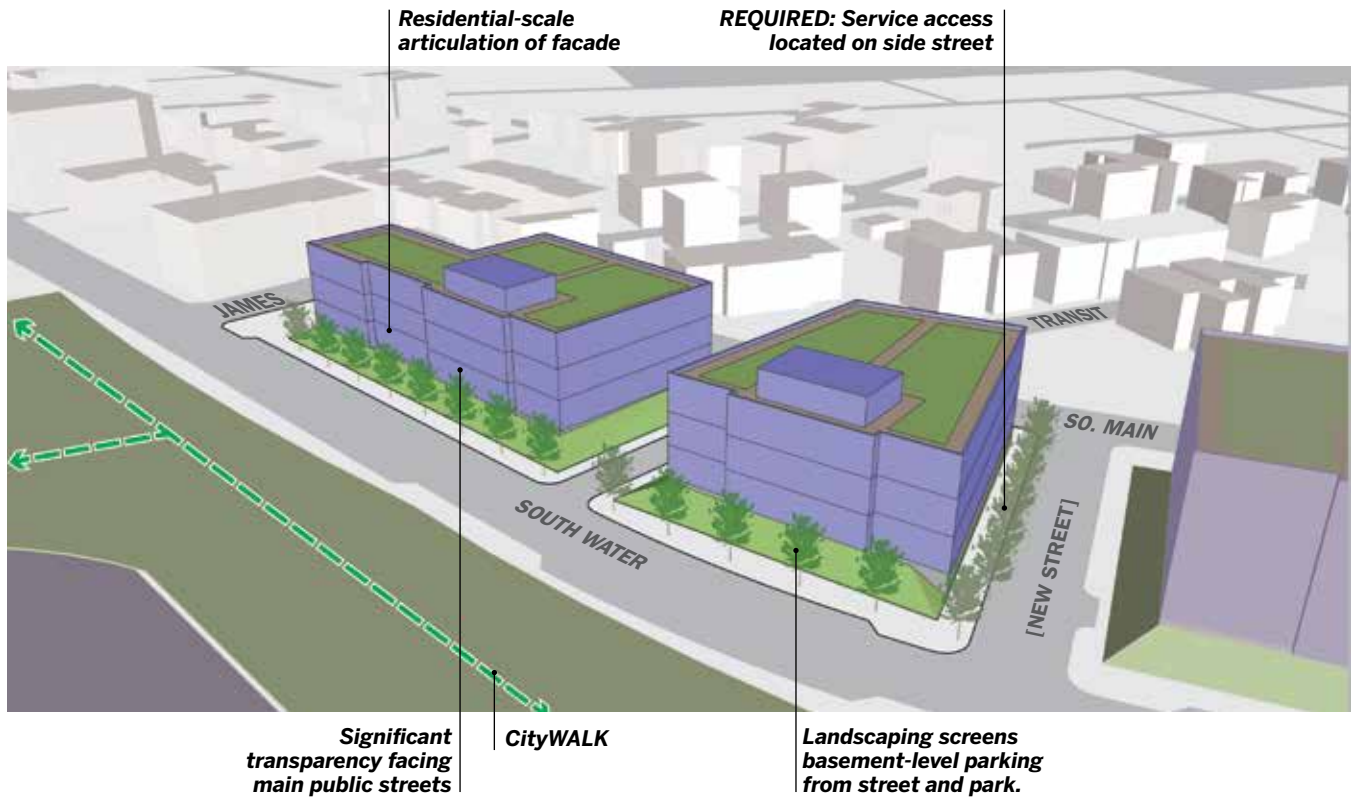


*Live/work townhouses with active uses at ground level.*

Design Precedents

EXAMPLES OF DESIGN, MASSING, AND PROGRAM  
ENCOURAGED FOR DEVELOPMENT ON THIS PARCEL.

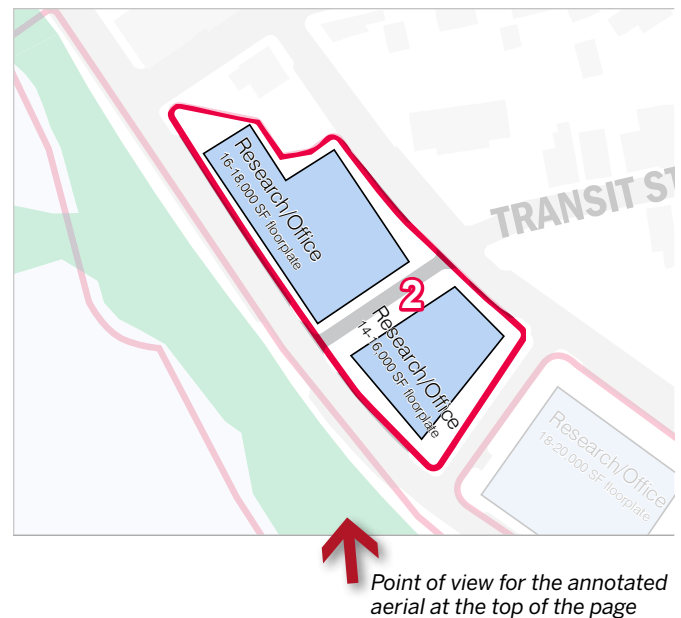
# P2 *Scenario 2*



## SCENARIO 2

### Office space above screened parking

- Three- to four-story office or research/development space.
- Highly transparent, engaging facades face South Main, South Water and riverfront parkland.
- Scale of bays and other façade articulation are designed to fit well with the traditional College Hill residential context.
- Landscaping hides parking.
- Emerging market conditions may make relatively small-scale floorplates well-suited for near-term development.



# P2 *Scenario 2*

## Building Height and Footprint + Sample Development Program

PARCEL AREA	0.99 ACRES
HEIGHT LIMIT	45' / 3 FLOORS
FOOTPRINT— OFFICE/RESEARCH	16,000–18,000 SF (NORTH BLDG) 14,000–16,000 SF (SOUTH BLDG)
<b>TOTAL POTENTIAL DEVELOPMENT</b>	
OFFICE/RESEARCH	90,000–102,000 SF
<b>TOTAL DEVELOPMENT</b>	<b>90,000–102,000 SF</b>

## Sample Parking Program

GARAGE FLOORPLATE (1 FLOOR)	16,000–18,000 SF (NORTH BLDG) 14,000–16,000 SF (SOUTH BLDG)
GARAGE CAPACITY (COMBINED)	85–100 CARS

## Potential Additional Development with Height Bonus

POTENTIAL HEIGHT BONUS <sup>1</sup>	2 FLOORS
POTENTIAL EXTRA OFFICE/ RESEARCH (2 FLOORS) <sup>2</sup>	60,000–68,000 SF

<sup>1</sup> Maximum allowed by zoning

<sup>2</sup> Example value derived by applying maximum height allowed by zoning to the sample development program described above. Actual value may vary.

## Notes + Assumptions

- OFFICE/RESEARCH ABOVE SINGLE-LEVEL PARKING PODIUM SCREENED FROM STREET WITH LANDSCAPED BERM
- FLOOR-TO-FLOOR HEIGHT: 14'–15'
- TOTAL DEVELOPMENT AREA EXCLUDES PARKING
- POTENTIAL HEIGHT BONUS UNDER ZONING: UP TO 2 FLOORS FOR STRUCTURED PARKING, PUBLICLY ACCESSIBLE OPEN SPACE, ACTIVE GROUND-FLOOR USES, AND/OR VERTICALLY MIXED USES



*Office lofts with residential-scale bays and balconies.*



*Landscaping, bays, and upper-floor setbacks help office space fit well into the neighborhood and park context.*



*A simple building form with traditional windows and materials and a highly transparent, accessible ground floor fits well with a neighborhood main street.*

Design Precedents

EXAMPLES OF DESIGN, MASSING, AND PROGRAM  
ENCOURAGED FOR DEVELOPMENT ON THIS PARCEL.



# Parcel 5

**P**arcel 5 will serve as a new gateway to College Hill and the East Side from the Providence River. It enhances the existing pedestrian connection to the Point Street Bridge and provides a transition from expansive signature parkland on the river to the more intimate scale of the residences and small businesses along Wickenden and into Fox Point.

**Potential Development Scenarios** (shown on the following pages). *These possible development configurations combine zoning, design guidelines, and program and building characteristics sought by the marketplace. The text notes when a measure is required by zoning; all other features are encouraged but not required. The Commission welcomes alternate scenarios that support The LINK principles and framework.*

## Scenario 1

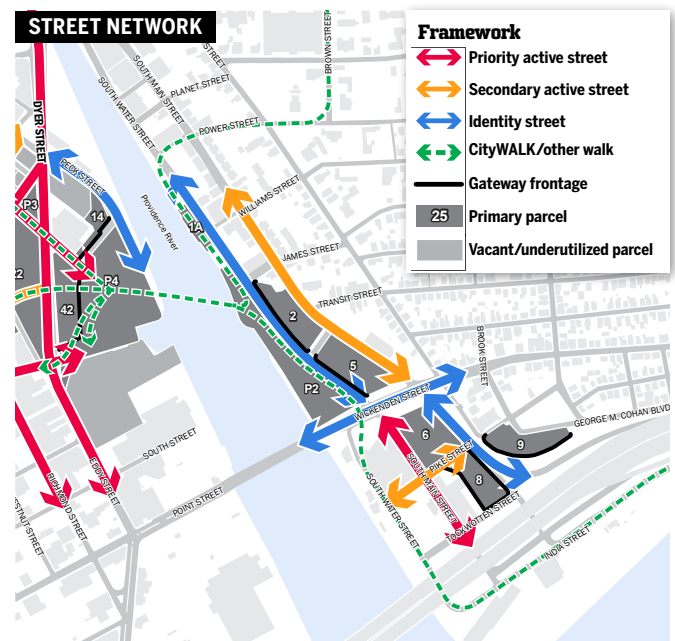
- **Four-story multifamily buildings**
- **Single-level parking podium for the entire site**

## Scenario 2

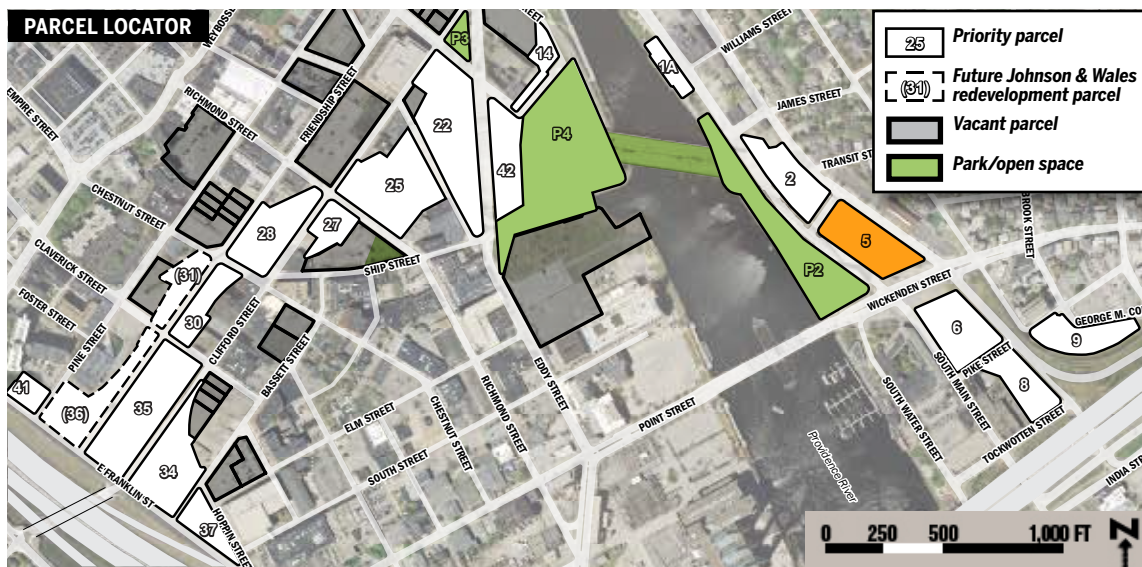
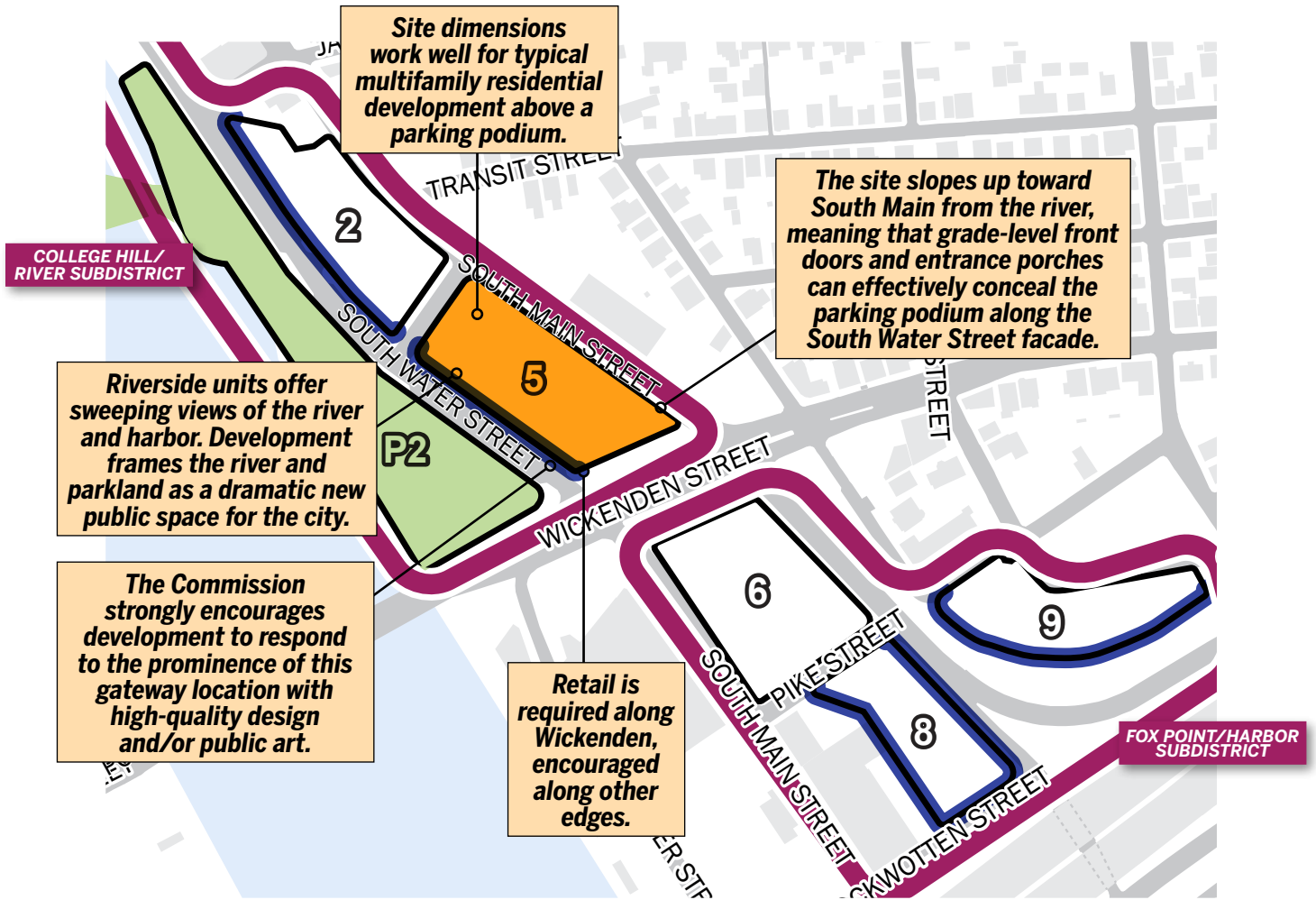
- **Office or research/development**
- **Ground-floor retail along Wickenden**
- **Pair of mid-size buildings with basement parking screened by landscaping (alternative: one building contains housing)**
- **Zoning requires mid-block connection through parcel for park/neighborhood connectivity and service access to the parcel**

## Worth Noting

- Parcel 5 is located in a designated Urban Coastal Greenway, as it lies within 200 feet of a waterway. Development on the site must meet requirements established by the Rhode Island Coastal Resources Management Council (CRMC)
- Although multifamily buildings are shown in Scenario 1, townhouse development is also possible on this parcel.

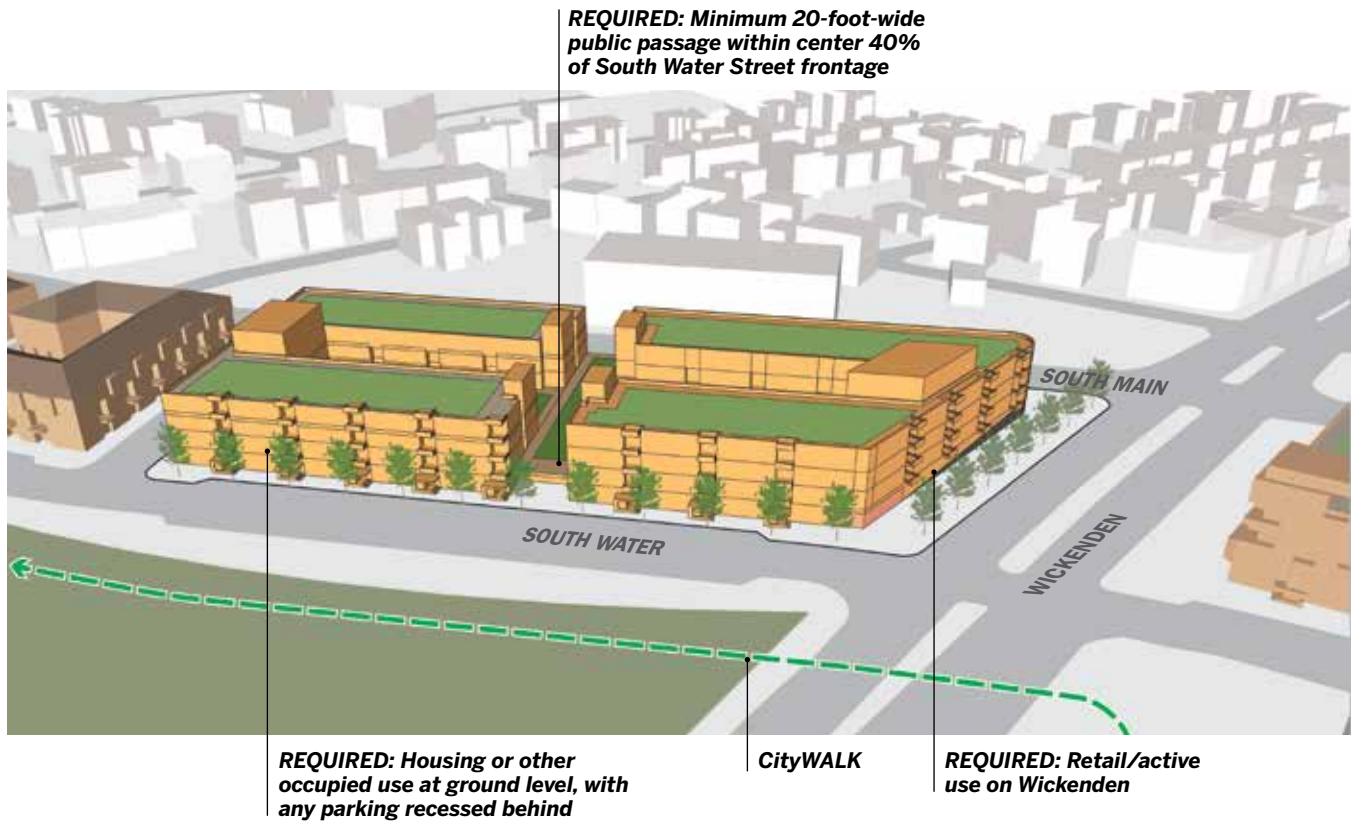


# P5



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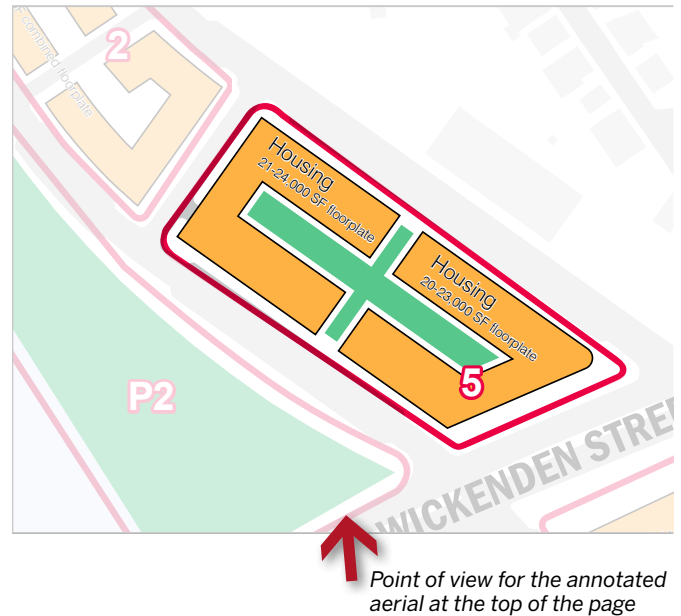
# P5 Scenario 1



## SCENARIO 1

### Courtyard apartments above a parking podium

- Use grade-level front doors and entrance porches along South Water to conceal the above-grade edge of the parking podium exposed by the slope of the site between South Main and the river.
- Highly transparent, engaging facade face Wickenden (required), South Main, South Water, and riverfront parkland.
- Zoning requires a minimum 20-foot-wide mid-block passage for park/neighborhood access and service access to the parcel.
- Maximize riverfront and harbor views with south-facing balconies and decks.





# P5 Scenario 1

## Building Height and Footprint + Sample Development Program

PARCEL AREA	1.35 ACRES
HEIGHT LIMIT	45' / 3 FLOORS
TYPICAL FLOOR-PLATE—HOUSING	21,000–24,000 SF (NORTH BLDG) 20,000–23,000 SF (SOUTH BLDG)
<b>TOTAL POTENTIAL DEVELOPMENT</b>	
HOUSING (3 FLOORS)	123,000–141,000 SF (140–165 APARTMENTS)
RETAIL	4,000–6,000 SF
<b>TOTAL DEVELOPMENT</b>	<b>124,000–146,000 SF</b>

## Sample Parking Program

GARAGE FLOORPLATE	25,000–35,000 SF
CAPACITY (1 FLOOR)	70–100 CARS

## Potential Additional Development with Height Bonus

POTENTIAL HEIGHT BONUS <sup>1</sup>	+ 2 FLOORS
POTENTIAL EXTRA HOUSING (2 FLOORS) <sup>2</sup>	82,000–94,000 SF (95–110 APTS)

<sup>1</sup> Maximum allowed by zoning

<sup>2</sup> Example value derived by applying maximum height allowed by zoning to the sample development program described above. Actual value may vary.

## Notes + Assumptions

- DOUBLE-LOADED APARTMENTS ABOVE SINGLE-LEVEL PARKING PODIUM LINED WITH SINGLE-LOADED APARTMENTS WITH DIRECT STREET ACCESS
- TOTAL DEVELOPMENT AREA EXCLUDES PARKING
- TYPICAL UNIT SIZE (APTS/CONDOS): 700 SF
- MODEL VIEW SHOWN INCLUDES ONE BONUS FLOOR
- FIRST-FLOOR HEIGHT: 20' RETAIL/ACTIVE USES
- FLOOR-TO-FLOOR HEIGHT: 10'–11' HOUSING
- POTENTIAL HEIGHT BONUS UNDER ZONING: UP TO 2 FLOORS FOR STRUCTURED PARKING, PUBLICLY ACCESSIBLE OPEN SPACE, ACTIVE GROUND-FLOOR USES, AND/OR VERTICALLY MIXED USES



*Multifamily apartments/condos with distinctive corner articulation.*



*Small offices/multifamily lofts with active retail uses at the first- and fourth-floor step-back.*

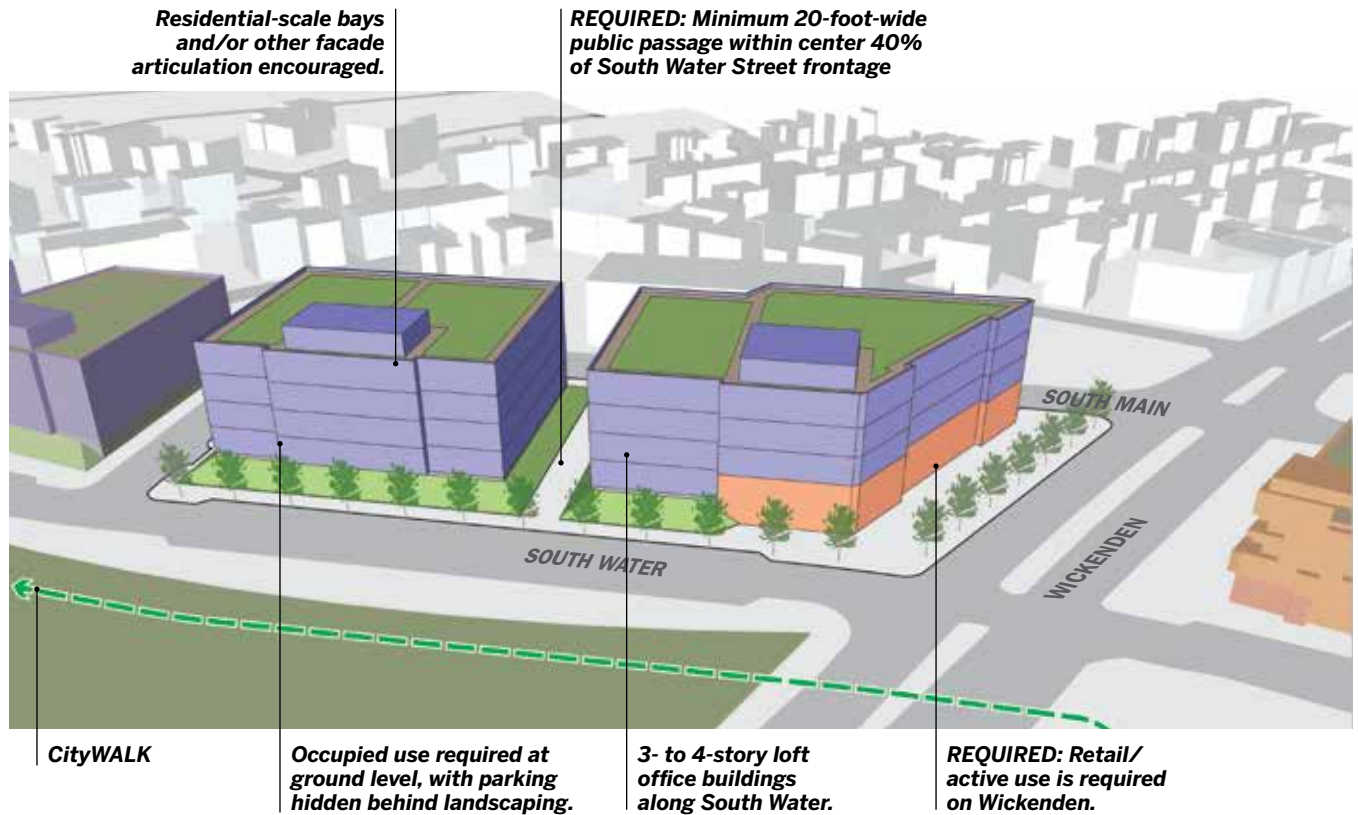


*First-floor units in multifamily buildings (condo or rental) with individual front doors that open directly onto the street.*

Design Precedents

EXAMPLES OF DESIGN, MASSING, AND PROGRAM ENCOURAGED FOR DEVELOPMENT ON THIS PARCEL.

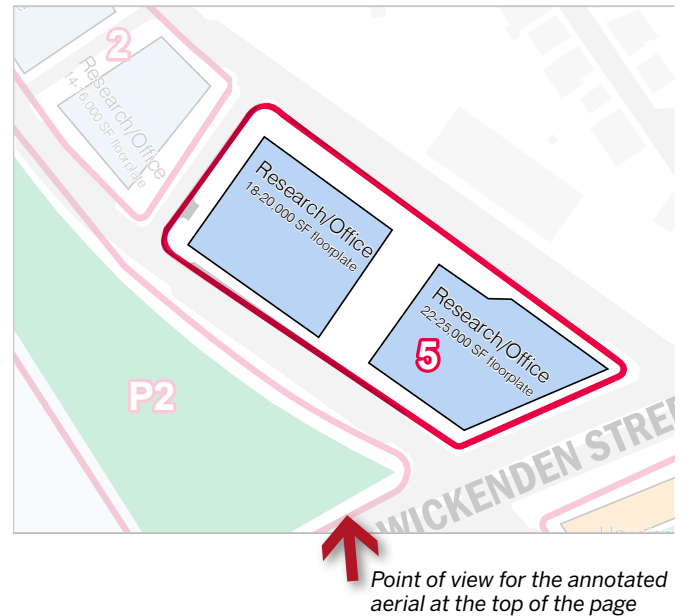
# P5 Scenario 2



## SCENARIO 2

### Office space above neighborhood retail and screened parking

- Three- to four-story office or research/development space.
- Potential for one building to contain housing rather than office.
- Highly transparent, engaging facades face Wickenden (required), South Main, South Water, and riverfront parkland.
- Scale of bays and other facade articulation are designed to fit well with the traditional College Hill residential context.
- Landscaping and retail hide parking.
- Emerging market conditions may make relatively small-scale floorplates well-suited for near-term development.





# P5 Scenario 2

## Building Height and Footprint + Sample Development Program

PARCEL AREA	1.35 ACRES
HEIGHT LIMIT	45' / 3 FLOORS
FOOTPRINT— OFFICE/RESEARCH	18,000–20,000 SF (NORTH BLDG) 22,000–25,000 SF (SOUTH BLDG)
<b>TOTAL POTENTIAL DEVELOPMENT</b>	
OFFICE/RESEARCH (3 FLOORS)	120,000–135,000 SF
RETAIL	5,000–10,000 SF
<b>TOTAL DEVELOPMENT</b>	<b>125,000–145,000 SF</b>

## Sample Parking Program

GARAGE FOOTPRINT (1 FLOOR)	18,000–20,000 SF (NORTH BLDG) 22,000–25,000 SF (SOUTH BLDG)
CAPACITY (COMBINED)	85–100 CARS

## Potential Additional Development with Height Bonus

POTENTIAL HEIGHT BONUS <sup>1</sup>	2 FLOORS
POTENTIAL EXTRA HOUSING (2 FLOORS) <sup>2</sup>	80,000–90,000 SF

<sup>1</sup> Maximum allowed by zoning

<sup>2</sup> Example value derived by applying maximum height allowed by zoning to the sample development program described above. Actual value may vary.

## Notes + Assumptions

- FIRST-FLOOR HEIGHT: 20' RETAIL/ACTIVE USES
- FLOOR-TO-FLOOR HEIGHT: 14'–15'
- OFFICE/RESEARCH ABOVE SINGLE-LEVEL PARKING PODIUM
- THE MODEL VIEW SHOWN UTILIZES ALL POTENTIAL HEIGHT BONUS
- TOTAL DEVELOPMENT AREA EXCLUDES PARKING
- POTENTIAL HEIGHT BONUS UNDER ZONING: UP TO 2 FLOORS FOR STRUCTURED PARKING, PUBLICLY ACCESSIBLE OPEN SPACE, ACTIVE GROUND-FLOOR USES, AND/OR VERTICALLY MIXED USES



Office lofts with ground-floor retail and traditional materials.



Landscaping, bays and upper-floor setbacks help office space fit well into neighborhood and park context.



Office lofts with ground-floor restaurants and traditional materials.

Design Precedents

EXAMPLES OF DESIGN, MASSING, AND PROGRAM  
ENCOURAGED FOR DEVELOPMENT ON THIS PARCEL.

# Parcel 6

**A**t the high-visibility intersection of Wickenden and South Main and with generous views of the river and the harbor, Parcel 6 represents a strong opportunity for significant multifamily and/or office development. The site's large size and geometry would support development around a central courtyard and allows development to step up several stories on its southern portion. With complementary design and massing, these structures can work with new development on Parcel 5 to form a memorable entry to Fox Point and the East Side.

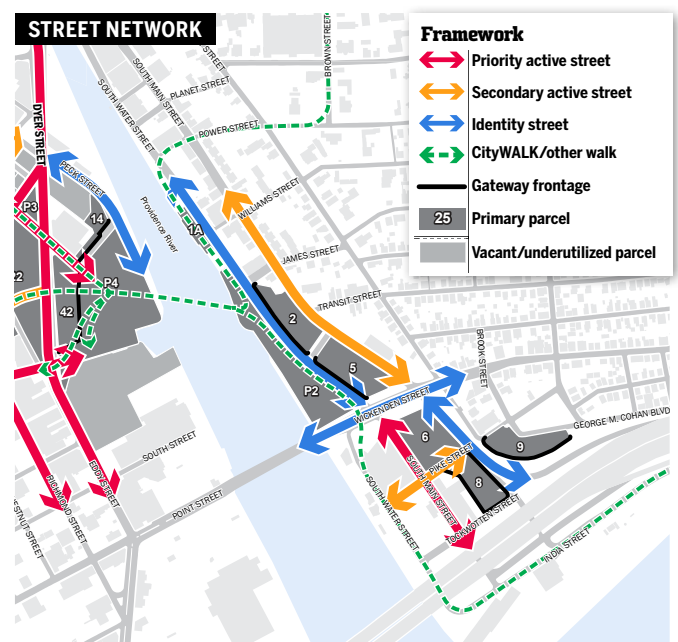
**Potential Development Scenarios** (shown on the following pages). *These possible development configurations combine zoning, design guidelines, and program and building characteristics sought by the marketplace. The text notes when a measure is required by zoning; all other features are encouraged but not required. The Commission welcomes alternate scenarios that support The LINK principles and framework.*

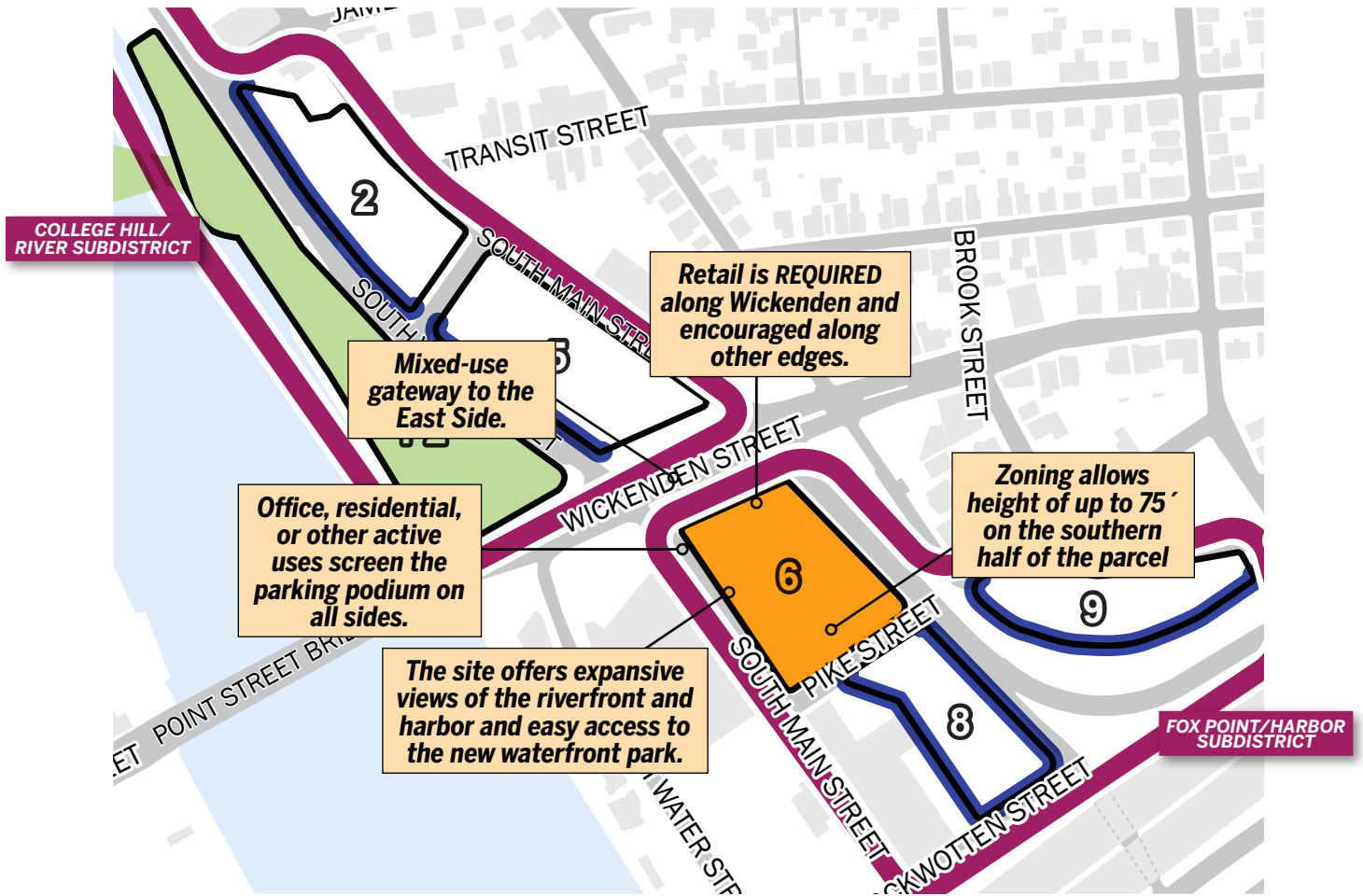
## Scenario 1

- One building with office/R&D and one building with housing/hotel above ground-floor retail along Wickenden
- Potential for internal structured parking podium screened from street by retail or occupied space

## Scenario 2

- Apartment/condo buildings around a central courtyard
- Two-level parking podium serves entire development
- Residential units wrap around the podium at street level
- Scenario takes advantage of zoning boundary to add height on southern structure





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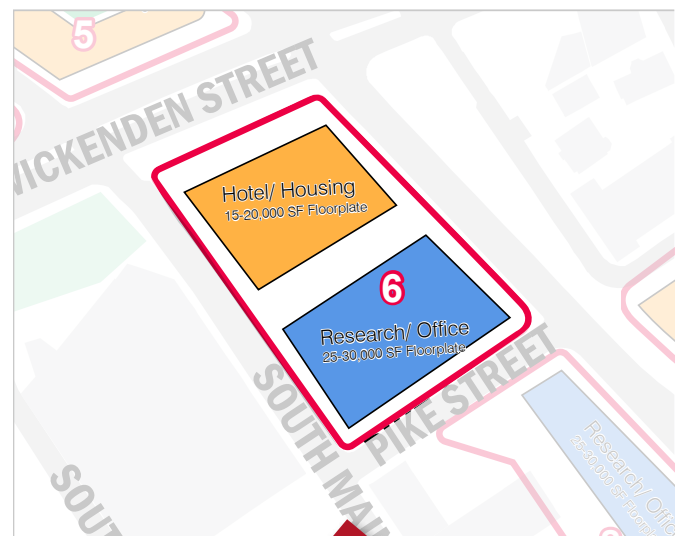
# P6 Scenario 1



## SCENARIO 1

### Office and hotel/housing loft buildings anchor a waterfront neighborhood

- One building with five to seven stories of office or research/development space.
- One building with three to four stories of housing.
- Uses do not depend on location and could be reversed.
- Highly transparent, engaging facades face Wickenden (required) and other streets (encouraged).
- Windows and balconies highlight spectacular views of the harbor, the river, and downtown.
- Architectural expression fits well within historic industrial waterfront context.
- Retail and/or other occupied space hide parking structure.



Point of view for the annotated aerial at the top of the page

# P6 *Scenario 1*

## Building Height and Footprint + Sample Development Program

PARCEL AREA	1.35 ACRES
HEIGHT LIMIT	45' / 3 FLOORS (C2) 75' / 6 FLOORS (W2)
TYPICAL FLOORPLATE—HOUSING/HOTEL	15,000–20,000 SF
TYPICAL FLOORPLATE—OFFICE/RESEARCH	25,000–30,000 SF
<b>TOTAL POTENTIAL DEVELOPMENT</b>	
HOUSING/HOTEL (3 FLOORS)	45,000–60,000 SF (45–60 APTS + TOWNHOUSES OR 75–100 HOTEL ROOMS)
OFFICE (5 FLOORS)	125,000–150,000 SF
RETAIL	5,000–10,000 SF
<b>TOTAL DEVELOPMENT</b>	<b>175,000–220,000 SF</b>

## Sample Parking Program

HOUSING GARAGE FLOORPLATE	15,000–25,000 SF
HOUSING GARAGE CAPACITY (2 FLOORS)	40–70 CARS
OFFICE GARAGE FLOORPLATE	25,000–30,000 SF
OFFICE GARAGE CAPACITY (2 FLOORS)	70–85 CARS
<b>TOTAL PARKING CAPACITY</b>	<b>110–155 CARS</b>

## Potential Additional Development with Height Bonus

POTENTIAL HEIGHT BONUS <sup>1</sup>	2 FLOORS
POTENTIAL EXTRA OFFICE/RESEARCH (2 FLOORS) <sup>2</sup>	50,000–60,000 SF
POTENTIAL EXTRA HOUSING/ HOTEL (2 FLOORS) <sup>2</sup>	30,000–40,000 SF (35–45 APTS OR 50–65 HOTEL ROOMS)
<b>TOTAL POTENTIAL EXTRA DEVELOPMENT <sup>2</sup></b>	<b>80,000–100,000 SF</b>

<sup>1</sup> Maximum allowed by zoning

<sup>2</sup> Example value derived by applying maximum height allowed by zoning to the sample development program described above. Actual value may vary.

## Notes + Assumptions

- FIRST-FLOOR HEIGHT: 20' RETAIL/ACTIVE USES
- FLOOR-TO-FLOOR HEIGHT: 14'–15' OFFICE/RESEARCH; 10'–11' HOUSING/HOTEL
- TYPICAL APT @ 700 SF; TYPICAL TOWNHOUSE @ 1,250 SF
- HOUSING: 2 FLOORS OF STRUCTURED PARKING WRAPPED WITH 2-STORY TOWNHOUSES BENEATH 2 FLOORS OF APARTMENTS (INCLUDING 1 BONUS FLOOR AS MODELED)
- OFFICE: 4 FLOORS ATOP 1 FLOOR STRUCTURED PARKING
- TOTAL DEVELOPMENT AREA EXCLUDES PARKING
- POTENTIAL HEIGHT BONUS UNDER ZONING: UP TO 2 FLOORS FOR STRUCTURED PARKING, PUBLICLY ACCESSIBLE OPEN SPACE, ACTIVE GROUND-FLOOR USES, AND/OR VERTICALLY MIXED USES



*Office lofts with ground floor retail and traditional industrial expression.*



*Traditional brick and industrial character lend human scale to larger buildings.*

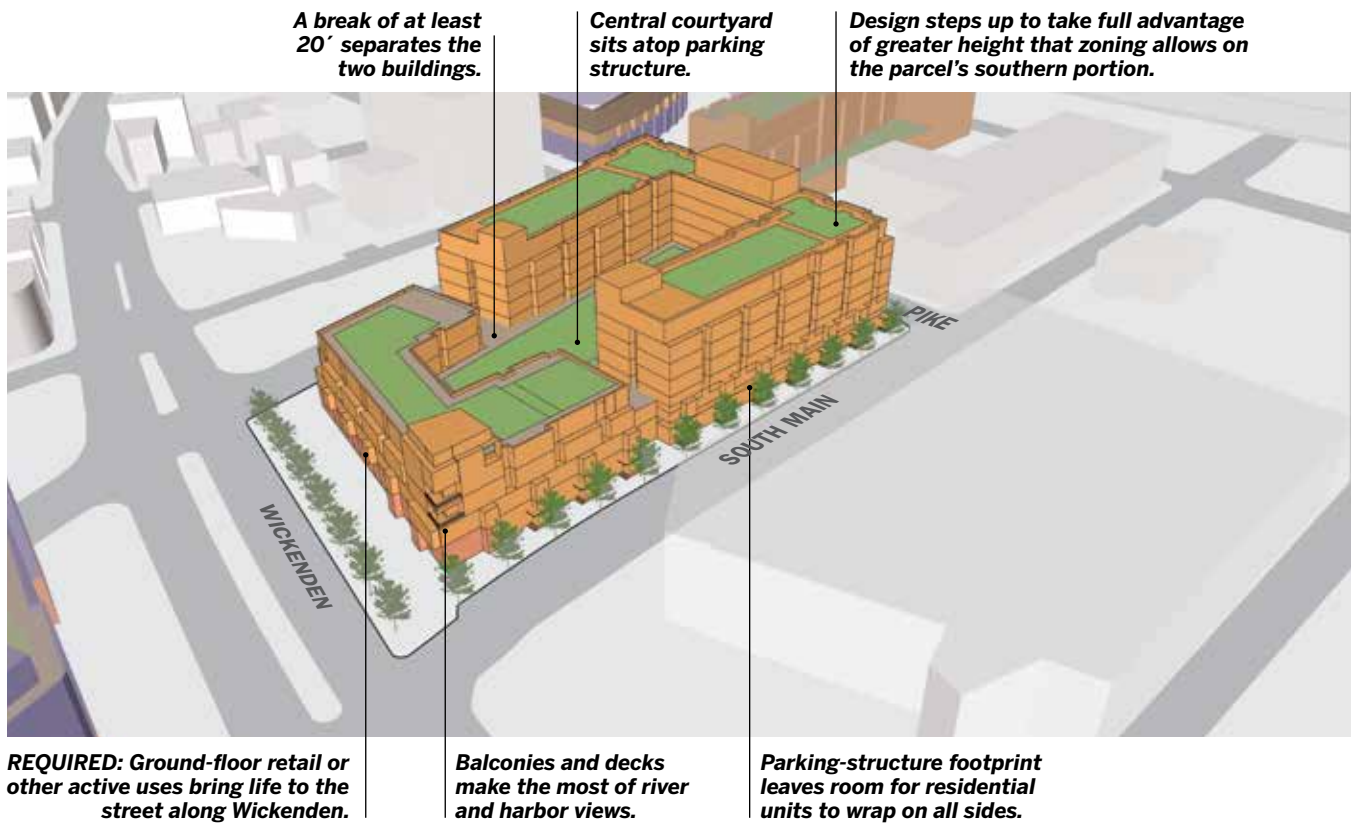


*Contemporary loft offices or housing employs quality materials and careful detailing to fit into historic and neighborhood contexts.*

Design Precedents

EXAMPLES OF DESIGN, MASSING, AND PROGRAM  
ENCOURAGED FOR DEVELOPMENT ON THIS PARCEL.

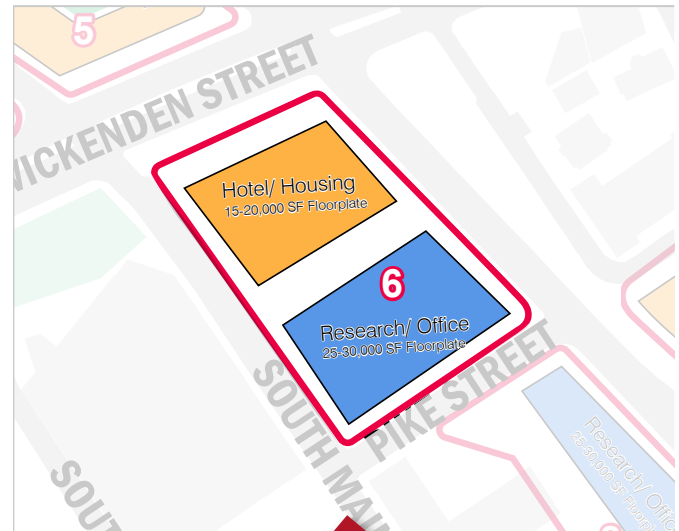
# P6 *Scenario 2*



## SCENARIO 2

### Two apartment buildings define a courtyard atop wrapped parking

- To enliven Wickenden, provide retail and/or other active uses at street level (required).
- Introduce a break of at least 20' between parcel's the north and south buildings.
- Articulate building facades with balconies and decks to take advantage of the water views.
- Conceal the above-grade parking podium by wrapping it with retail along Wickenden and residential units on all other sides.
- To engage the street, provide front doors and porches for ground-level apartments.



Point of view for the annotated aerial at the top of the page



# P6 Scenario 2

## Building Height and Footprint + Sample Development Program

PARCEL AREA	1.35 ACRES
HEIGHT LIMIT	45' / 3 STORIES (C2) 75' / 6 STORIES (W2)
TYPICAL FLOORPLATE—HOUSING/HOTEL	12,000–14,000 SF (NORTH BLDG) 23,000–26,000 SF (SOUTH BLDG)
<b>TOTAL POTENTIAL DEVELOPMENT</b>	
HOUSING/HOTEL (3 FLOORS)	175,000–200,000 SF (175–200 APTS AND TOWN- HOUSES OR 290–330 HOTEL ROOMS)
RETAIL	5,000–10,000 SF
<b>TOTAL DEVELOPMENT</b>	<b>180,000–210,000 SF</b>

## Sample Parking Program

GARAGE FLOORPLATE	25,000–45,000 SF
GARAGE CAPACITY (2 FLOOR)	140–250 CARS

## Potential Additional Development with Height Bonus

POTENTIAL HEIGHT BONUS <sup>1</sup>	2 FLOORS
POTENTIAL EXTRA HOUSING/ HOTEL (2 FLOORS) <sup>2</sup>	70,000–80,000 SF (80–95 APTS OR 115–135 HOTEL ROOMS)

<sup>1</sup> Maximum allowed by zoning

<sup>2</sup> Example value derived by applying maximum height allowed by zoning to the sample development program described above. Actual value may vary.

## Notes + Assumptions

- FIRST-FLOOR HEIGHT: 20' RETAIL/ACTIVE USES
- FLOOR-TO-FLOOR HEIGHT: 14'–15' OFFICE/RESEARCH; 10'–11' HOUSING/HOTEL
- TYPICAL APARTMENT: 700 SF
- TYPICAL TOWNHOUSE: 1,250 SF
- MODELING ASSUMES TWO-LEVEL PARKING GARAGE PODIUM WRAPPED WITH TWO-STORY TOWNHOMES BENEATH APARTMENT TOWERS
- NORTH BUILDING INCLUDES +1 BONUS FLOOR AS MODELED
- TOTAL DEVELOPMENT AREA EXCLUDES PARKING
- POTENTIAL HEIGHT BONUS UNDER ZONING: UP TO 2 FLOORS FOR STRUCTURED PARKING, PUBLICLY ACCESSIBLE OPEN SPACE, ACTIVE GROUND-FLOOR USES, AND/OR VERTICALLY MIXED USES



*Multifamily apartments/condos with distinctive corner articulation.*



*Small offices/multifamily lofts with active retail uses at the first- and fourth-floor step-back.*



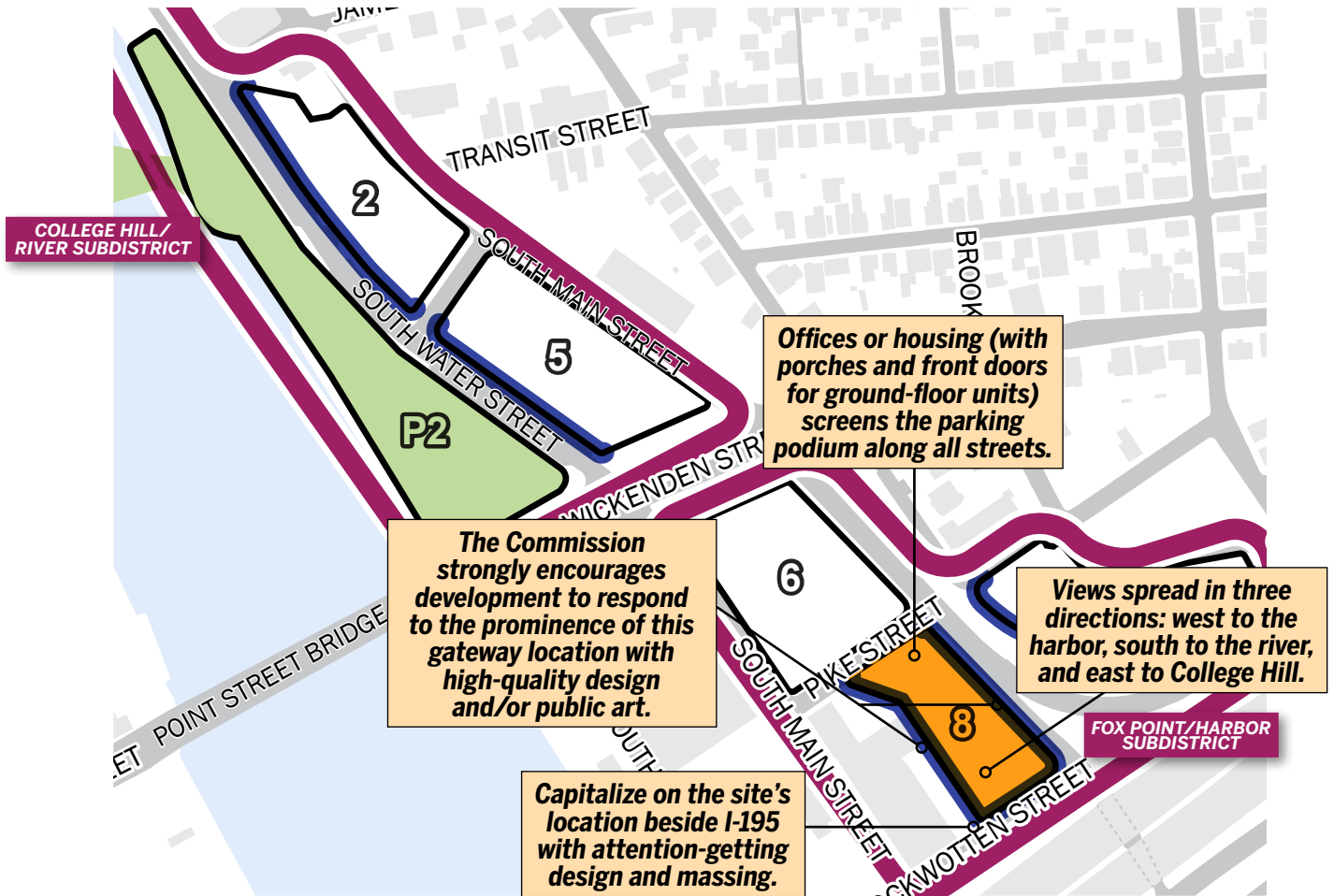
*Small offices/multifamily lofts with active retail uses at the first- and fourth-floor step-back.*

Design Precedents

EXAMPLES OF DESIGN, MASSING, AND PROGRAM ENCOURAGED FOR DEVELOPMENT ON THIS PARCEL.







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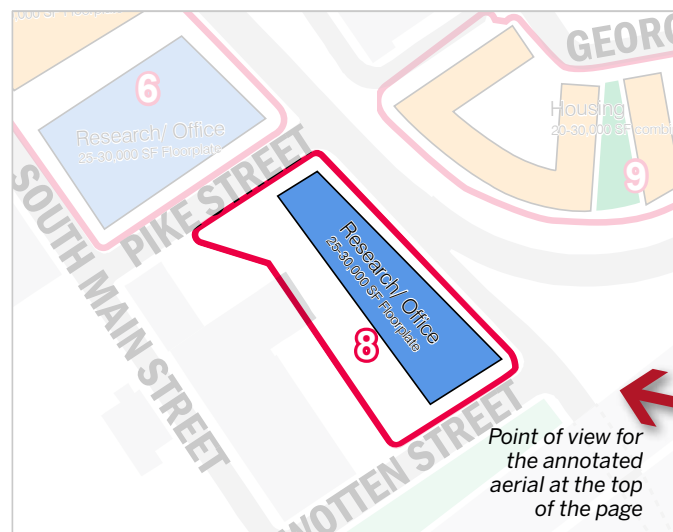
# P8 Scenario 1



## SCENARIO 1

### Office/R&D building that capitalizes on views and visibility

- Five to seven stories of office or research/development space.
- Large windows capitalize on spectacular views of Providence Harbor and downtown.
- Distinctive facades create a landmark along I-195.
- Retail and/or other occupied space hides parking structure.
- Acquisition of the adjacent parcel creates the potential for a larger development.



# P8 *Scenario 1*

## Building Height and Footprint + Sample Development Program

PARCEL AREA	0.84 ACRES
HEIGHT LIMIT	75' / 6 FLOORS
FOOTPRINT	25,000–30,000 SF
<b>TOTAL POTENTIAL DEVELOPMENT</b>	
OFFICE/RESEARCH (5 FLOORS)	125,000–150,000 SF
<b>TOTAL DEVELOPMENT</b>	<b>125,000–150,000 SF</b>

## Sample Parking Program

GARAGE FLOORPLATE	25,000–30,000 SF
GARAGE CAPACITY (1 FLOOR)	70–85 CARS

## Potential Additional Development with Height Bonus

POTENTIAL HEIGHT BONUS <sup>1</sup>	2 FLOORS
POTENTIAL EXTRA OFFICE/RESEARCH (2 FLOORS) <sup>2</sup>	50,000–60,000 SF

<sup>1</sup> Maximum allowed by zoning

<sup>2</sup> Example value derived by applying maximum height allowed by zoning to the sample development program described above. Actual value may vary.

## Notes + Assumptions

- FLOOR-TO-FLOOR HEIGHT 14'–15'
- ASSUMES 4 FLOORS OF OFFICE ABOVE 1 FLOOR OF STRUCTURED PARKING
- TOTAL DEVELOPMENT AREA EXCLUDES PARKING
- POTENTIAL HEIGHT BONUS UNDER ZONING: UP TO 2 FLOORS FOR STRUCTURED PARKING, PUBLICLY ACCESSIBLE OPEN SPACE, ACTIVE GROUND-FLOOR USES, AND/OR VERTICALLY MIXED USES



*Office lofts with ground floor retail and traditional industrial expression.*



*Traditional brick and industrial character lend human scale to larger buildings.*



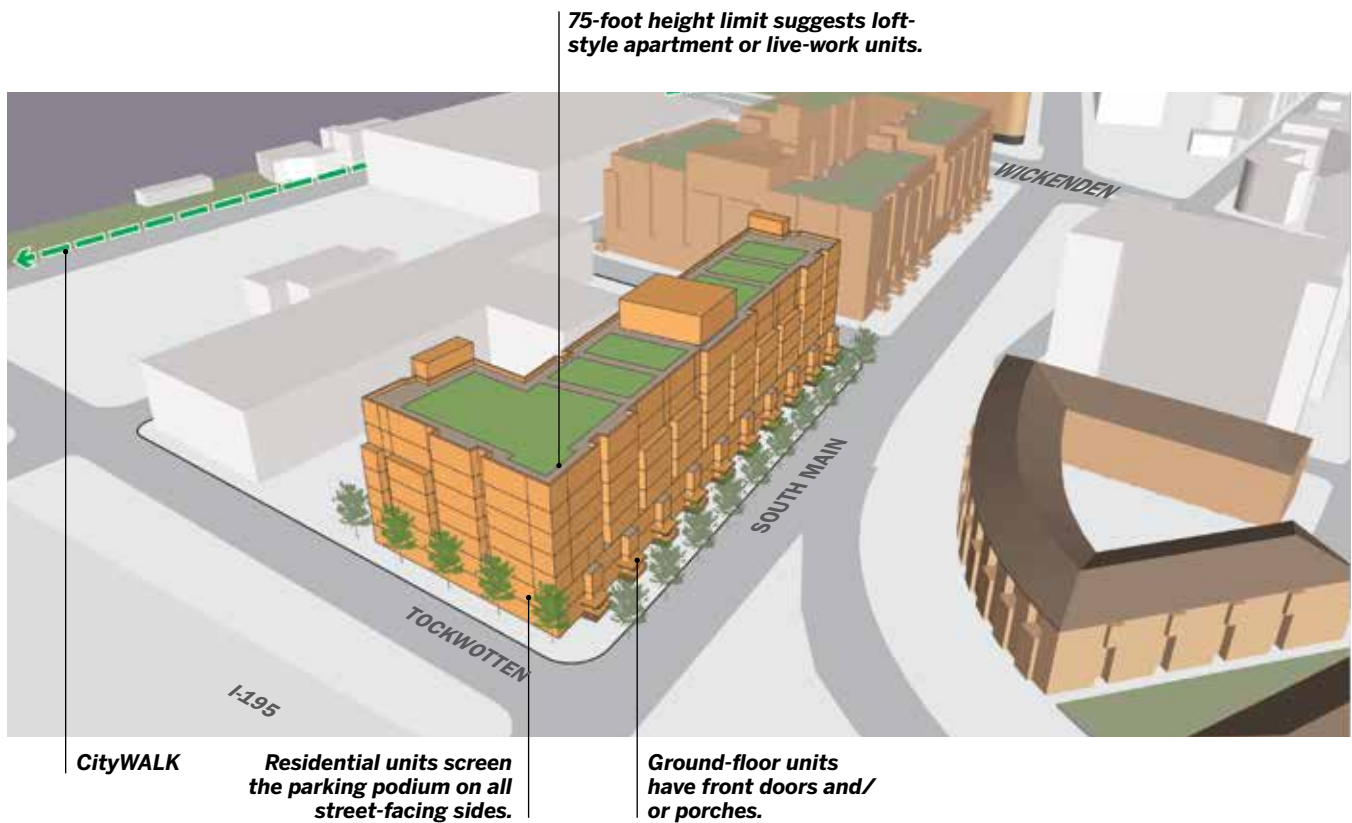
*Contemporary loft offices or housing employs quality materials and careful detailing to fit into historic and neighborhood contexts.*

## Design Precedents

EXAMPLES OF DESIGN, MASSING, AND PROGRAM ENCOURAGED FOR DEVELOPMENT ON THIS PARCEL.



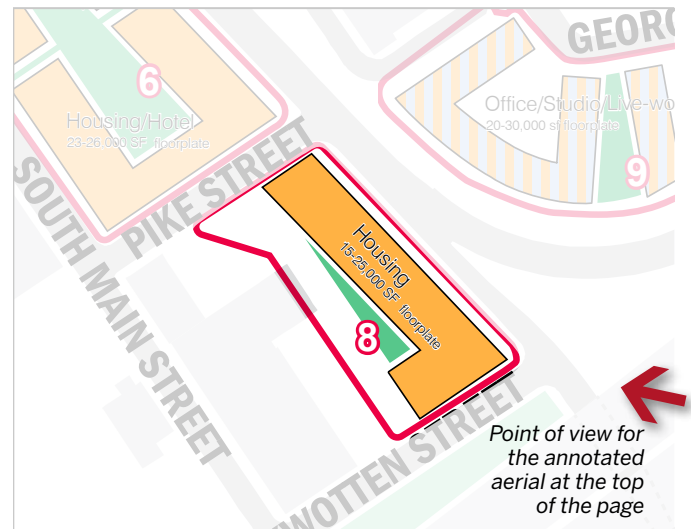
# P8 *Scenario 2*



## SCENARIO 2

### Distinctive residential building with lofts, apartments or live-work units

- Capitalize on the location next to busy I-195 by employing signature architectural design and distinctive façade treatment.
- Articulate building facades with balconies and decks to take advantage of views south and west to the water and east to College Hill.
- Conceal the parking podium by wrapping it with residential units on the site's three street-facing sides.
- Provide front doors and porches for ground-level apartments.



# P8 Scenario 2

## Building Height and Footprint + Sample Development Program

PARCEL AREA	0.84 ACRES
HEIGHT LIMIT	75' / 6 FLOORS
FOOTPRINT	15,000–25,000 SF
<b>TOTAL POTENTIAL DEVELOPMENT</b>	
HOUSING (6 FLOORS)	90,000–150,000 SF (100–160 APTS + TOWNHOUSES)
<b>TOTAL DEVELOPMENT</b>	<b>90,000–150,000 SF</b>

## Sample Parking Program

GARAGE FLOORPLATE	15,000–20,000
GARAGE CAPACITY (2 FLOORS)	85–115 CARS

## Potential Additional Development with Height Bonus

POTENTIAL HEIGHT BONUS <sup>1</sup>	2 FLOORS
POTENTIAL EXTRA HOUSING (2 FLOORS) <sup>2</sup>	30,000–50,000 SF (35–60 APTS)

<sup>1</sup> Maximum allowed by zoning

<sup>2</sup> Example value derived by applying maximum height allowed by zoning to the sample development program described above. Actual value may vary.

## Notes + Assumptions

- FIRST-FLOOR HEIGHT: 20' RETAIL/ACTIVE USES
- FLOOR-TO-FLOOR HEIGHT: 10'–11'
- TOTAL DEVELOPMENT AREA EXCLUDES PARKING
- TYPICAL APARTMENT: 700 SF
- TYPICAL TOWNHOUSE: 1,250 SF
- POTENTIAL HEIGHT BONUS UNDER ZONING: UP TO 2 FLOORS FOR STRUCTURED PARKING, PUBLICLY ACCESSIBLE OPEN SPACE, ACTIVE GROUND-FLOOR USES, AND/OR VERTICALLY MIXED USES



*A six-story building with loft-style apartments and a step-back at the fourth floor.*



*Individual entrances provide access to ground-floor townhouses in this apartment development.*

Design Precedents

EXAMPLES OF DESIGN, MASSING, AND PROGRAM  
ENCOURAGED FOR DEVELOPMENT ON THIS PARCEL.

# Parcel 9

**P**arcel 9 presents an opportunity to extend and reinforce the Fox Point neighborhood with housing, work, and/or community uses that complements adjacent residential and church properties and capitalizes on prime views of the harbor. Orienting development around landscaped courtyards creates an attractive green amenity open to residents and neighbors alike.

**Potential Development Scenarios** (shown on the following pages). *These possible development configurations combine zoning, design guidelines, and program and building characteristics sought by the marketplace. The text notes when a measure is required by zoning; all other features are encouraged but not required. The Commission welcomes alternate scenarios that support The LINK principles and framework.*

## Scenario 1

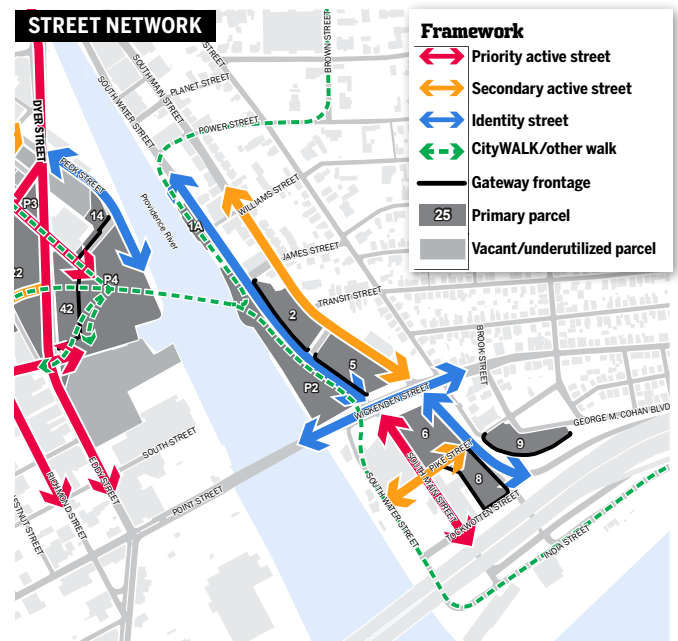
- **Three-story townhouses built in clusters around courtyards (shown)**
- **Other possibilities: two-level townhouses with a single-level apartment above three-level townhouses with a two-car garage**

## Scenario 2

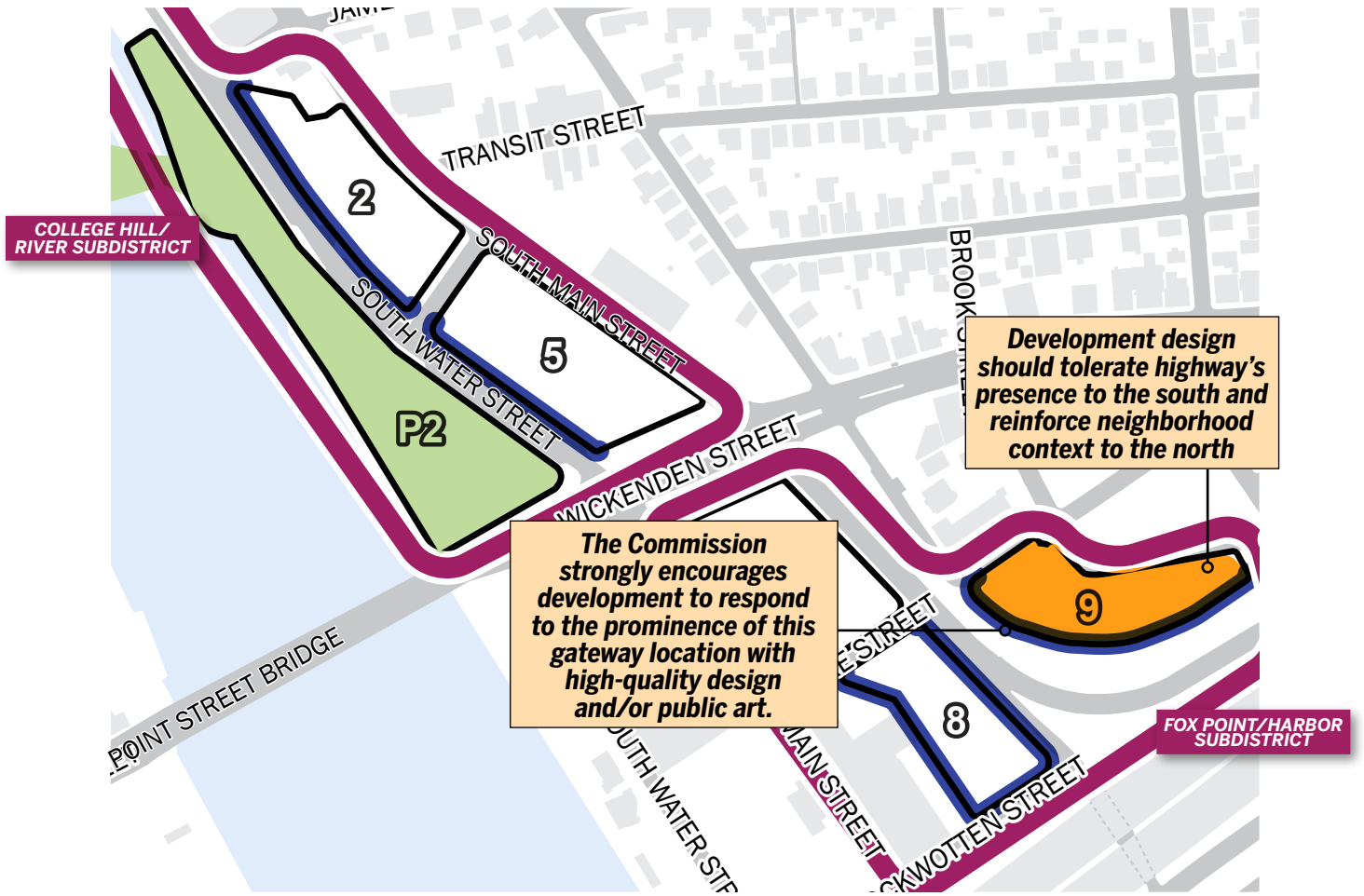
- **Live/work lofts with upper-floor living space above lower-floor studio space**
- **Harbor views**
- **Landscaped courtyards**

## More Options

- The I-195 Commission would also welcome proposals for Parcel 9 involving any of several other uses, including indoor sports (W2 zone only) and/or recreation; a community center; or cultural uses.
- The Commission would welcome any compatible combination of these uses and housing.



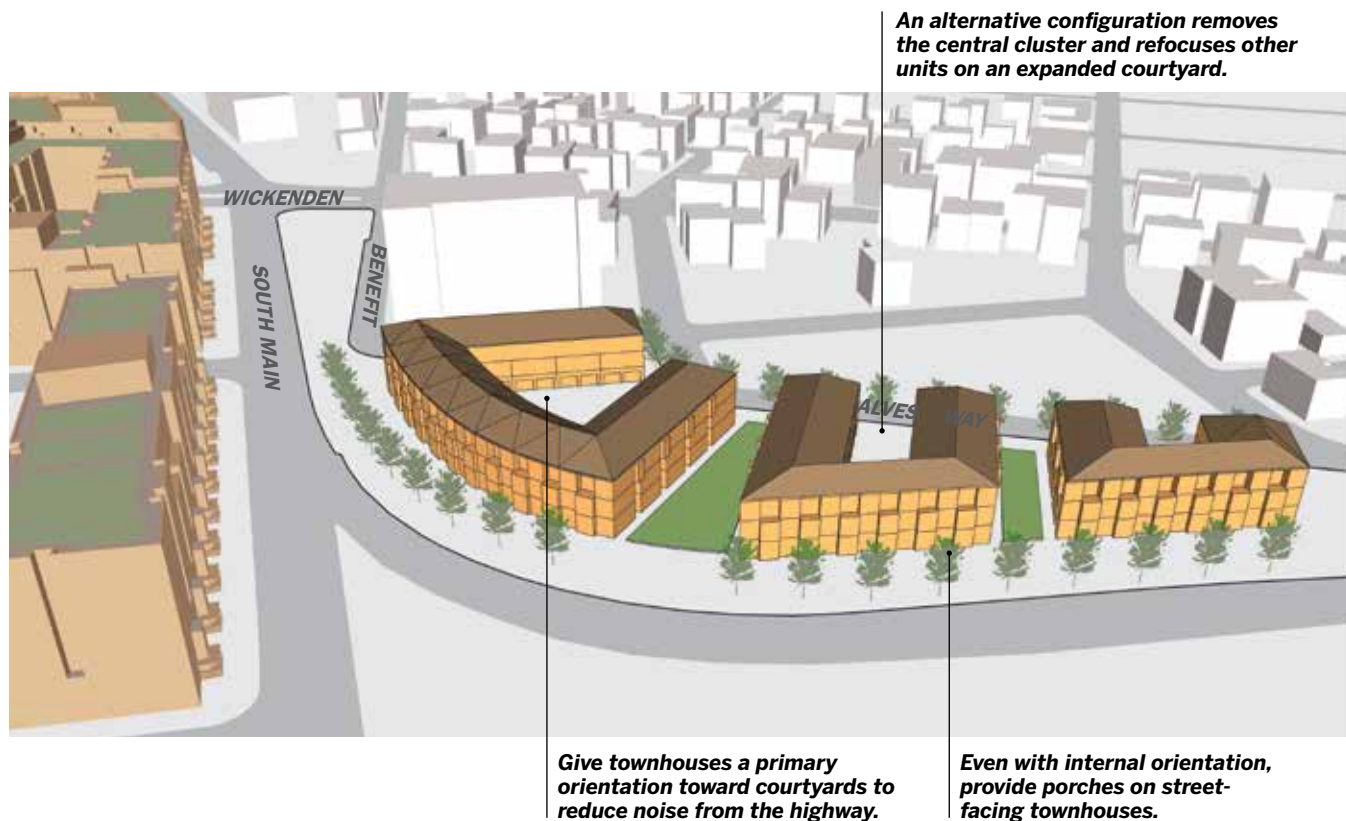




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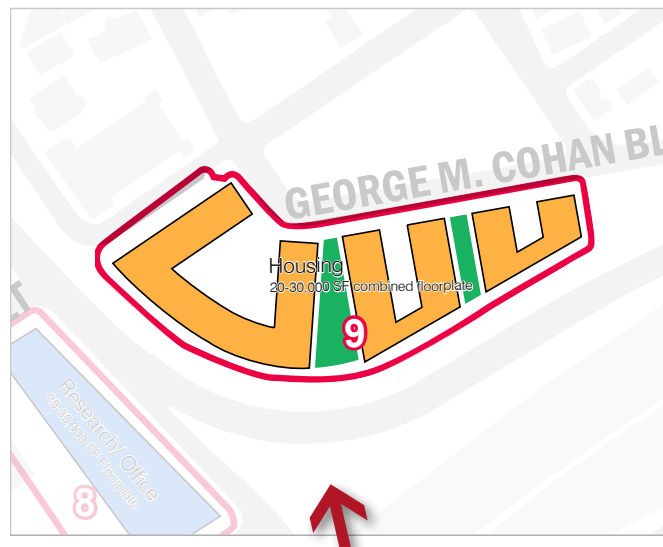
# P9 Scenario 1



## SCENARIO 1

### Townhouses with courtyard apartments above

- Three stories: apartments above two-story townhouses (shown) or loft format.
- Upper-floor living space enjoys harbor views.
- Lower floors offers flexible layouts with the option of fabrication and/or storefront use.
- A variety of alternative mixed working and living spaces is possible.
- Courtyards add value and scale, reinforcing the Fox Point neighborhood context.



Point of view for the annotated aerial at the top of the page

# P9 Scenario 1

## Building Height and Footprint + Sample Development Program

PARCEL AREA	1.05 ACRES
HEIGHT LIMIT	45' / 3 FLOORS
COMBINED FLOORPLATE	20,000–30,000 SF
<b>TOTAL POTENTIAL DEVELOPMENT</b>	
HOUSING (3 FLOORS)	60,000–90,000 SF (50–80 APTS AND TOWNHOUSES)
<b>TOTAL DEVELOPMENT</b>	<b>60,000–90,000 SF</b>

## Potential Additional Development with Height Bonus

POTENTIAL HEIGHT BONUS <sup>1</sup>	2 FLOORS
POTENTIAL EXTRA HOUSING (2 FLOORS) <sup>2</sup>	40,000–60,000 SF (45–70 APTS)

<sup>1</sup> Maximum allowed by zoning

<sup>2</sup> Example value derived by applying maximum height allowed by zoning to the sample development program described above. Actual value may vary.

## Notes + Assumptions

- FLOOR-TO-FLOOR HEIGHT 10'–11'
- WALK-UP APARTMENTS ABOVE TWO-LEVEL TOWNHOUSES
- MODEL ASSUMES TWO-CAR TUCK-UNDER GARAGE IN EACH TOWNHOUSE MODULE
- TOTAL DEVELOPMENT VALUE DOES NOT INCLUDE POTENTIAL PARKING WITHIN BUILDING FOOTPRINT
- POTENTIAL HEIGHT BONUS UNDER ZONING: UP TO 2 FLOORS FOR STRUCTURED PARKING, PUBLICLY ACCESSIBLE OPEN SPACE, ACTIVE GROUND-FLOOR USES, AND/OR VERTICALLY MIXED USES



*Attached townhouses with balconies, decks, and front porches.*

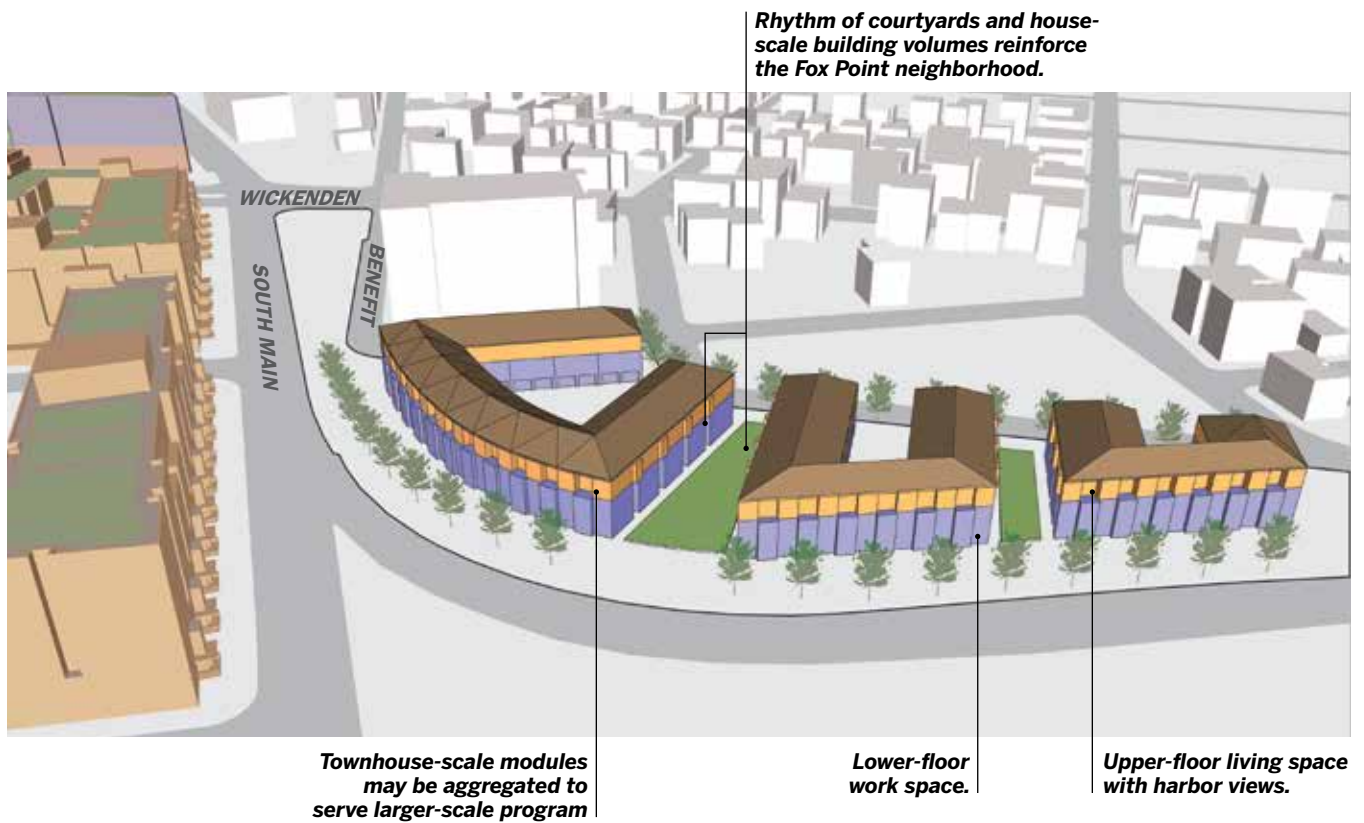


*Live/work townhouses with active uses at ground level.*

Design Precedents

EXAMPLES OF DESIGN, MASSING, AND PROGRAM  
ENCOURAGED FOR DEVELOPMENT ON THIS PARCEL.

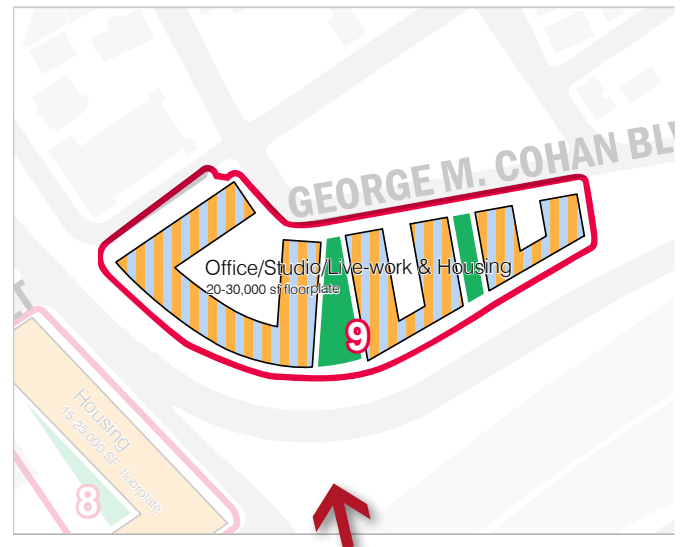
# P9 Scenario 2



## SCENARIO 2

### Live/work lofts with courtyard apartments above

- Express individuality of units with porches that reach out to the street.
- Design courtyards to serve as semipublic green-space amenities for other nearby residents.
- Flexible floor plans support easy conversion of residential units to live-work spaces that relate to shared courtyards
- An alternative configuration would increase green space by replacing the middle cluster and focuses the development on an expanded courtyard



Point of view for the annotated aerial at the top of the page



# P9 Scenario 2

## Building Height and Footprint + Sample Development Program

PARCEL AREA	1.05 ACRES
HEIGHT LIMIT	45' / 3 FLOORS
COMBINED FLOORPLATE	20,000–30,000 SF
<b>TOTAL POTENTIAL DEVELOPMENT</b>	
OFFICE/STUDIO/LIVE-WORK (ONE FLOOR)	20,000–30,000 SF
HOUSING (TWO FLOORS)	40,000–60,000 SF (45–70 APTS)
<b>TOTAL DEVELOPMENT</b>	<b>60,000–90,000 SF</b>

## Potential Additional Development with Height Bonus

POTENTIAL HEIGHT BONUS <sup>1</sup>	2 FLOORS
POTENTIAL EXTRA HOUSING (2 FLOORS) <sup>2</sup>	40,000–60,000 SF (45–70 APTS)

<sup>1</sup> Maximum allowed by zoning

<sup>2</sup> Example value derived by applying maximum height allowed by zoning to the sample development program described above. Actual value may vary.

## Notes + Assumptions

- FLOOR-TO-FLOOR HEIGHT: 14–15' OFFICE/STUDIO/LIVE-WORK; 10'–11' HOUSING
- WALK-UP APARTMENTS ABOVE GROUND FLOOR OFFICE/STUDIO/LIVE-WORK
- MODEL ASSUMES TUCK-UNDER PARKING ACCESSED FROM COURTYARDS
- TOTAL DEVELOPMENT AREA DOES NOT INCLUDE POTENTIAL PARKING WITHIN BUILDING FOOTPRINT
- POTENTIAL HEIGHT BONUS UNDER ZONING: UP TO 2 FLOORS FOR STRUCTURED PARKING, PUBLICLY ACCESSIBLE OPEN SPACE, ACTIVE GROUND-FLOOR USES, AND/OR VERTICALLY MIXED USES

Studio lofts with living space above.



Contemporary loft design employing traditional brick.



Traditional residential building form with contemporary materials and prominent ground-floor work spaces.

Design Precedents

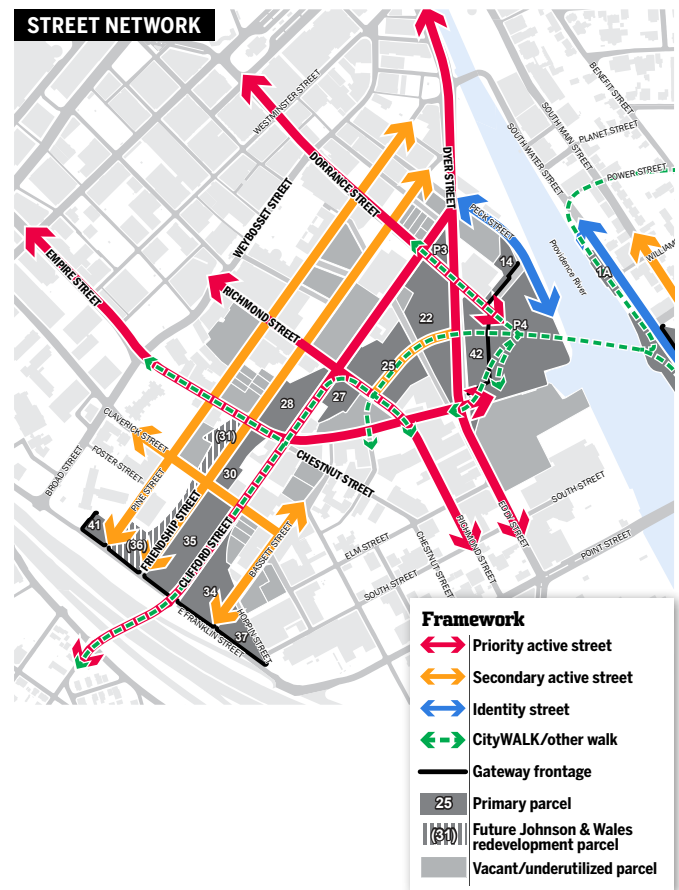
EXAMPLES OF DESIGN, MASSING, AND PROGRAM ENCOURAGED FOR DEVELOPMENT ON THIS PARCEL.

# Parcel 14

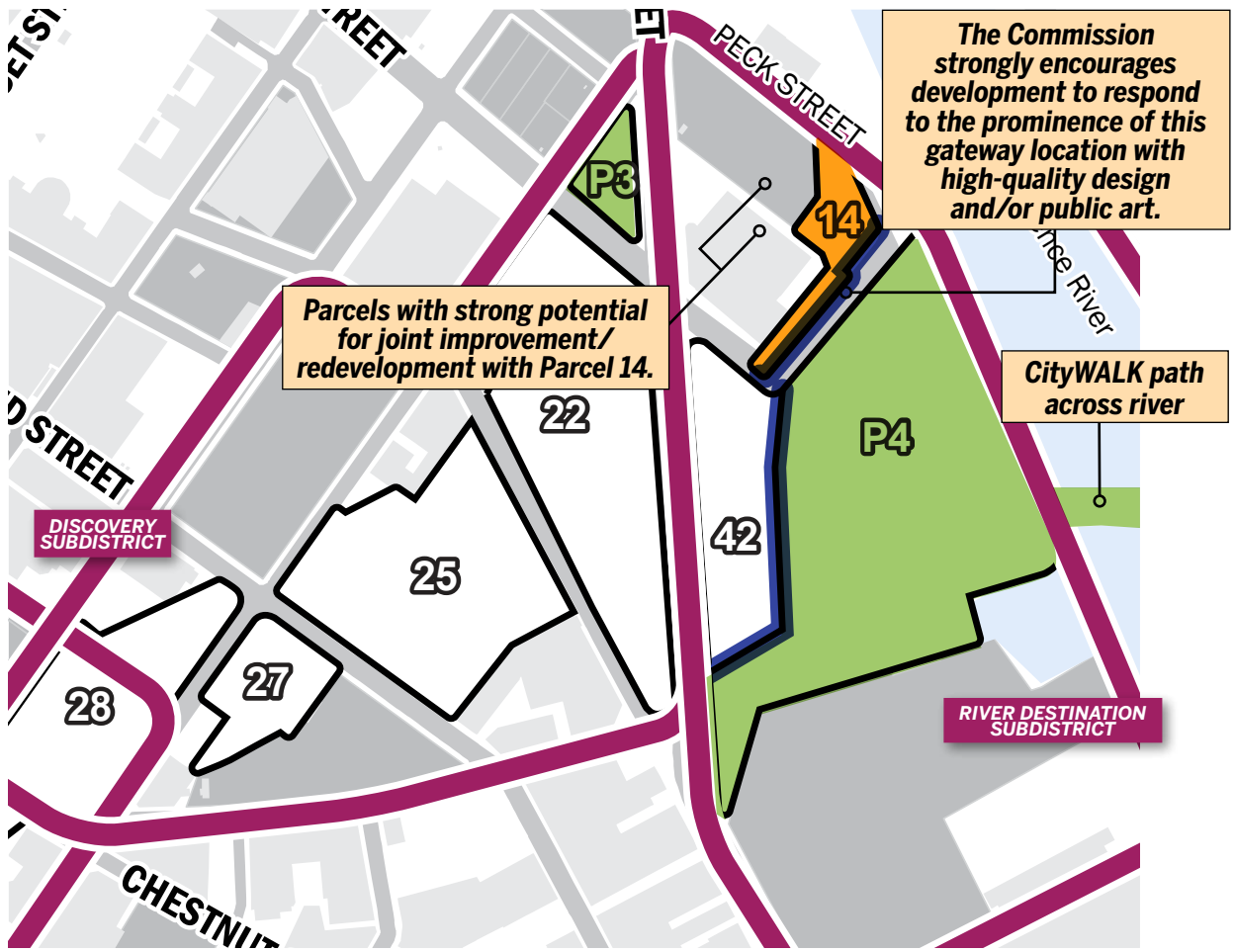
**S**weeping views of the Providence River, a new riverfront park, and a prominent location give Parcel 14 high visibility and potential development value as part of associated redevelopment of one or more adjacent parcels.

## Worth Noting

The I-195 Commission assumes that the size and shape of Parcel 14 make its independent redevelopment impractical. The Commission does, however, encourage combining the parcel with one or more adjacent parcels to enhance existing or proposed development or redevelopment. A project that incorporated Parcel 14 with would qualify for review and expedited approval under the Commission's authority (following the approval process for other LINK parcels described in this Toolkit). It would qualify the entire site to pursue approval based on meeting pre-authorized stormwater standards. Any improvements on Parcel 14 should emphasize opportunities to benefit from, and improve users' experiences of, the adjacent riverfront parkland. Stores, cafés and/or other active ground-floor uses are strongly encouraged.



# P14



**DRAFT**



# Parcel 22

**P**arcel 22 defines the eastern edge of the “Discovery” subdistrict, and either housing or research space—or a mix of both—could thrive here.

Proximity to the riverfront park and an iconic entrance into the park across Dyer suggest residential development. Alternatively, the presence of Alpert Medical School across the street and Brown’s likely interest in future expansion could create powerful synergies for research or institutional uses.

**Potential Development Scenarios** (shown on the following pages). *These possible development configurations combine zoning, design guidelines, and program and building characteristics sought by the marketplace. The text notes when a measure is required by zoning; all other features are encouraged but not required. The Commission welcomes alternate scenarios that support The LINK principles and framework.*

## Scenario 1

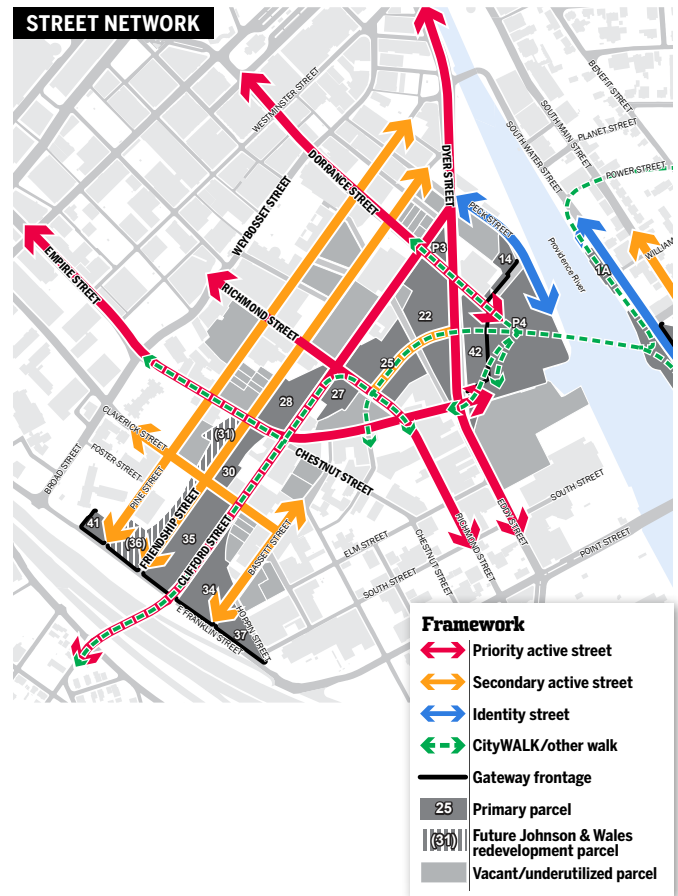
- One large- and one medium-floorplate research/office building
- Public open space on site’s south corner, where shape limits floorplate practicality

## Scenario 2

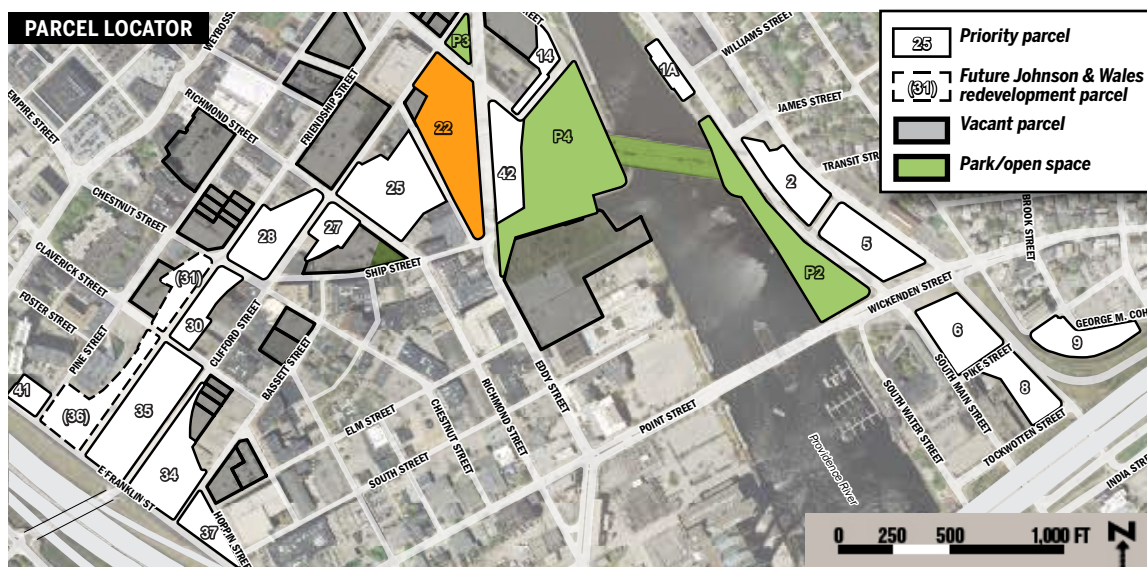
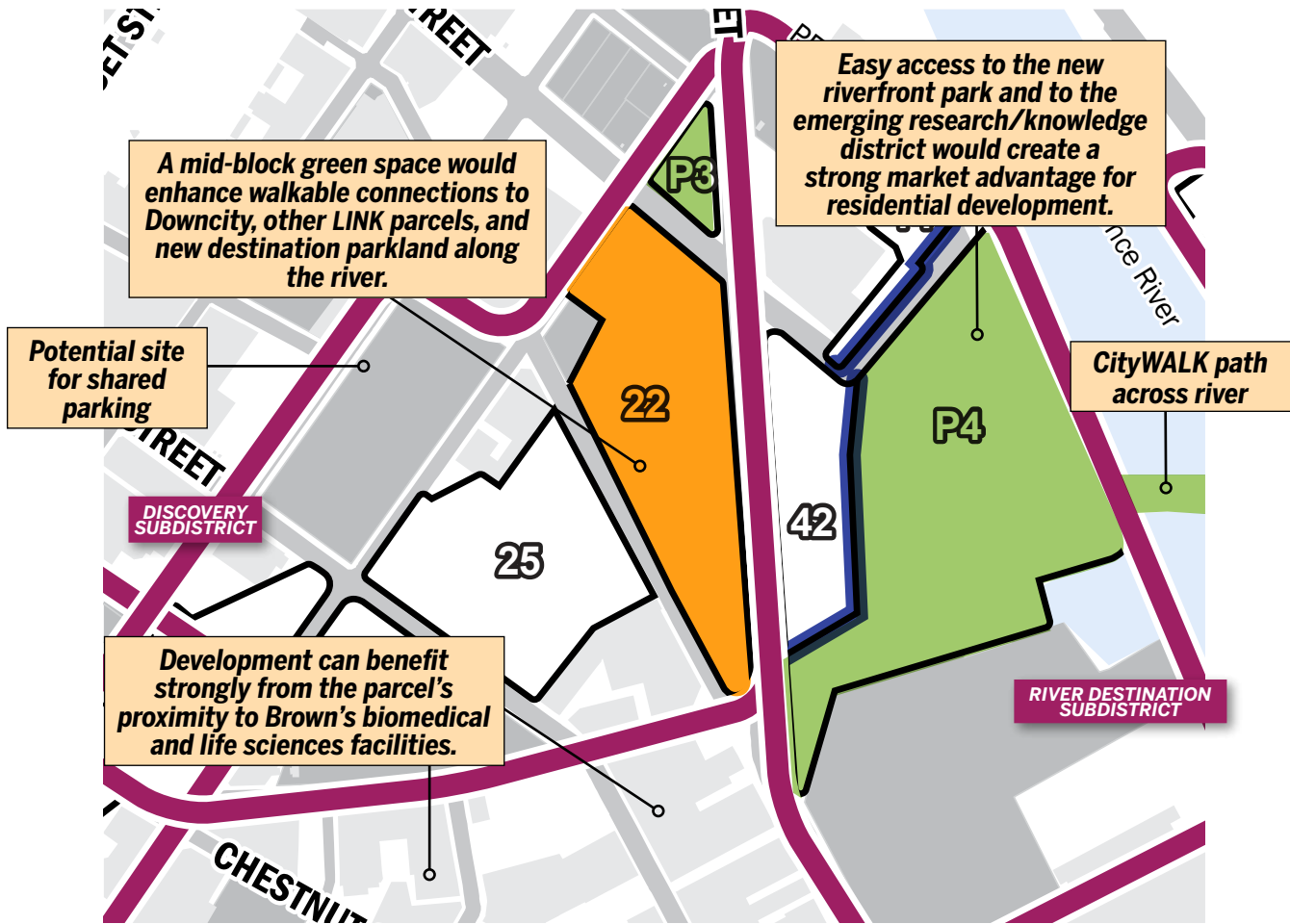
- One large-floorplate research/office space buildings
- One building with multifamily housing/hotel
- Ground-floor retail along Dyer Street
- Park and river views across Parcel 42
- Public open space on site’s south corner, where shape limits floorplate practicality

## More Options

- If the Garrahy Courthouse moves, its Clifford Street site could be added to the development area. The Commission would encourage re-use of the existing building for office or R&D; demolition and new construction also represent an option.
- Combining Parcels 22 and 25 would allow campus-style development. In that event, the Commission would strongly encourage preserving public streets and walks to maintain walkable street and block scale, preserve route options, and gain the economic and public benefits of a mixed-use environment.
- Both scenarios assume acquisition of a small parcel northwest of the site, shown by dashed line on scenario site plans.

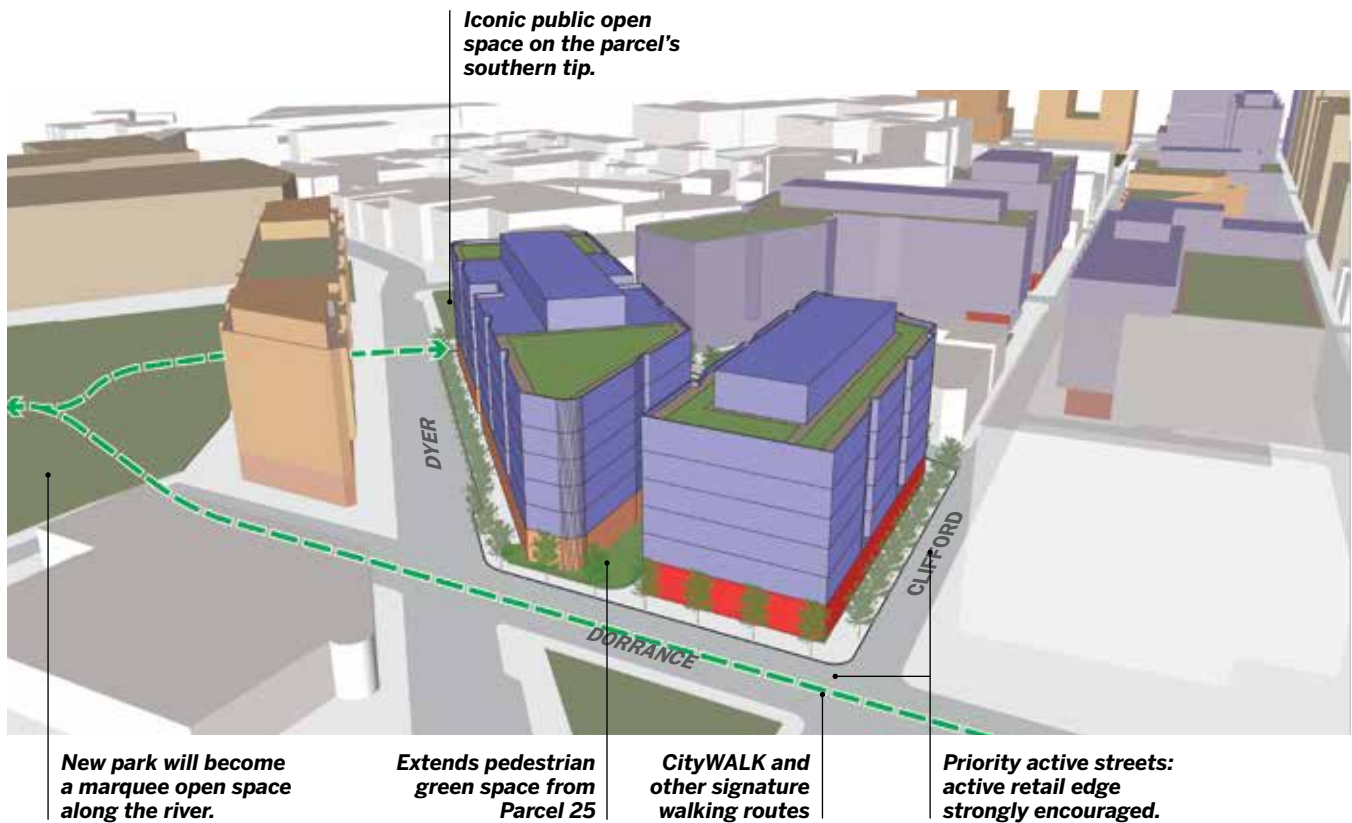


# P22



**DRAFT**

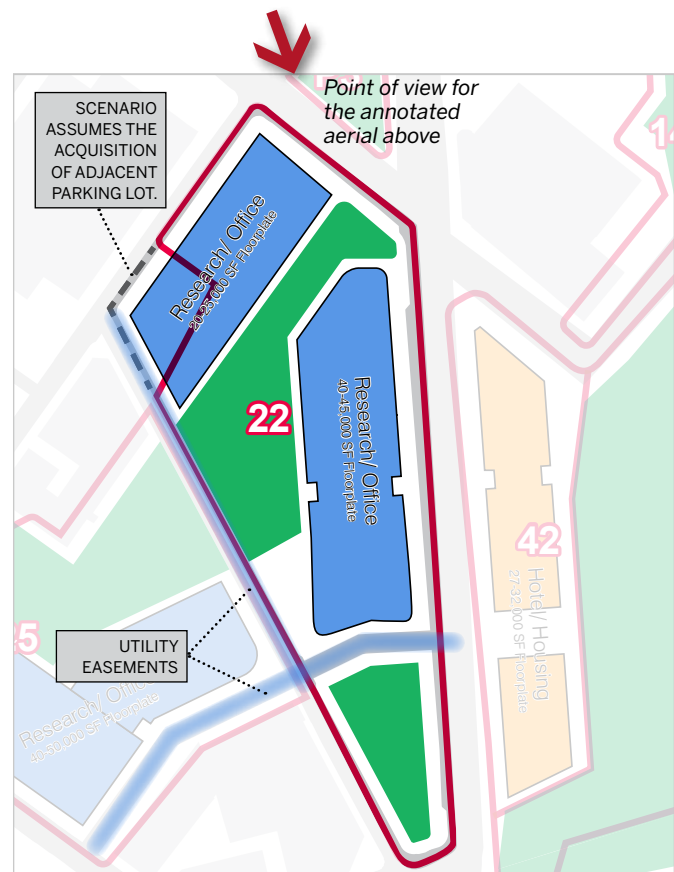
# P22 *Scenario 1*



## SCENARIO 1

### Two office/research buildings built around a central green

- Two research/office buildings built on either side of a central green. The larger building covers much of the parcel's long Dyer Street edge.
- A courtyard between the two buildings extends the green pedestrian connection from Parcel 25 toward the river.
- The unique shape of the site's southern tip limits development options but creates an opportunity for iconic public open space.
- Active ground-floor uses in both buildings tie the courtyard space to Clifford and Dyer streets.
- Signage at street level directs pedestrians to the park and river on the east and to the path across Parcel 25, to the west.





# P22 Scenario 1

## Building Height and Footprint + Sample Development Program

PARCEL AREA	2.61 ACRES
HEIGHT LIMIT	120'
TYPICAL FLOORPLATE— OFFICE/RESEARCH	20,000–25,000 SF (NORTH BLDG) 40,000–45,000 SF (SOUTH BLDG)
<b>TOTAL POTENTIAL DEVELOPMENT</b>	
RESEARCH/OFFICE (7 FLOORS)	420,000–490,000 SF
RETAIL/ACTIVE USE	15,000–30,000 SF
<b>TOTAL DEVELOPMENT</b>	<b>435,000–520,000 SF</b>

## Potential Additional Development with Height Bonus

POTENTIAL HEIGHT BONUS <sup>1</sup>	36'
POTENTIAL EXTRA OFFICE/ RESEARCH (2 FLOORS) <sup>2</sup>	120,000–140,000 SF

<sup>1</sup> Maximum allowed by zoning

<sup>2</sup> Example value derived by applying maximum height allowed by zoning to the sample development program described above. Actual value may vary.

## Notes + Assumptions

- FIRST-FLOOR HEIGHT: 20' RETAIL/ACTIVE USES
- FLOOR-TO-FLOOR HEIGHT: 14–15' OFFICE/RESEARCH
- A DEVELOPMENT CAN EARN A HEIGHT BONUS BY PROVIDING ACTIVE GROUND-FLOOR USES, PUBLICLY ACCESSIBLE OPEN SPACE, AND/OR STRUCTURED PARKING. THE TOTAL BONUS CANNOT EXCEED 30% OF THE HEIGHT ALLOWED UNDER ZONING.



*The design of this research building responds to two different edges—open space at left and busy street at right.*



*A six- to seven-story lab building with distinctive corner articulation.*

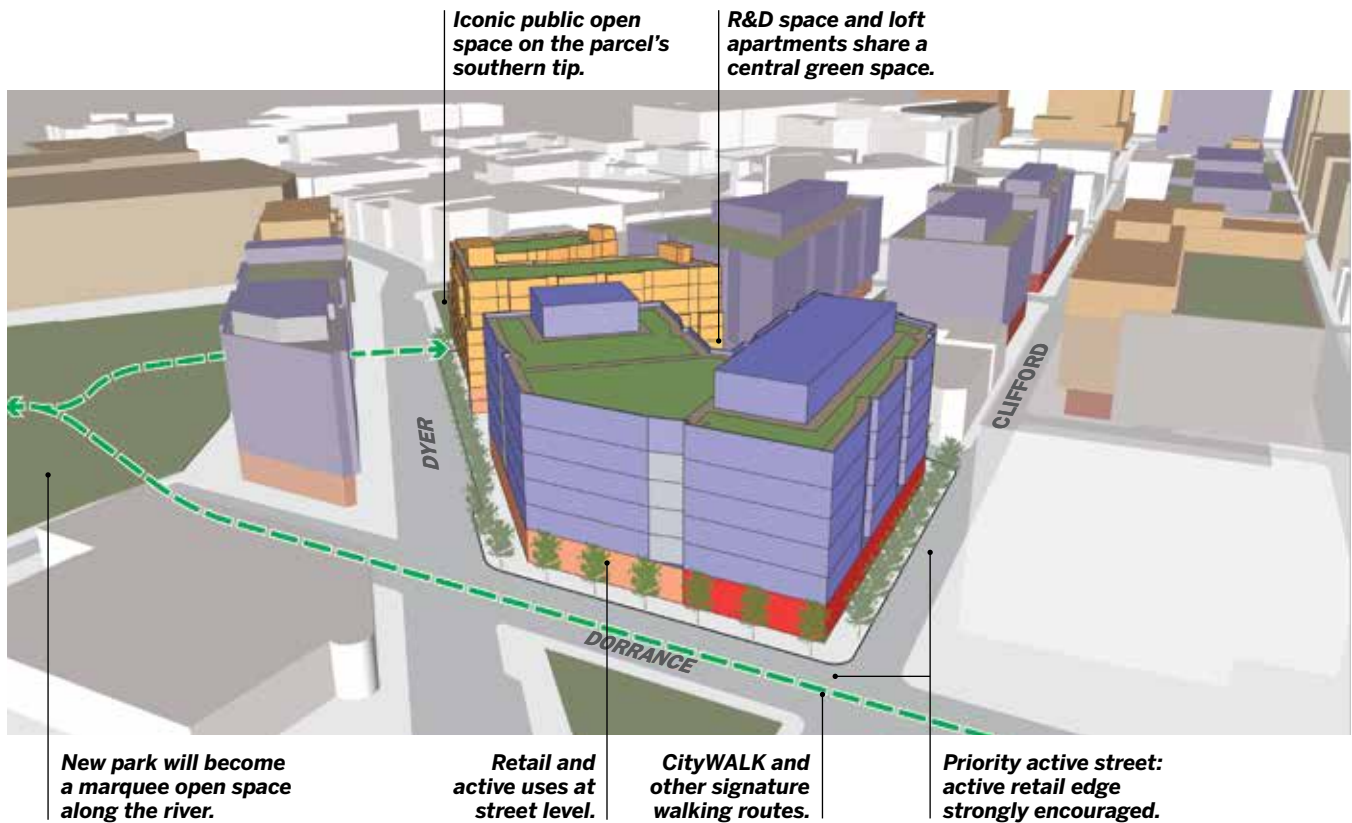


*A large-floorplate research building facing a green edge.*

Design Precedents

EXAMPLES OF DESIGN, MASSING, AND PROGRAM  
ENCOURAGED FOR DEVELOPMENT ON THIS PARCEL.

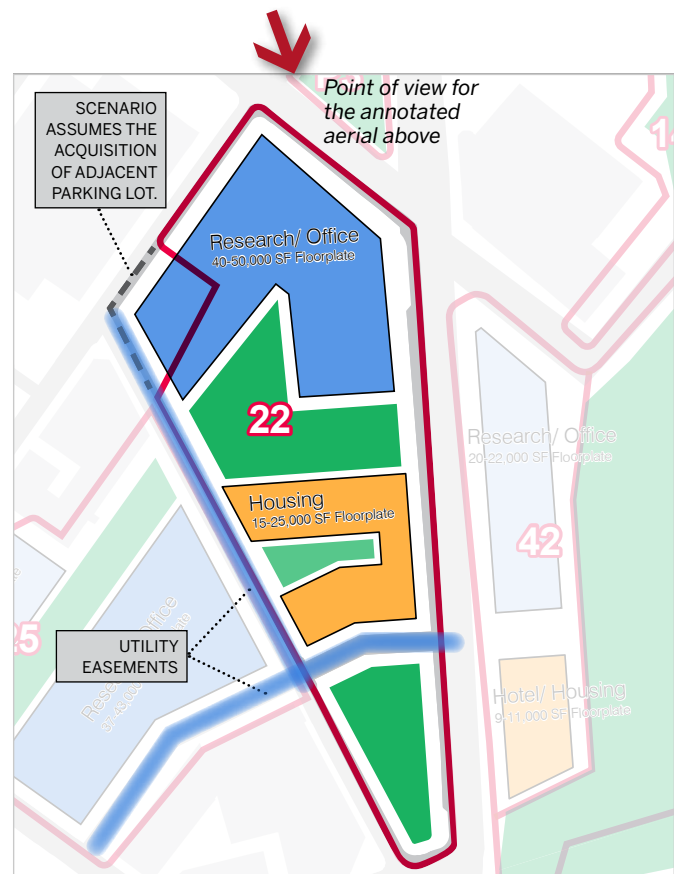
# P22 *Scenario 2*



## SCENARIO 2

### Research and mid-rise residential loft buildings framing open space

- Four- to six-story research/office building with large floorplate occupies parcel's north end, with prominent visibility and access from Downcity.
- Five- to eight-story housing or hotel building occupies parcel's south end. Uses do not depend on locations and could be switched if desired.
- Central open space could accommodate City Walk promenade as an active public corridor.
- Coordinate with Parcel 42 development massing to accommodate views to the Providence River and adjacent parkland at selected locations.
- Southern end of parcel, separated from the rest by a utility easement, may work best as a park amenity; its small size and shape constrain feasible building options.





# P22 Scenario 2

## Building Height and Footprint + Sample Development Program

PARCEL AREA	2.61 ACRES
HEIGHT LIMIT	120'
TYPICAL FLOORPLATE—OFFICE/RESEARCH	40,000–50,000 SF
TYPICAL FLOORPLATE—HOUSING	15,000–25,000 SF
<b>TOTAL POTENTIAL DEVELOPMENT</b>	
OFFICE/RESEARCH (8 FLOORS)	320,000–400,000 SF
HOUSING (11 FLOORS)	165,000–275,000 SF (180–300 APTS AND TOWNHOUSES)
RETAIL/ACTIVE USE	15,000–30,000 SF
<b>TOTAL DEVELOPMENT</b>	<b>500,000–700,000 SF</b>

## Sample Parking Program

HOUSING: GARAGE FOOTPRINT	15,000–25,000 SF
HOUSING: GARAGE CAPACITY (2 FLOORS)	85–140 CARS

## Potential Additional Development with Height Bonus

POTENTIAL HEIGHT BONUS <sup>1</sup>	36'
POTENTIAL EXTRA OFFICE/RESEARCH (2 FLOORS) <sup>2</sup>	80,000–100,000 SF
POTENTIAL EXTRA HOUSING (3 FLOORS) <sup>2</sup>	45,000–75,000 SF (50–85 APTS)
TOTAL POTENTIAL EXTRA DEVELOPMENT <sup>2</sup>	125,000–175,000 SF

<sup>1</sup> Maximum allowed by zoning

<sup>2</sup> Example value derived by applying maximum height allowed by zoning to the sample development program described above. Actual value may vary.

## Notes + Assumptions

- FIRST-FLOOR HEIGHT: 20' RETAIL/ACTIVE USES
- FLOOR-TO-FLOOR HEIGHT: 14–15' OFFICE/RESEARCH; 10'–11' HOUSING
- TWO-FLOOR STRUCTURED PARKING IN HOUSING BUILDING WRAPPED WITH TWO-STORY TOWNHOUSES AND RETAIL
- TOTAL DEVELOPMENT AREA EXCLUDES PARKING
- A DEVELOPMENT CAN EARN A HEIGHT BONUS BY PROVIDING ACTIVE GROUND-FLOOR USES, PUBLICLY ACCESSIBLE OPEN SPACE, AND/OR STRUCTURED PARKING. THE TOTAL BONUS CANNOT EXCEED 30% OF THE HEIGHT ALLOWED UNDER ZONING.



Mixed research and housing development flank shared public space.



Offices (at right) and loft apartments (at back) keep a common open space active throughout the week.



Mixed housing, office and academic space around shared public plazas and passages.

## Design Precedents

EXAMPLES OF DESIGN, MASSING, AND PROGRAM ENCOURAGED FOR DEVELOPMENT ON THIS PARCEL.

# Parcel 25

**P**arcel 25 sits at the heart of the “Discovery” character district. Few other sites in the emerging Clifford Street corridor match its potential—in terms of both size and location—for large-floorplate research/office development. Proximity to Brown’s medical school and the university’s expressed interest in future expansion represent distinct market strengths.

**Potential Development Scenarios** (shown on the following pages). *These possible development configurations combine zoning, design guidelines, and program and building characteristics sought by the marketplace. The text notes when a measure is required by zoning; all other features are encouraged but not required. The Commission welcomes alternate scenarios that support The LINK principles and framework.*

## Scenario 1

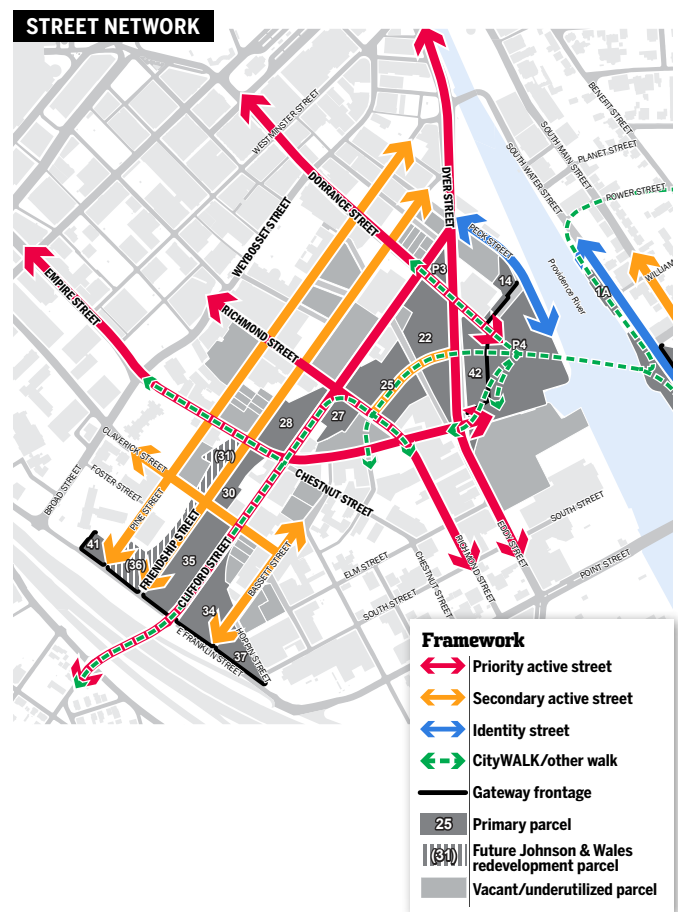
- **One large-floorplate research/office building**
- **Green space buffers historic structure on Clifford, enhances pedestrian connection to the river**

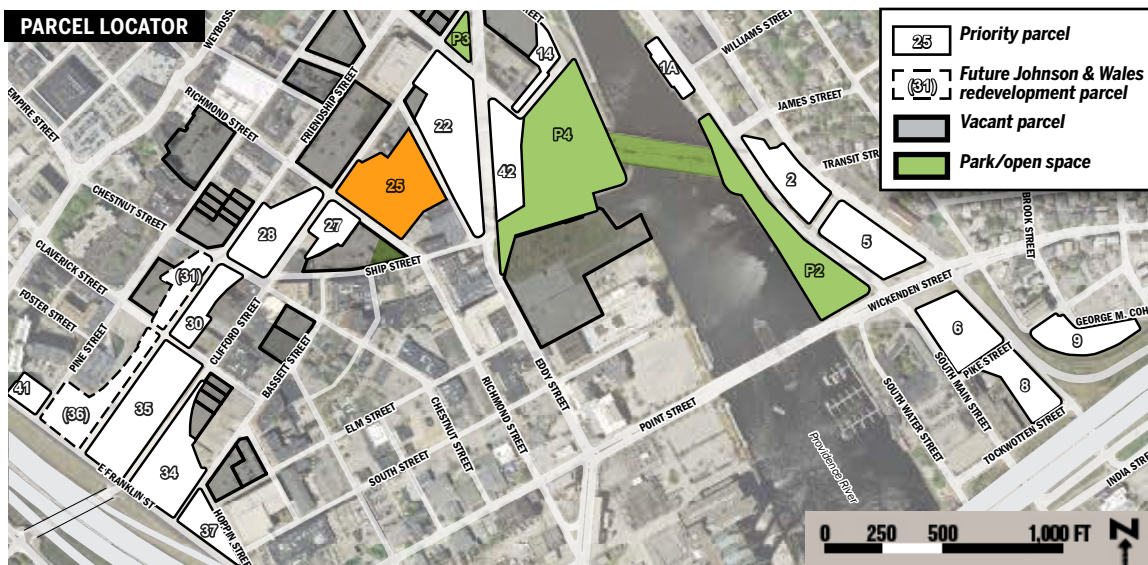
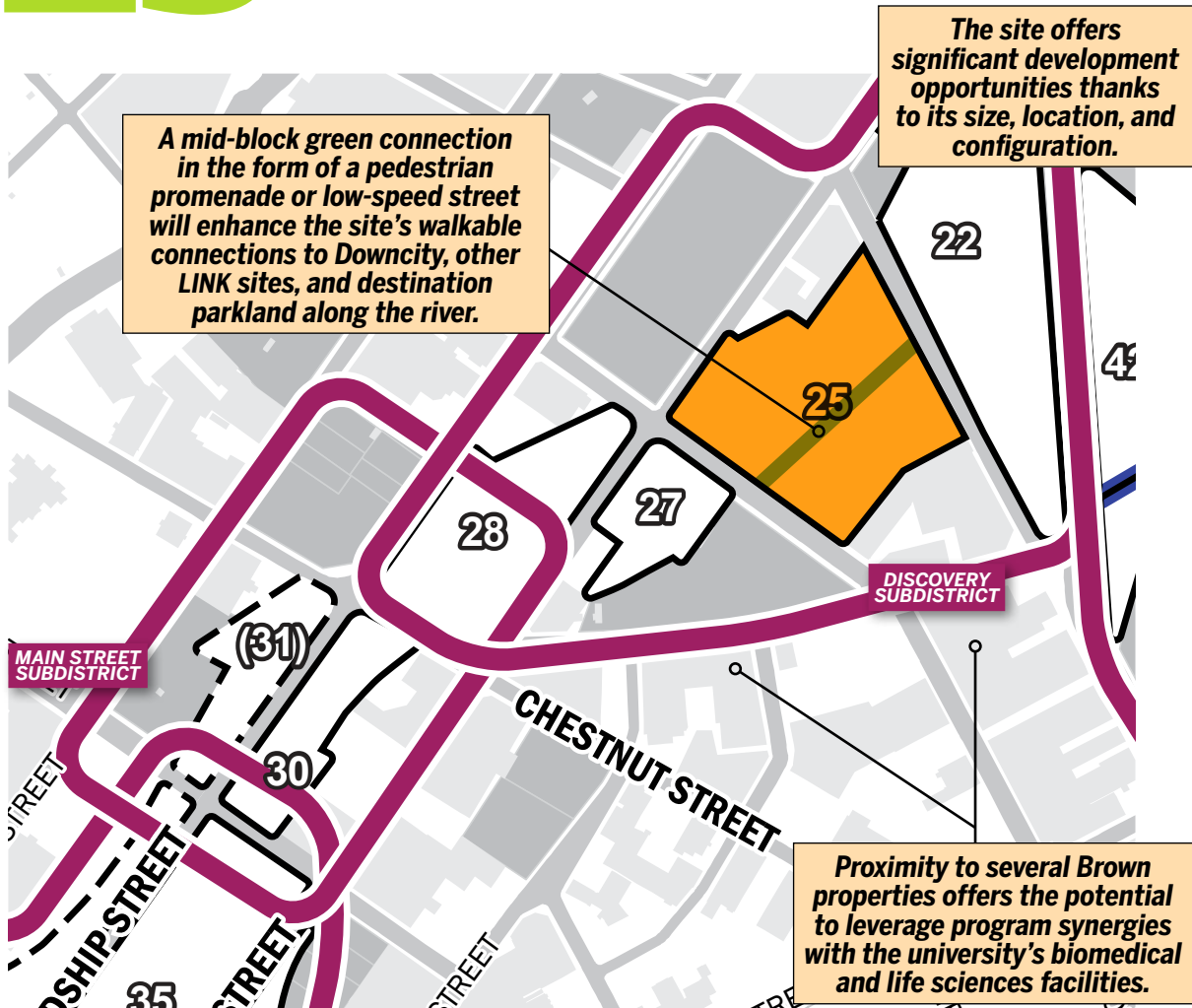
## Scenario 2

- **Research/office**
- **One large- and one medium-floorplate building**
- **Green space/walkway between the buildings enhances pedestrian connection to the river**

## More Options

Combining Parcels 22 and 25 would allow campus-style development. In that event, the I-195 Commission would strongly encourage preservation of existing public streets and walks to maintain walkable street and block scale, preserve route options, and gain the economic and public benefits of a mixed-use environment.

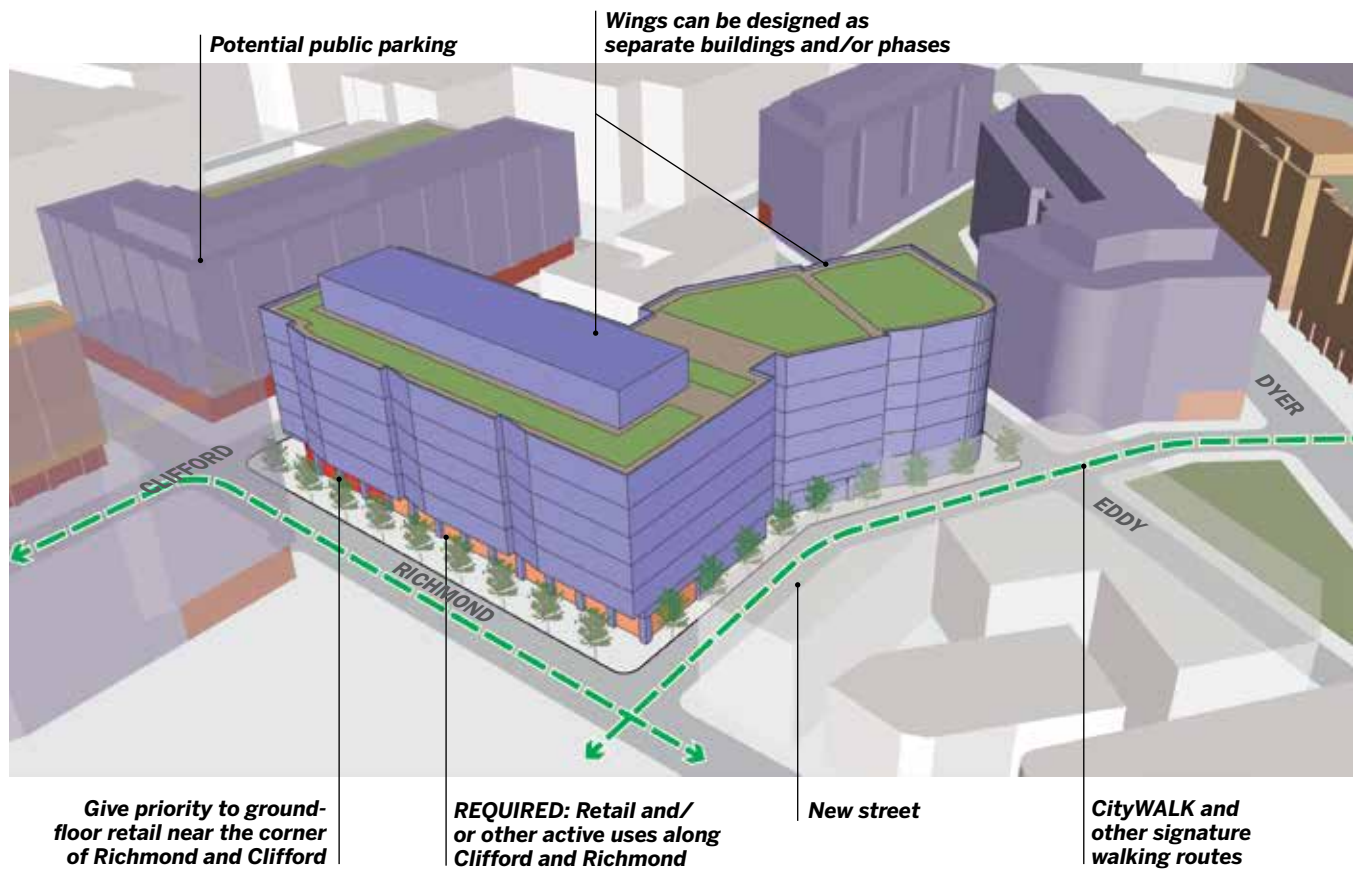




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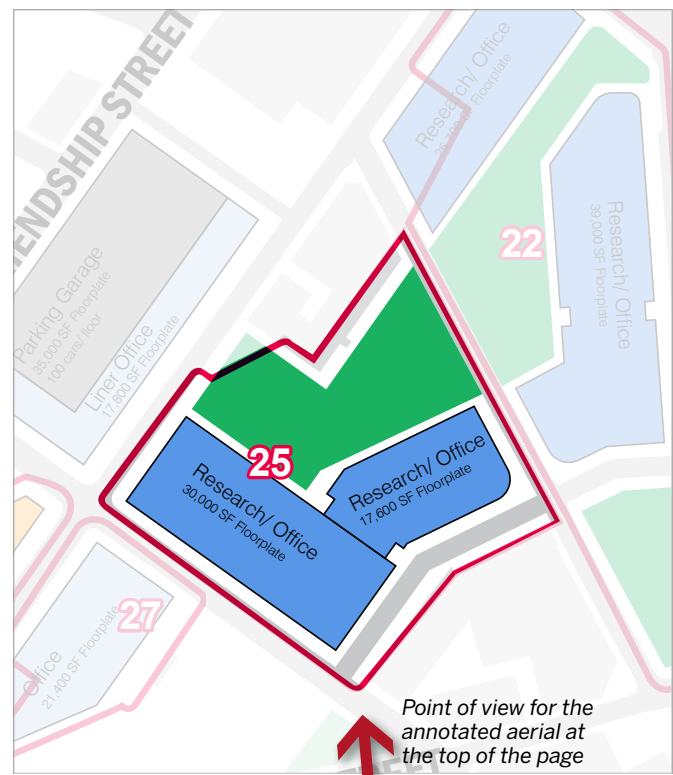
# P25 *Scenario 1*



## SCENARIO 1

Large-floorplate research/office building with a green-space connection to the riverfront

- A large-floorplate research/office building, built in two phases, with the first at the corner of Clifford and Richmond and a subsequent expansion along Eddy.
- Locate active uses along Clifford and Richmond Streets (required).
- A green space on the site offers connections to streets, CityWALK, buildings and riverfront parkland.



# P25 Scenario 1

## Building Height and Footprint + Sample Development Program

PARCEL AREA	2.25 ACRES
HEIGHT LIMIT	120'
TYPICAL FLOORPLATE—RESEARCH/OFFICE	40,000–50,000 SF
<b>TOTAL POTENTIAL DEVELOPMENT</b>	
RESEARCH/OFFICE (8 FLOORS)	320,000–400,000 SF
RETAIL/ACTIVE USE	10,000–20,000 SF
<b>TOTAL DEVELOPMENT</b>	<b>330,000–420,000 SF</b>
OPEN SPACE/PLAZA	25,000–35,000 SF

## Potential Additional Development with Height Bonus

POTENTIAL HEIGHT BONUS <sup>1</sup>	36'
POTENTIAL EXTRA OFFICE/RESEARCH (2 FLOORS) <sup>2</sup>	80,000–100,000 SF

<sup>1</sup> Maximum allowed by zoning

<sup>2</sup> Example value derived by applying maximum height allowed by zoning to the sample development program described above. Actual value may vary.

## Notes + Assumptions

- FIRST-FLOOR HEIGHT: 20' RETAIL/ACTIVE USES
- FLOOR-TO-FLOOR HEIGHT: 14'–15' OFFICE/RESEARCH
- DEVELOPMENTS CAN EARN HEIGHT BONUSES BY PROVIDING ACTIVE GROUND FLOOR USES, PUBLICLY ACCESSIBLE OPEN SPACE, AND/OR STRUCTURED PARKING. THE TOTAL BONUS CANNOT EXCEED 30% OF HEIGHT ALLOWED UNDER ZONING.



*Research buildings with green edges.*



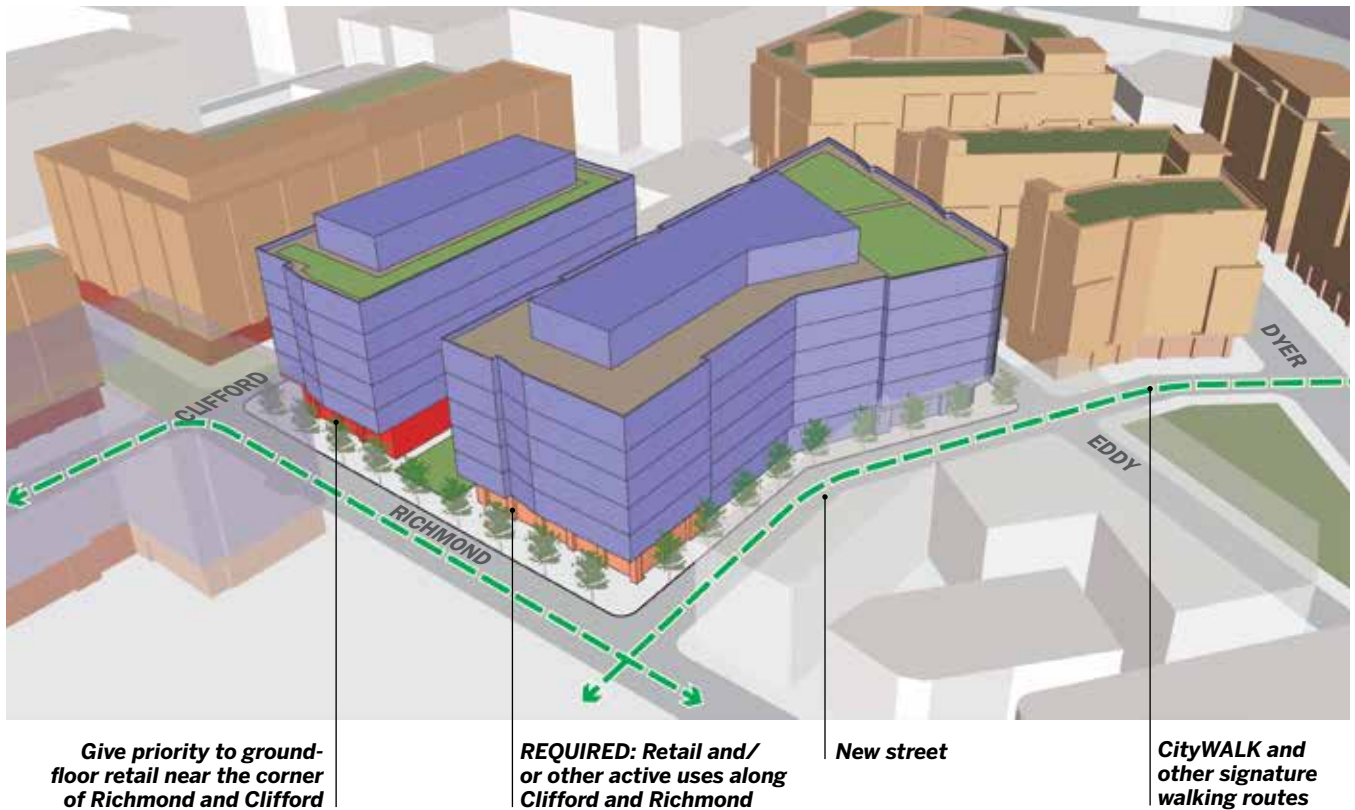
*Bays and other facade variations help research buildings fit in well with an urban street and building context.*

## Design Precedents

EXAMPLES OF DESIGN, MASSING, AND PROGRAM ENCOURAGED FOR DEVELOPMENT ON THIS PARCEL.



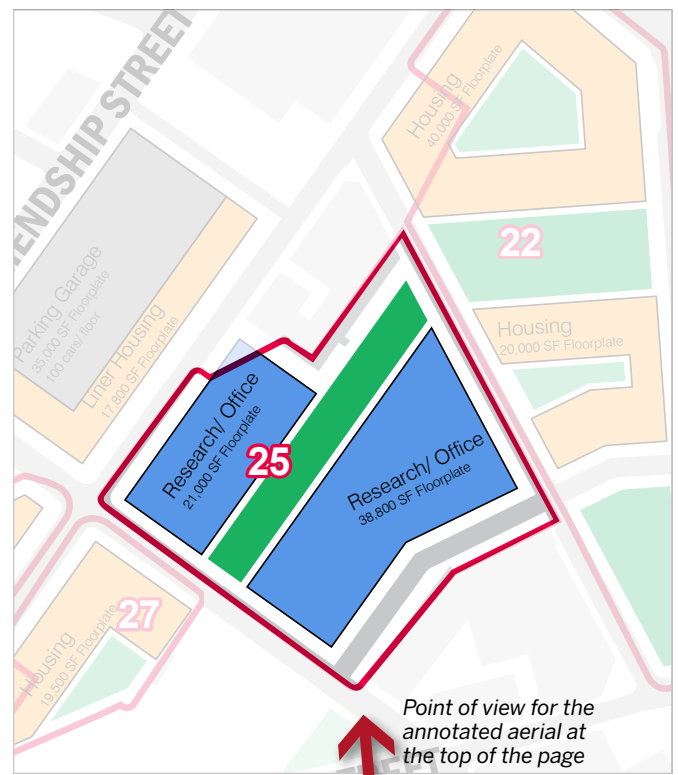
# P25 *Scenario 2*



## SCENARIO 2

Large- and medium-floorplate research/office buildings with green-corridor connection to the riverfront

- A mid-block green corridor beginning at Richmond separates a medium-floorplate research/office building on Clifford from a larger research building between Richmond and Eddy.
- The two buildings could be connected by bridges at higher floors if they served interconnected research institutions.
- Locate active uses along Clifford and Richmond Streets (required).
- Design could create a link between the mid-block green corridor and the Clifford edge by providing for pedestrian access through the first floor of the medium-floorplate building.



# P25 Scenario 2

## Building Height and Footprint + Sample Development Program

PARCEL AREA	2.25 ACRES
HEIGHT LIMIT	120'
FOOTPRINT— OFFICE/RESEARCH	18,000–22,000 SF (WEST BLDG) 37,000–43,000 SF (EAST BLDG)
<b>TOTAL POTENTIAL DEVELOPMENT</b>	
RESEARCH/OFFICE (8 FLOORS)	440,000–520,000 SF
RETAIL/ACTIVE USE	10,000–30,000 SF
<b>TOTAL DEVELOPMENT</b>	<b>450,000–550,000 SF</b>
OPEN SPACE/PLAZA	12,000–17,000 SF

## Potential Additional Development with Height Bonus

POTENTIAL HEIGHT BONUS <sup>1</sup>	36'
POTENTIAL EXTRA OFFICE/ RESEARCH (2 FLOORS) <sup>2</sup>	110,000–130,000 SF

<sup>1</sup> Maximum allowed by zoning

<sup>2</sup> Example value derived by applying maximum height allowed by zoning to the sample development program described above. Actual value may vary.

## Notes + Assumptions

- FIRST-FLOOR HEIGHT: 20' RETAIL/ACTIVE USES
- FLOOR-TO-FLOOR HEIGHT: 14'–15'
- A DEVELOPMENT CAN EARN A HEIGHT BONUS BY PROVIDING ACTIVE GROUND-FLOOR USES, PUBLICLY ACCESSIBLE OPEN SPACE, AND/OR STRUCTURED PARKING. THE TOTAL BONUS CANNOT EXCEED 30% OF THE HEIGHT ALLOWED UNDER ZONING.



*The design of this research building accommodates green-space edge on one side and a traffic street on another.*



*A six- to seven-story lab building boasts distinctive corner articulation.*



*Bays and other facade variations help research buildings fit in well with an urban street and building context.*

## Design Precedents

EXAMPLES OF DESIGN, MASSING, AND PROGRAM  
ENCOURAGED FOR DEVELOPMENT ON THIS PARCEL.

# Parcel 27

**P**arcel 27 offers a prime opportunity for office- and research-focused development that capitalizes on its proximity to Brown's nearby research and medical school facilities. Housing can also be appropriate, adding evening and weekend activity in the heart of the Discovery subdistrict. Combining the site with the adjacent parking lots substantially broadens development possibilities and increases potential value.

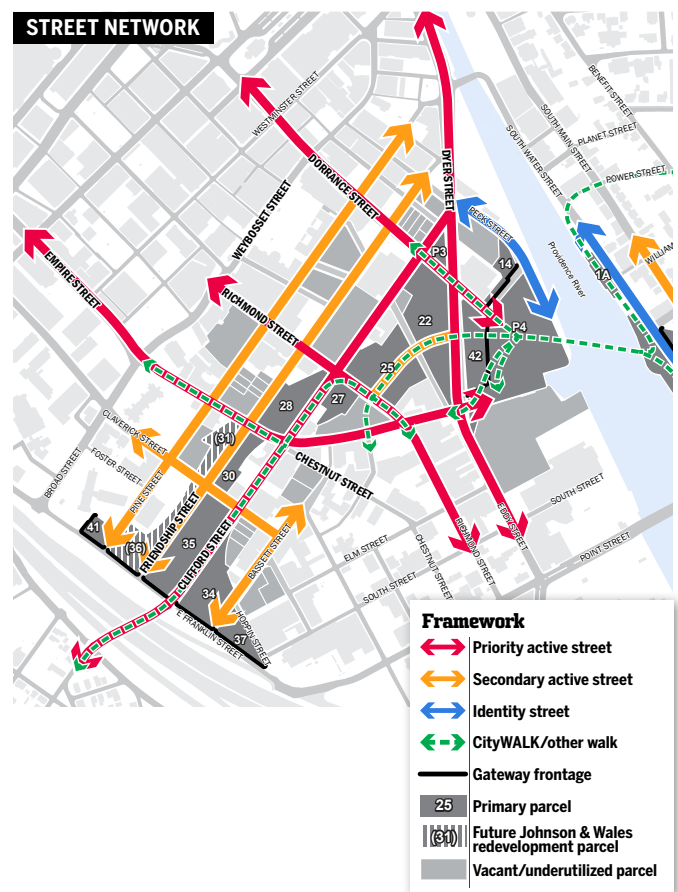
**Potential Development Scenarios** (shown on the following pages). *These possible development configurations combine zoning, design guidelines, and program and building characteristics sought by the marketplace. The text notes when a measure is required by zoning; all other features are encouraged but not required. The Commission welcomes alternate scenarios that support The LINK principles and framework.*

## Scenario 1

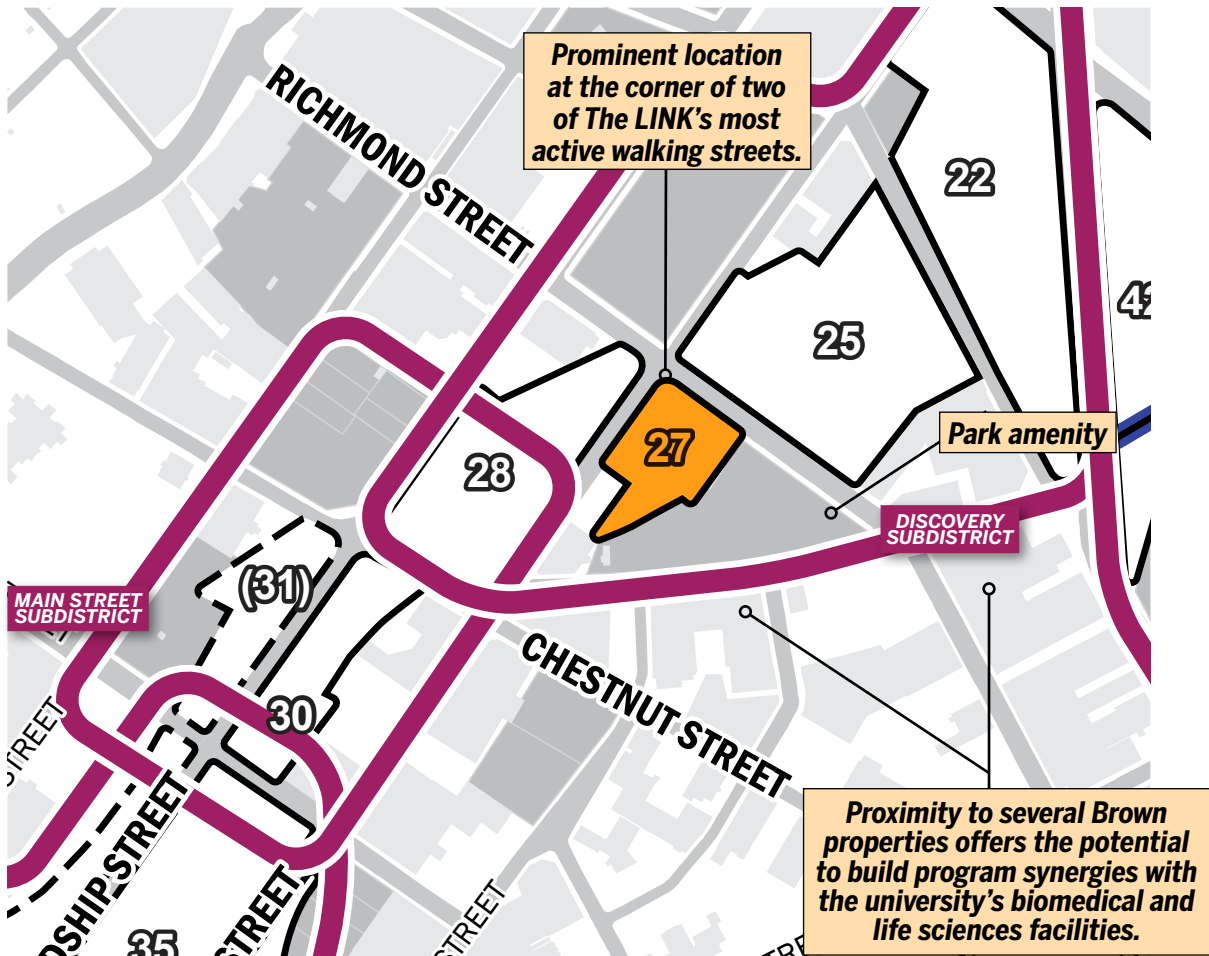
- Research/office
- One medium-floorplate structure

## Scenario 2

- Housing
- Smaller-floorplate structure
- Option for some above-grade parking wrapped by active uses along Clifford and Richmond



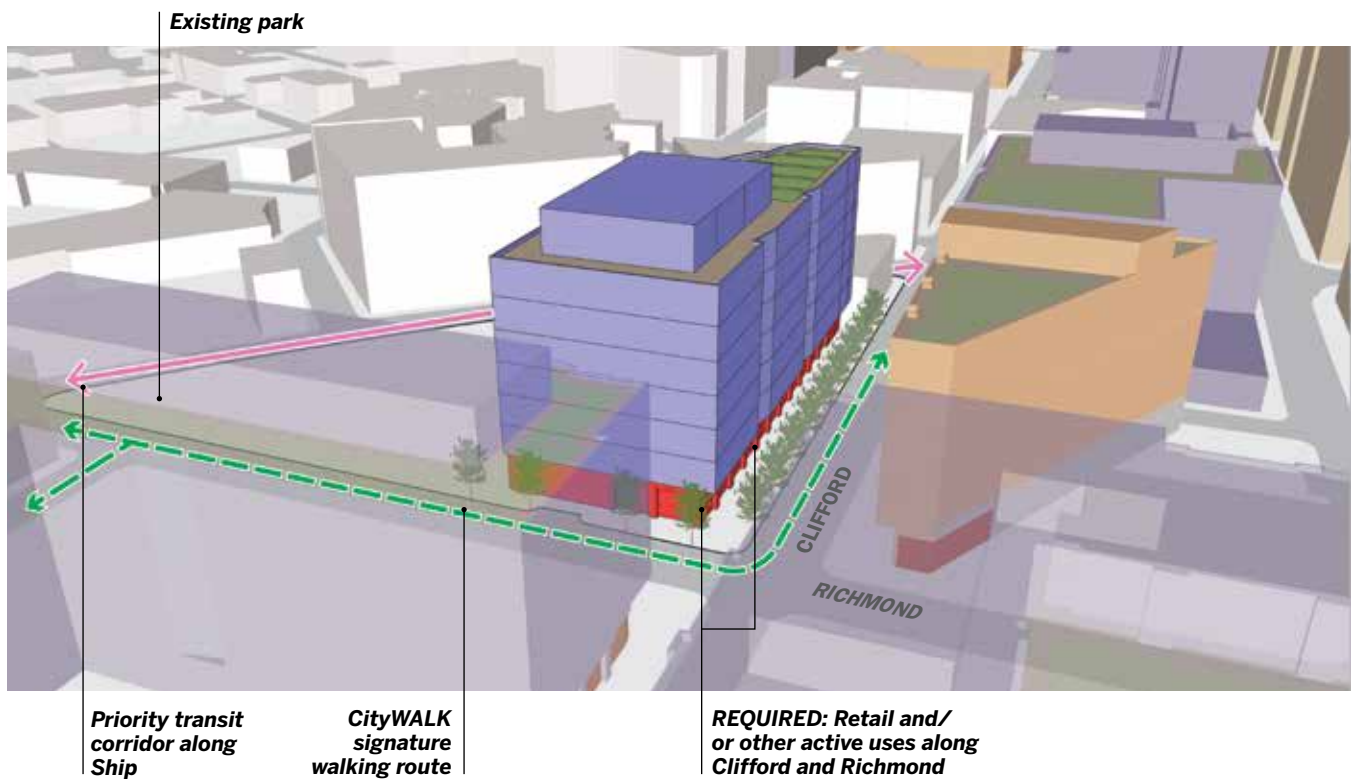




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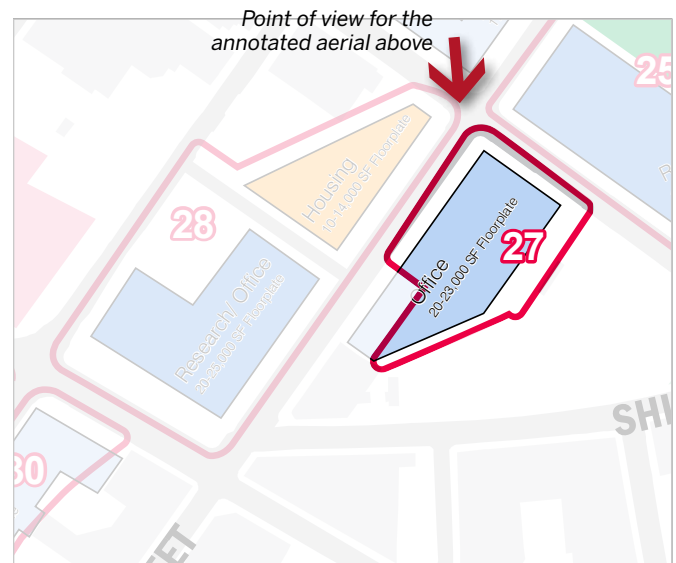
# P27 *Scenario 1*



## SCENARIO 1

### Medium-floorplate research/office building along Richmond

- A medium-floorplate research/office building extends across the site, with service access from Richmond.
- Locate active ground-floor uses along Clifford and Richmond (required).
- Irregular geometry makes the site less optimal for research/lab uses, but combining it with adjacent parcels would open opportunities for larger-floorplate research or institutional uses.



# P27 Scenario 1

## Building Height and Footprint + Sample Development Program

PARCEL AREA	0.65 ACRES
HEIGHT LIMIT	120'
RESEARCH/OFFICE FOOTPRINT	20,000–23,000 SF
<b>TOTAL POTENTIAL DEVELOPMENT</b>	
RESEARCH/OFFICE (8 FLOORS)	160,000–184,000 SF
RETAIL/ACTIVE USE	5,000–16,000 SF
<b>TOTAL DEVELOPMENT</b>	<b>165,000–190,000 SF</b>

## Potential Additional Development with Height Bonus

POTENTIAL HEIGHT BONUS <sup>1</sup>	36'
POTENTIAL EXTRA OFFICE/RESEARCH (2 FLOORS) <sup>2</sup>	40,000–46,000 SF

<sup>1</sup> Maximum allowed by zoning

<sup>2</sup> Example value derived by applying maximum height allowed by zoning to the sample development program described above. Actual value may vary.

## Notes + Assumptions

- BUILDING DEPTH: 60–100'
- FIRST-FLOOR HEIGHT: 20' RETAIL/ACTIVE USES
- FLOOR-TO-FLOOR HEIGHT: 14–15' OFFICE/RESEARCH
- A DEVELOPMENT CAN EARN A HEIGHT BONUS BY PROVIDING ACTIVE GROUND-FLOOR USES, PUBLICLY ACCESSIBLE OPEN SPACE, AND/OR STRUCTURED PARKING. THE TOTAL BONUS CANNOT EXCEED 30% OF THE HEIGHT ALLOWED UNDER ZONING.



*Enliven streets and intersections with active ground-floor uses.*

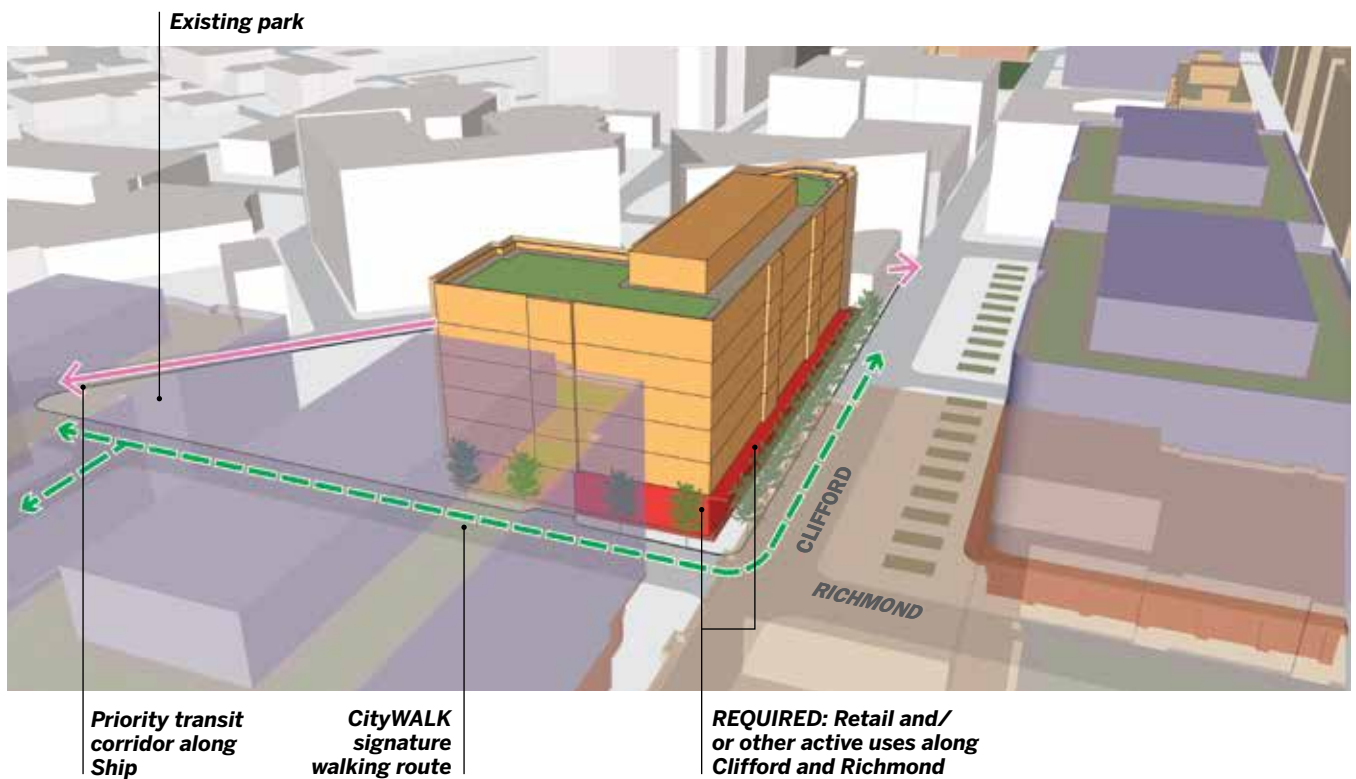


*Bays and other facade variations help research buildings fit in well with an urban street and building context.*

## Design Precedents

EXAMPLES OF DESIGN, MASSING, AND PROGRAM ENCOURAGED FOR DEVELOPMENT ON THIS PARCEL.

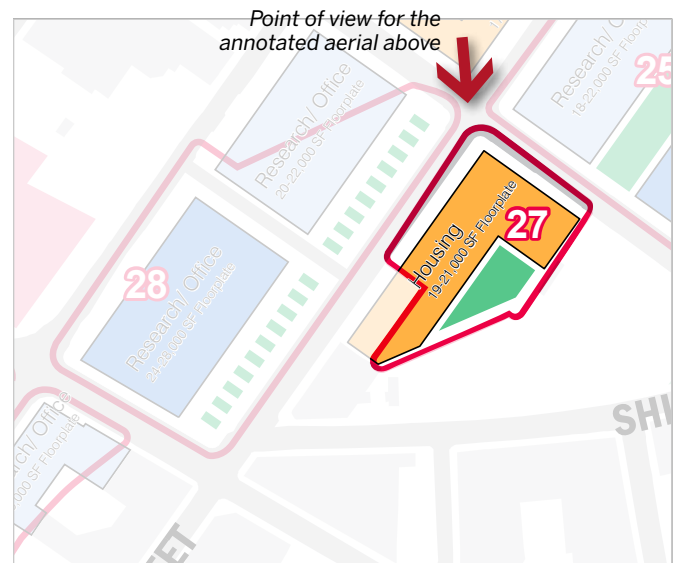
# P27 Scenario 2



## SCENARIO 2

### Housing for students and/or the general market

- One medium-floorplate, L-shaped building runs along Clifford and turns the corner to Richmond, with service access from Richmond.
- The building configuration could accommodate apartments or student housing.
- Locate active ground-floor uses along Clifford and Richmond (required).
- Combining this site with adjacent parcels would open opportunities for larger-floorplate housing and for structured parking.





# P27 Scenario 2

## Building Height and Footprint + Sample Development Program

PARCEL AREA	0.65 ACRES
HEIGHT LIMIT	120'
TYPICAL FLOORPLATE– HOUSING FOOTPRINT	19,000–21,000 SF
<b>TOTAL POTENTIAL DEVELOPMENT</b>	
HOUSING (11 FLOOR)	209,000–231,000 SF (245–270 APTS)
RETAIL/ACTIVE USE	5,000–10,000
<b>TOTAL DEVELOPMENT</b>	<b>214,000–241,000 SF</b>

## Potential Additional Development with Height Bonus

POTENTIAL HEIGHT BONUS <sup>1</sup>	36'
POTENTIAL EXTRA HOUSING (3 FLOORS) <sup>2</sup>	57,000–63,000 SF (65–75 APTS)

<sup>1</sup> Maximum allowed by zoning

<sup>2</sup> Example value derived by applying maximum height allowed by zoning to the sample development program described above. Actual value may vary.

## Notes + Assumptions

- FIRST-FLOOR HEIGHT: 20' RETAIL/ACTIVE USES
- FLOOR-TO-FLOOR HEIGHT: 14–15'
- TYPICAL APARTMENT: 700 SF
- A DEVELOPMENT CAN EARN A HEIGHT BONUS BY PROVIDING ACTIVE GROUND-FLOOR USES, PUBLICLY ACCESSIBLE OPEN SPACE, AND/OR STRUCTURED PARKING. THE TOTAL BONUS CANNOT EXCEED 30% OF THE HEIGHT ALLOWED UNDER ZONING.



**Respond to narrow street widths by scaling down tall buildings with building set-backs. Employ a palette of complementary materials to moderate the scale of linear office buildings.**



# Parcel 28

**P**arcel 28 presents a special opportunity for a development with regionally prominent massing and design. It sits directly on a priority transit corridor and could support a range of program options, including office, research, academic and/or housing uses, with ground-floor retail. The addition of an adjacent parcel would create a full-block site suitable for a large-floorplate building. Development here will benefit from Chestnut Street's role as the key connection between DOWNCITY, the downtown arts/entertainment district, and the Jewelry District, with its emerging knowledge-economy focus.

**Potential Development Scenarios** (shown on the following pages). *These possible development configurations combine zoning, design guidelines, and program and building characteristics sought by the marketplace. The text notes when a measure is required by zoning; all other features are encouraged but not required. The Commission welcomes alternate scenarios that support The LINK principles and framework.*

## Scenario 1

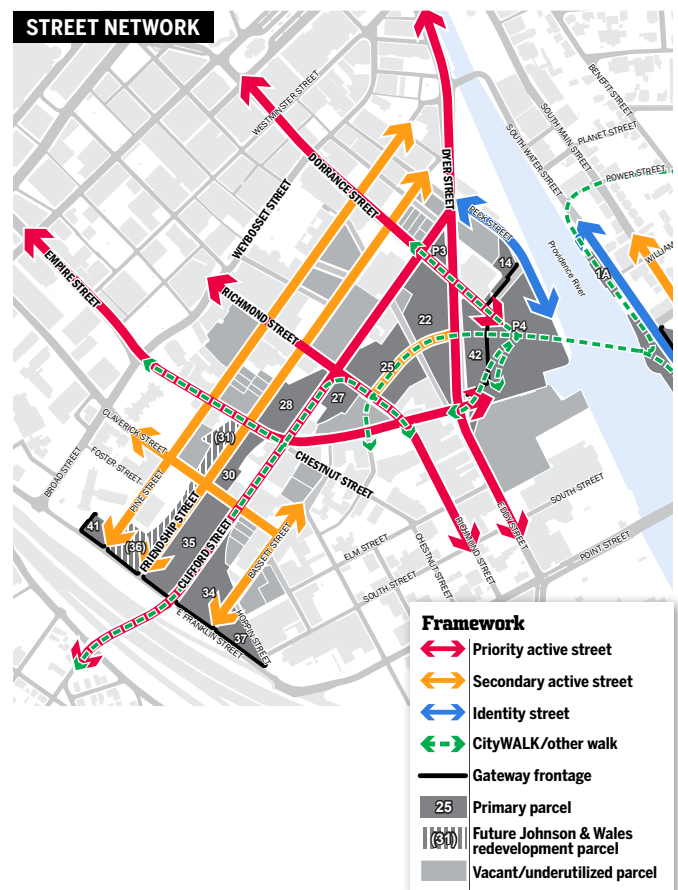
- **Research/office and housing**
- **Two mixed-use structures with medium floorplates**

## Scenario 2

- **One large- and one medium-floorplate research/office building**
- **Assumes acquisition of parcel to complete the block**

## More Options

Scenario 2 assumes the acquisition of the parcel at Friendship and Richmond streets, as shown by the dashed line on the site plan for that scenario.



# P28

Acquiring this adjacent parcel would create a full-block site able to accommodate a larger-floorplate research building close to Brown's medical school and associated research facilities.

Parcel sits in both "Main Street" and "Discovery" character districts.

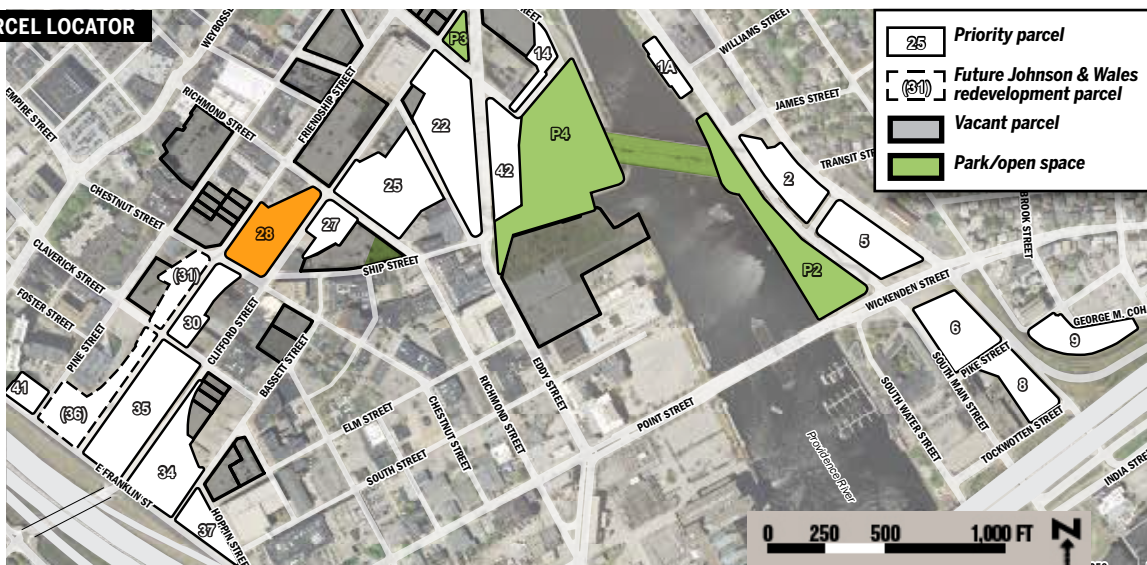
Nearby Johnson & Wales campus includes a facility one block from the site.

Redevelopment as an active pedestrian street and planned streetcar route will make Chestnut a main connector between Downcity and the Jewelry District.

Priority for prominent lobbies and active pedestrian-focused uses on ground floor.

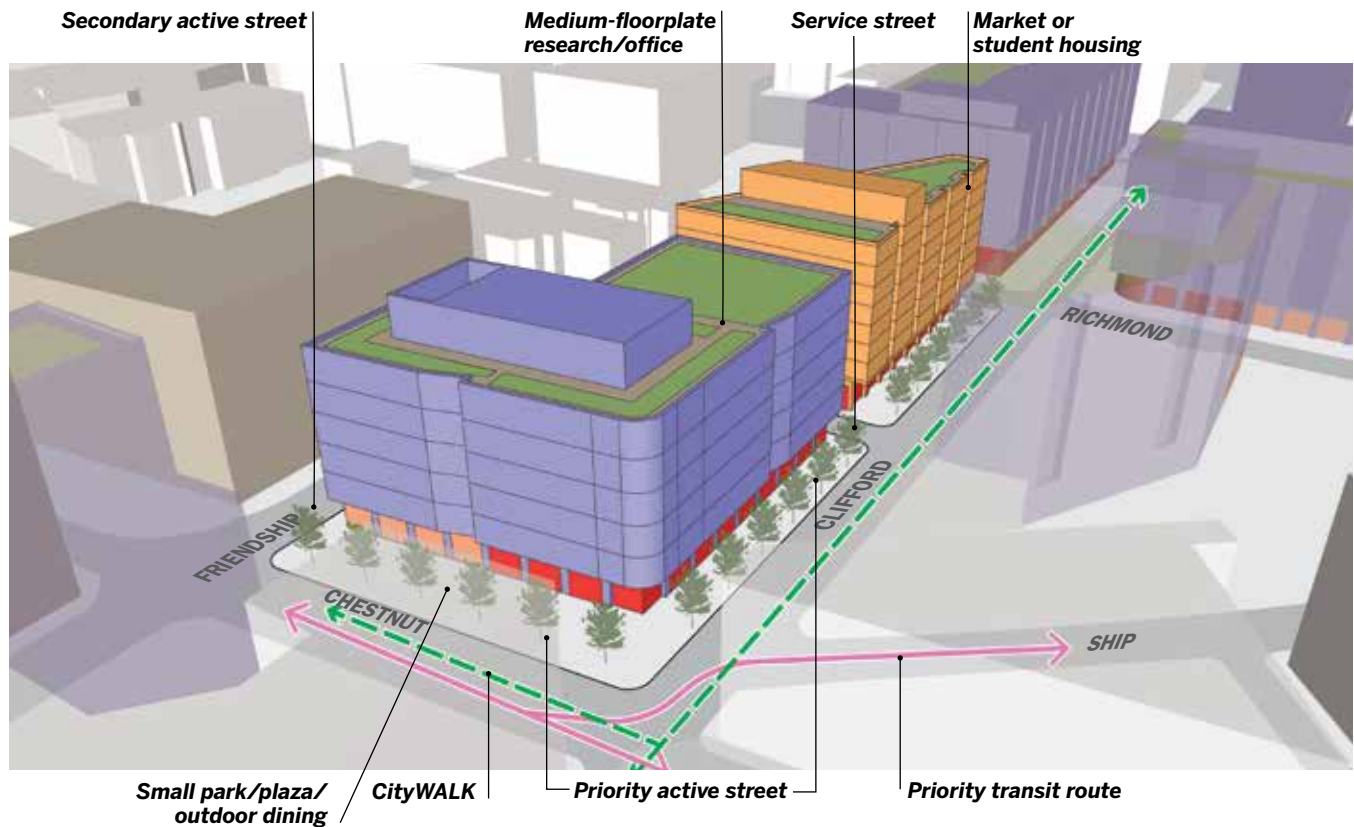
Brown medical school and research facilities

## PARCEL LOCATOR



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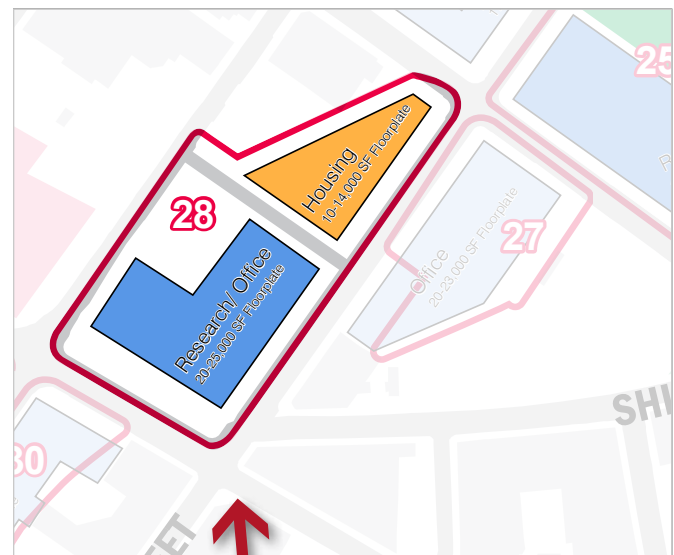
# P28 *Scenario 1*



## SCENARIO 1

Medium-floorplate research/office building, adjacent to housing for students and/or the general market

- Does not include the parcel at Friendship and Richmond streets.
- With a 100-foot height limit, the development can accommodate 7-8 stories of housing or 5 stories of office, research, or academic space above street-level retail uses without the height bonus.
- Extended sidewalk along the Clifford Street edge accommodates outdoor seating, parklets or other open-space amenities.
- The residential component can be designed to accommodate two levels of above-grade parking wrapped with retail uses along the street edges.
- A new alley built between Friendship and Clifford streets provides service access.



Point of view for the annotated aerial at the top of the page



# P28 *Scenario 1*

## Building Height and Footprint + Sample Development Program

PARCEL AREA	1.35 ACRES
HEIGHT LIMIT	120'
TYPICAL FLOORPLATE—OFFICE/RESEARCH	20,000–25,000 SF
TYPICAL FLOORPLATE—HOUSING FOOTPRINT	10,000–14,000 SF
<b>TOTAL POTENTIAL DEVELOPMENT</b>	
RESEARCH/OFFICE (8 FLOORS)	160,000–200,000 SF
HOUSING (11 FLOORS)	110,000–154,000 SF (130–180 APTS)
RETAIL/ACTIVE USE	15,000–30,000
<b>TOTAL DEVELOPMENT</b>	<b>285,000–384,000 SF</b>

## Potential Additional Development with Height Bonus

POTENTIAL HEIGHT BONUS <sup>1</sup>	36'
POTENTIAL EXTRA OFFICE/RESEARCH (2 FLOORS) <sup>2</sup>	40,000–50,000 SF
POTENTIAL EXTRA HOUSING (3 FLOORS) <sup>2</sup>	30,000–42,000 SF (35–50 APTS)
TOTAL POTENTIAL EXTRA DEVELOPMENT <sup>2</sup>	70,000–92,000 SF

<sup>1</sup> Maximum allowed by zoning

<sup>2</sup> Example value derived by applying maximum height allowed by zoning to the sample development program described above. Actual value may vary.

## Notes + Assumptions

- OFFICE/RESEARCH BUILDING DEPTH: 90–100'
- FIRST-FLOOR HEIGHT: 20' RETAIL/ACTIVE USES
- FLOOR-TO-FLOOR HEIGHT: 14'–15' OFFICE/RESEARCH; 10'–11' HOUSING
- TYPICAL APARTMENT: 700 SF
- A DEVELOPMENT CAN EARN A HEIGHT BONUS BY PROVIDING ACTIVE GROUND-FLOOR USES, PUBLICLY ACCESSIBLE OPEN SPACE, AND/OR STRUCTURED PARKING. THE TOTAL BONUS CANNOT EXCEED 30% OF THE HEIGHT ALLOWED UNDER ZONING.



*A medium-floorplate academic building in a downtown context.*



*Bays and other facade variations help research buildings fit in well with an urban street and building context.*



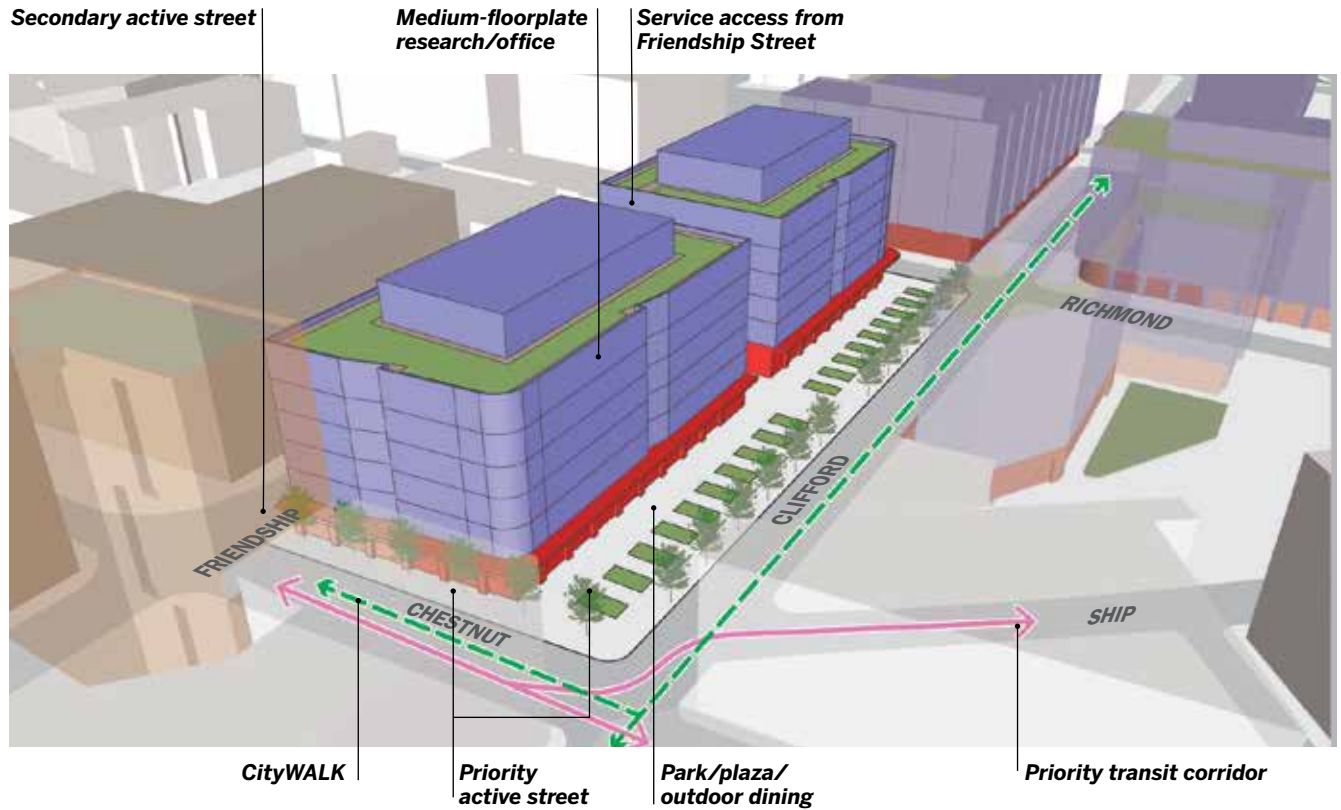
*A loft-apartment building includes a distinctive corner treatment.*

## Design Precedents

EXAMPLES OF DESIGN, MASSING, AND PROGRAM ENCOURAGED FOR DEVELOPMENT ON THIS PARCEL.



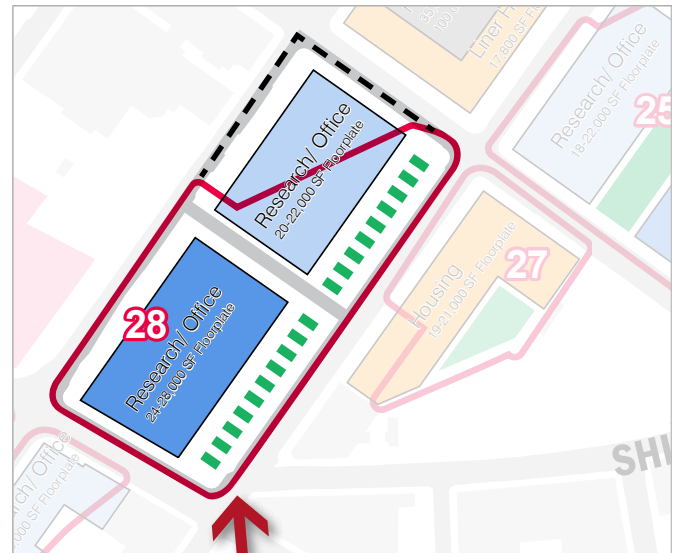
# P28 *Scenario 2*



## SCENARIO 2

### Medium-floorplate research/office buildings with landscaped plaza

- Assumes acquisition of the parcel at Friendship and Richmond streets.
- Two medium-floorplate research/office buildings could be reconfigured as a single, larger-floorplate building (30,000SF+) and a smaller-floorplate office building. The two buildings could also connect by bridge to accommodate phased development.
- The optimum research-building width of 90' to 120' allows for an attractively scaled and landscaped plaza facing Clifford. The plaza could host outdoor dining and events such as a farmers market.
- A new alley built between Friendship and Clifford streets provides service access.



Point of view for the annotated aerial at the top of the page

# P28 Scenario 2

## Building Height and Footprint + Sample Development Program

PARCEL AREA	1.35 ACRES
HEIGHT LIMIT	120'
TYPICAL FLOORPLATE—RESEARCH/OFFICE	20,000–22,000 SF (NORTH BLDG) 24,000–28,000 SF (SOUTH BLDG)
<b>TOTAL POTENTIAL DEVELOPMENT</b>	
RESEARCH/OFFICE (8 FLOORS)	352,000–400,000 SF
RETAIL/ACTIVE USE	18,000–30,000 SF
<b>TOTAL DEVELOPMENT</b>	<b>370,000–430,000 SF</b>
OPEN SPACE/PLAZA	10,000–15,000 SF

## Potential Additional Development with Height Bonus

POTENTIAL HEIGHT BONUS <sup>1</sup>	36'
POTENTIAL EXTRA OFFICE/RESEARCH (2 FLOORS) <sup>2</sup>	88,000–100,000 SF

<sup>1</sup> Maximum allowed by zoning

<sup>2</sup> Example value derived by applying maximum height allowed by zoning to the sample development program described above. Actual value may vary.

## Notes + Assumptions

- FIRST-FLOOR HEIGHT: 20' RETAIL/ACTIVE USES
- FLOOR-TO-FLOOR HEIGHT: 14'–15' OFFICE/RESEARCH
- A DEVELOPMENT CAN EARN A HEIGHT BONUS BY PROVIDING ACTIVE GROUND-FLOOR USES, PUBLICLY ACCESSIBLE OPEN SPACE, AND/OR STRUCTURED PARKING. THE TOTAL BONUS CANNOT EXCEED 30% OF THE HEIGHT ALLOWED UNDER ZONING.



Plaza space along this research building can accommodate outdoor dining (food trucks or ground-floor restaurants) and/or a farmers market.

Design Precedents

EXAMPLES OF DESIGN, MASSING, AND PROGRAM  
ENCOURAGED FOR DEVELOPMENT ON THIS PARCEL.

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# Parcel 30

**P**arcel 30 offers a special opportunity to leverage the presence of a tech- and design-business incubator on one side and the Johnson & Wales University campus on the other. Johnson & Wales's intent to develop academic and/or administrative space across Friendship from the parcel and to remake Claverick as an active pedestrian walk will add activity to the area and could support related land uses on the parcel. Multi-tenant office/research space, student housing, market housing, academic space and/or retail could all take advantage of these neighboring uses. Possible configurations include a stand-alone building or one that connects to the historic Russell-Irons Building at 95 Chestnut, containing the incubator. An adjacent parking lot on Clifford offers a chance to extend the site and expand development options. Frontage on both Friendship and Clifford makes this a highly visible parcel with prime walking, transit and driving connections to DOWncity, the Jewelry District, and highways.

**Potential Development Scenarios** (shown on the following pages). *These possible development configurations combine zoning, design guidelines, and program and building characteristics sought by the marketplace. The text notes when a measure is required by zoning; all other features are encouraged but not required. The Commission welcomes alternate scenarios that support The LINK principles and framework.*

## Scenario 1

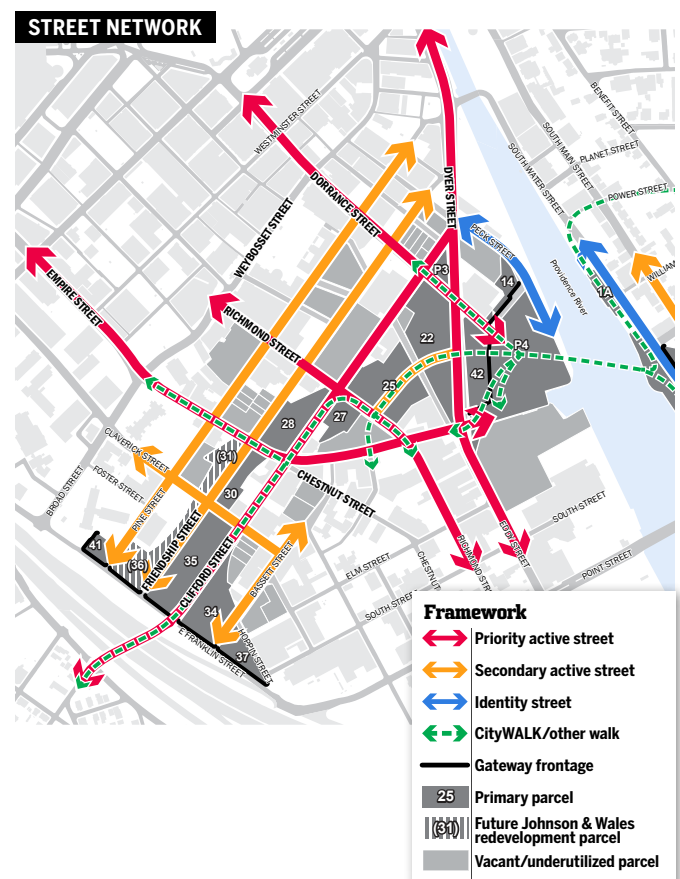
- Office
- One medium-floorplate structure
- Make building freestanding or connect to historic Russell-Irons Building

## Scenario 2

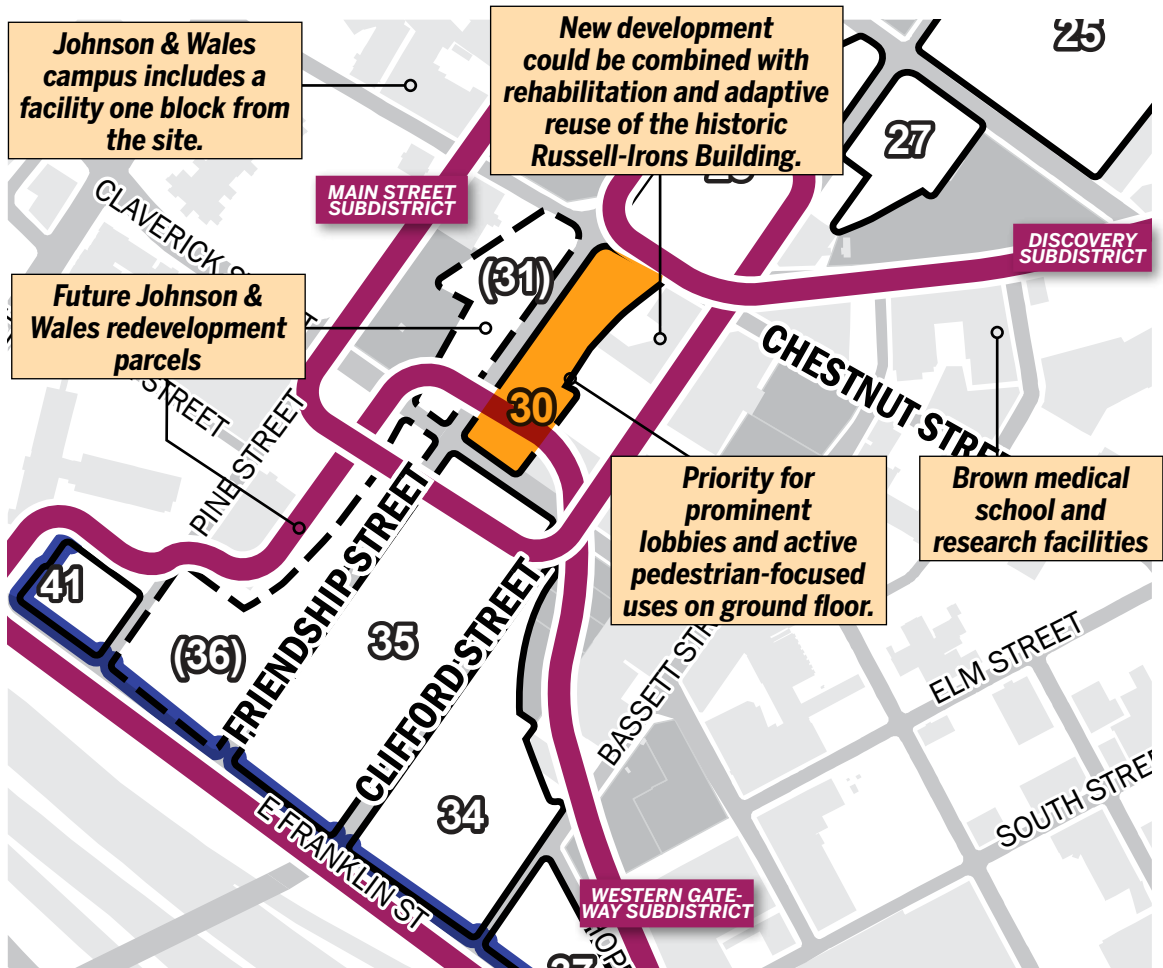
- Housing and office
- Two structures with smaller floorplates
- Office building connects to rehabilitated Russell-Irons Building

## Scenario 3

- Student or general housing or hotel
- One structure
- Possible university student life or academic space



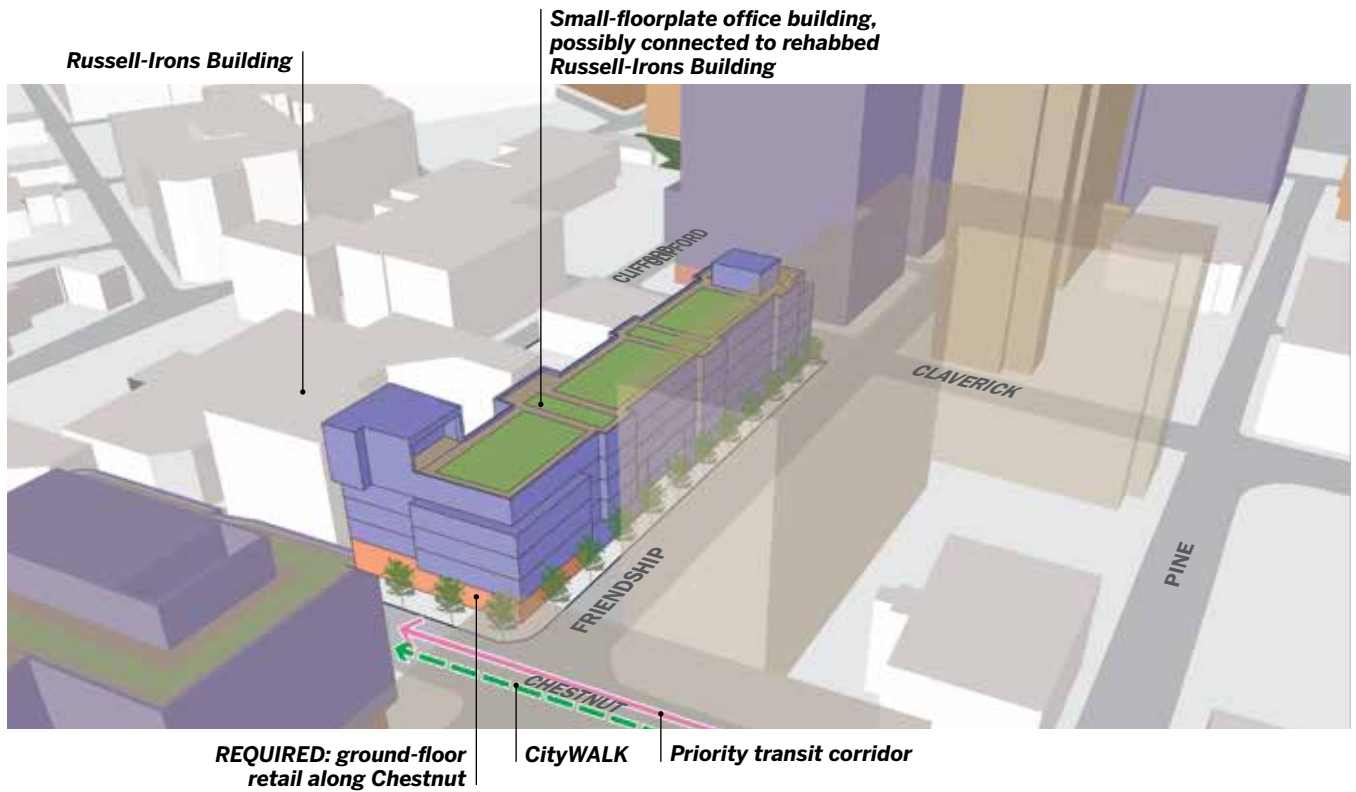




**DRAFT**



# P30 Scenario 1

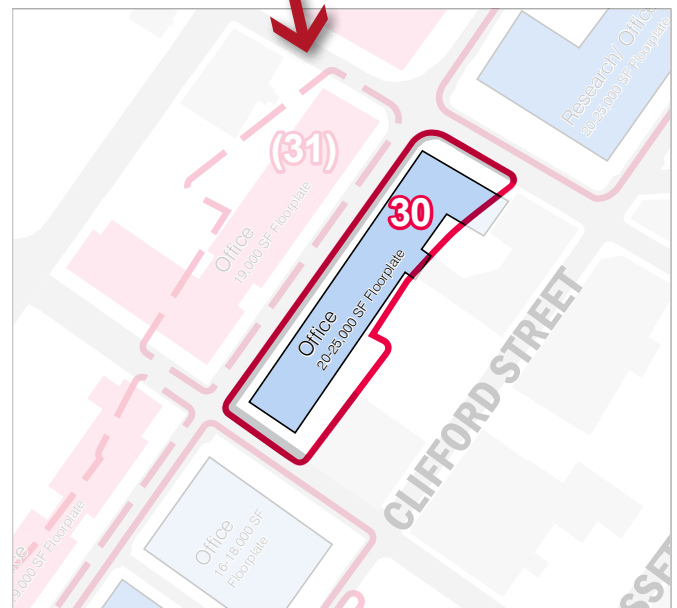


## SCENARIO 1

### New small-floorplate office with possible reuse of historic building

- Develop the entire Friendship edge of the parcel, from Claverick to Chestnut, as a smaller-floorplate, linear office building.
- As an alternative, develop this building in concert with rehabilitation and reuse of the historic Russell-Irons Building at 95 Chestnut.

Point of view for the annotated aerial above



# P30 *Scenario 1*

## Building Height and Footprint + Sample Development Program

PARCEL AREA	0.63 ACRES
HEIGHT LIMIT	100'
FOOTPRINT	20,000–25,000 SF
<b>TOTAL POTENTIAL DEVELOPMENT</b>	
RESEARCH/OFFICE (5 FLOORS)	100,000–125,000 SF
RETAIL/ACTIVE USE	5,000–10,000 SF
<b>TOTAL DEVELOPMENT</b>	<b>105,000–135,000 SF</b>

## Development with Height Bonus

*SITE DIMENSIONS LIMIT THE ECONOMIC FEASIBILITY OF HIGH-RISE CONSTRUCTION*

## Notes + Assumptions

- BUILDING DEPTH: 50'–60'
- FIRST-FLOOR HEIGHT: 20' RETAIL/ACTIVE USES
- FLOOR-TO-FLOOR HEIGHT: 13' (TO TIE INTO EXISTING RUSSELL-IRONS BUILDING)
- DEVELOPMENT ON THIS SITE WILL STAY BELOW 75' TO AVOID THE COST OF HIGH-RISE CONSTRUCTION.



**Set-backs help address narrow street widths by scaling down tall buildings. Active uses on the ground floor enliven the street frontage.**

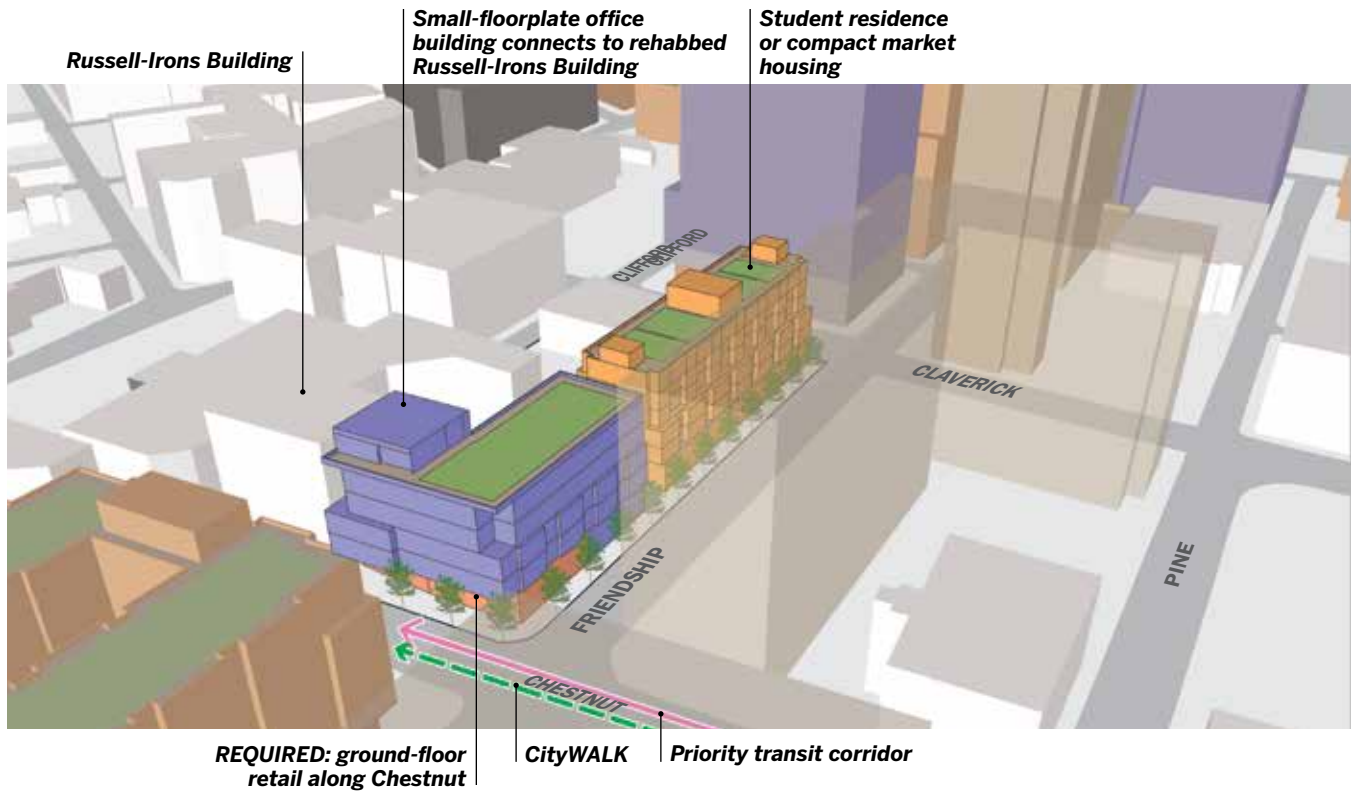


**Use of a compatible palette of materials helps a modern addition complement a historic structure.**

**Design Precedents**

EXAMPLES OF DESIGN, MASSING, AND PROGRAM  
ENCOURAGED FOR DEVELOPMENT ON THIS PARCEL.

# P30 Scenario 2

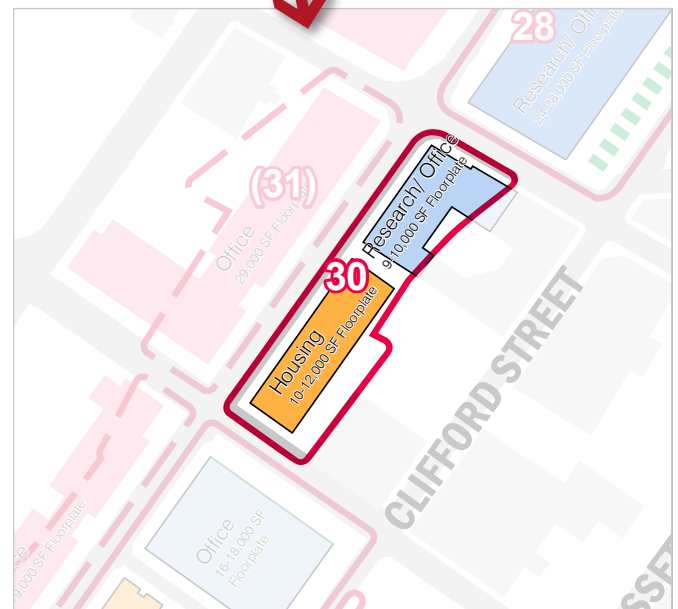


## SCENARIO 2

Adaptive reuse of historic building with housing for students and/or the general market

- Undertake development of the site as two projects. At the corner of Chestnut and Friendship build a smaller-floorplate office building and connect it to a rehabilitated Russell-Irons Building.
- With an eye toward nearby Johnson & Wales, Brown, and RISD facilities, develop the eastern sub-parcel as student housing or as compact housing appealing to younger knowledge-district workers.

Point of view for the annotated aerial above





# P30 *Scenario 2*

## Building Height and Footprint + Sample Development Program

PARCEL AREA	0.63 ACRES
HEIGHT LIMIT	100'
TYPICAL FOOTPRINT—OFFICE/RESEARCH (EXTENSION TO RUSSELL BUILDING)	9,000–10,000 SF
TYPICAL FOOTPRINT—HOUSING	10,000–12,000 SF
<b>TOTAL POTENTIAL DEVELOPMENT</b>	
OFFICE (5 FLOORS)	45,000–50,000 SF
HOUSING (6 FLOORS)	60,000–72,000 SF (70–85 APTS)
RETAIL/ACTIVE USE	5,000–10,000 SF
<b>TOTAL DEVELOPMENT</b>	<b>110,000–132,000 SF</b>

## Development with Height Bonus

*SITE DIMENSIONS LIMIT THE ECONOMIC FEASIBILITY OF HIGH-RISE CONSTRUCTION*

## Notes + Assumptions

- BUILDING DEPTH: 50'–60'
- FIRST-FLOOR HEIGHT: 20' RETAIL/ACTIVE USES
- FLOOR-TO-FLOOR HEIGHT: 13' OFFICE/RESEARCH (TO TIE INTO EXISTING RUSSELL-IRONS BUILDING); 10'–11' HOUSING
- TYPICAL APARTMENT: 700SF
- DEVELOPMENT ON THIS SITE WILL STAY BELOW 75' TO AVOID THE COST OF HIGH-RISE CONSTRUCTION.



*Ground-floor units have individual entries to help activate the street.*



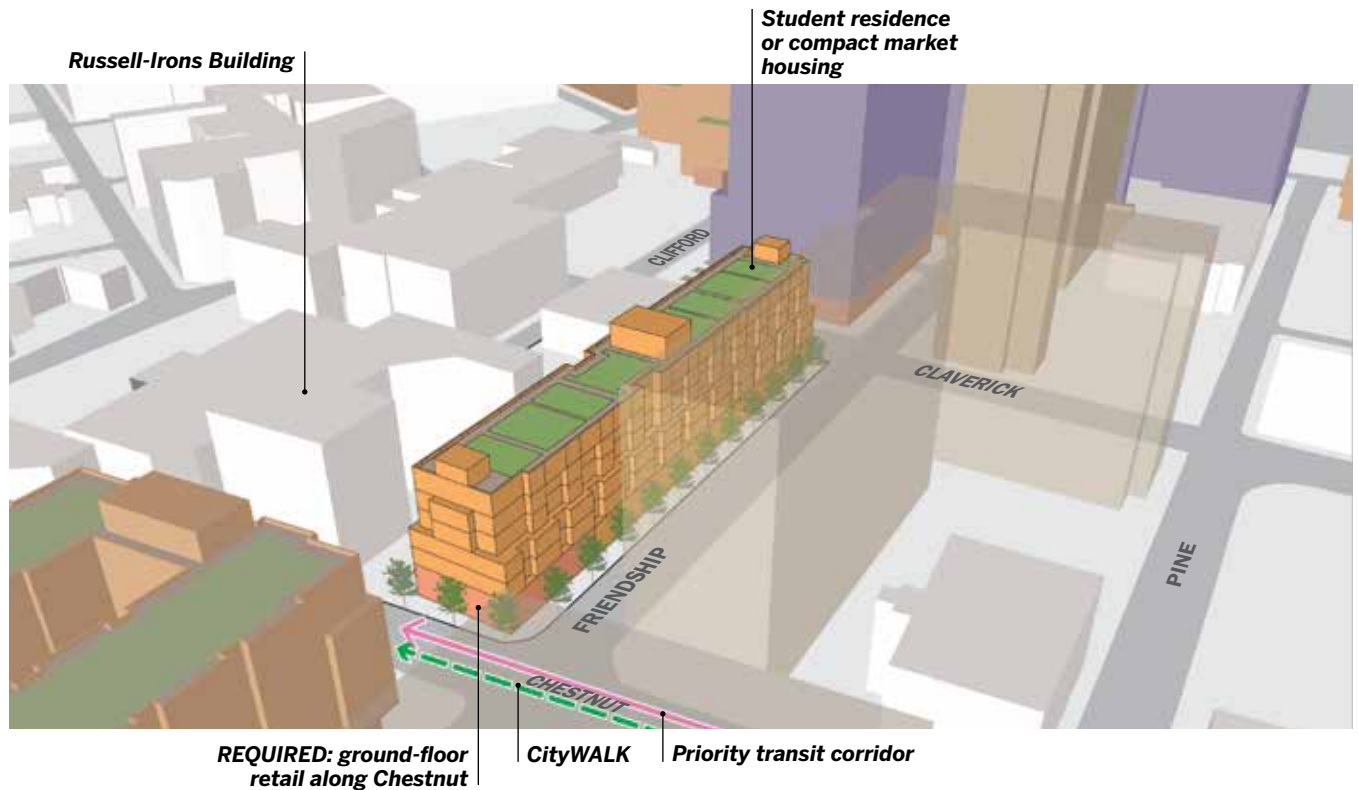
*Modern addition to historic structure uses a palette of compatible materials.*

Design Precedents

EXAMPLES OF DESIGN, MASSING, AND PROGRAM ENCOURAGED FOR DEVELOPMENT ON THIS PARCEL.



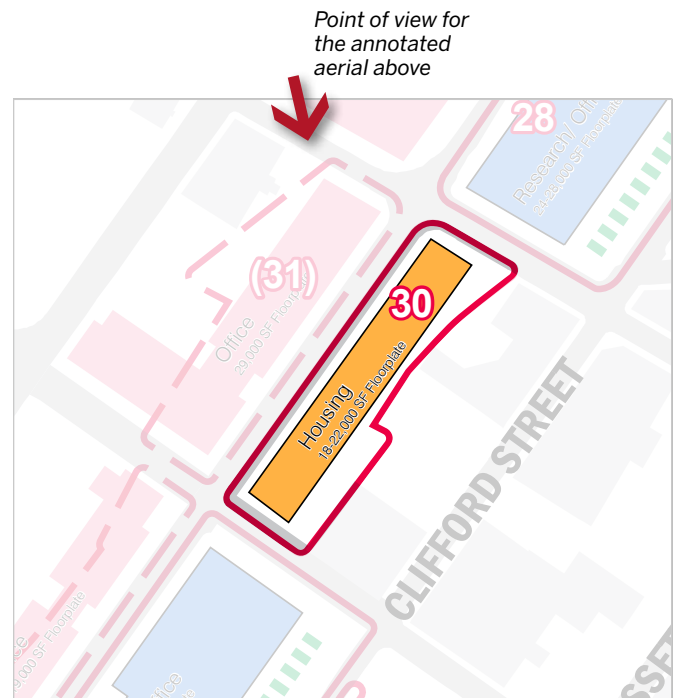
# P30 *Scenario 3*



## SCENARIO 3

### Loft housing, student housing, or hotel

- Linear building accommodates variety of residential or hospitality programs.
- Potential exists for program relationship with Johnson & Wales University facilities on the block and across Friendship Street.
- Zoning requires ground-floor retail at Chestnut. Locate retail or other active uses—which could include student-life or academic spaces—on ground floor along Friendship.



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# P30 *Scenario 3*

## Building Height and Footprint + Sample Development Program

PARCEL AREA	0.63 ACRES
HEIGHT LIMIT	100'
TYPICAL FOOTPRINT—HOUSING	18,000–22,000 SF
<b>TOTAL POTENTIAL DEVELOPMENT</b>	
HOUSING (6 FLOORS)	108,000–132,000 SF (125–155 APTS)
RETAIL/ACTIVE USE	3,000–6,000 SF
<b>TOTAL DEVELOPMENT</b>	<b>121,000–138,000 SF</b>

## Development with Height Bonus

*SITE DIMENSIONS LIMIT THE ECONOMIC FEASIBILITY OF HIGH-RISE CONSTRUCTION*

## Notes + Assumptions

- FIRST-FLOOR HEIGHT: 20' RETAIL/ACTIVE USES
- FLOOR-TO-FLOOR HEIGHT: 10'–11' HOUSING
- DEVELOPMENT ON THIS SITE WILL STAY BELOW 75' TO AVOID THE COST OF HIGH-RISE CONSTRUCTION.



*New housing at left on a long, narrow site complements industrial buildings converted to workspace and compact streets.*



*Loft housing can integrate with existing buildings and uses on a common block.*

Design Precedents

EXAMPLES OF DESIGN, MASSING, AND PROGRAM  
ENCOURAGED FOR DEVELOPMENT ON THIS PARCEL.

**DRAFT**

# Parcel 34

**A**s one of the central parcels within the Western Gateway subdistrict, Parcel 34 can play a significant role in announcing The LINK from I-95 and as a gateway from and to the West End. The parcel is ideally suited for higher-density office, hotel, and/or residential uses. Another form of compact housing could cater to Johnson & Wales students; the university's campus sits a block away, and JWU has plans to expand into nearby parcels. The generous height limit would create high-value views across downtown and the harbor.

**Potential Development Scenarios** (shown on the following pages). *These possible development configurations combine zoning, design guidelines, and program and building characteristics sought by the marketplace. The text notes when a measure is required by zoning; all other features are encouraged but not required. The Commission welcomes alternate scenarios that support The LINK principles and framework.*

## Scenario 1

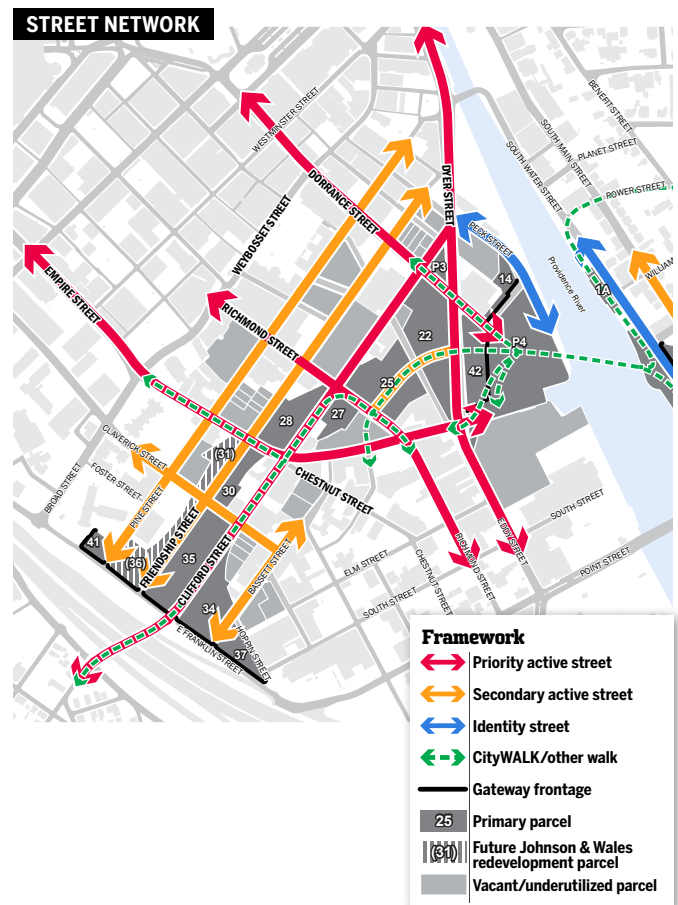
- **Office and housing**
- **Shared parking podium with occupied retail or other space between parking and street edges**
- **Public open space at northern tip of parcel**

## Scenario 2

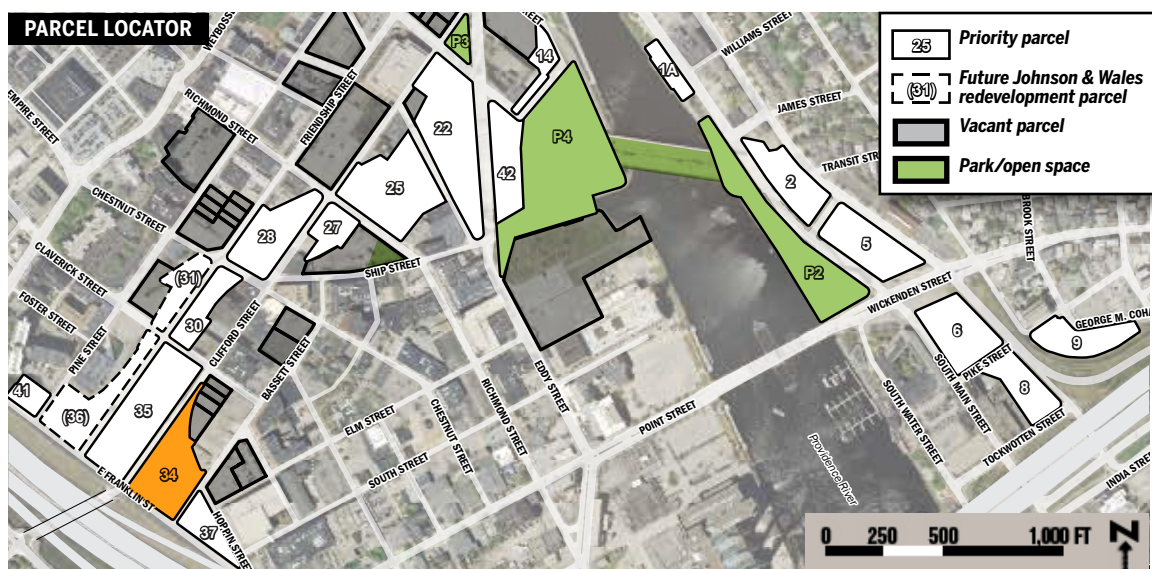
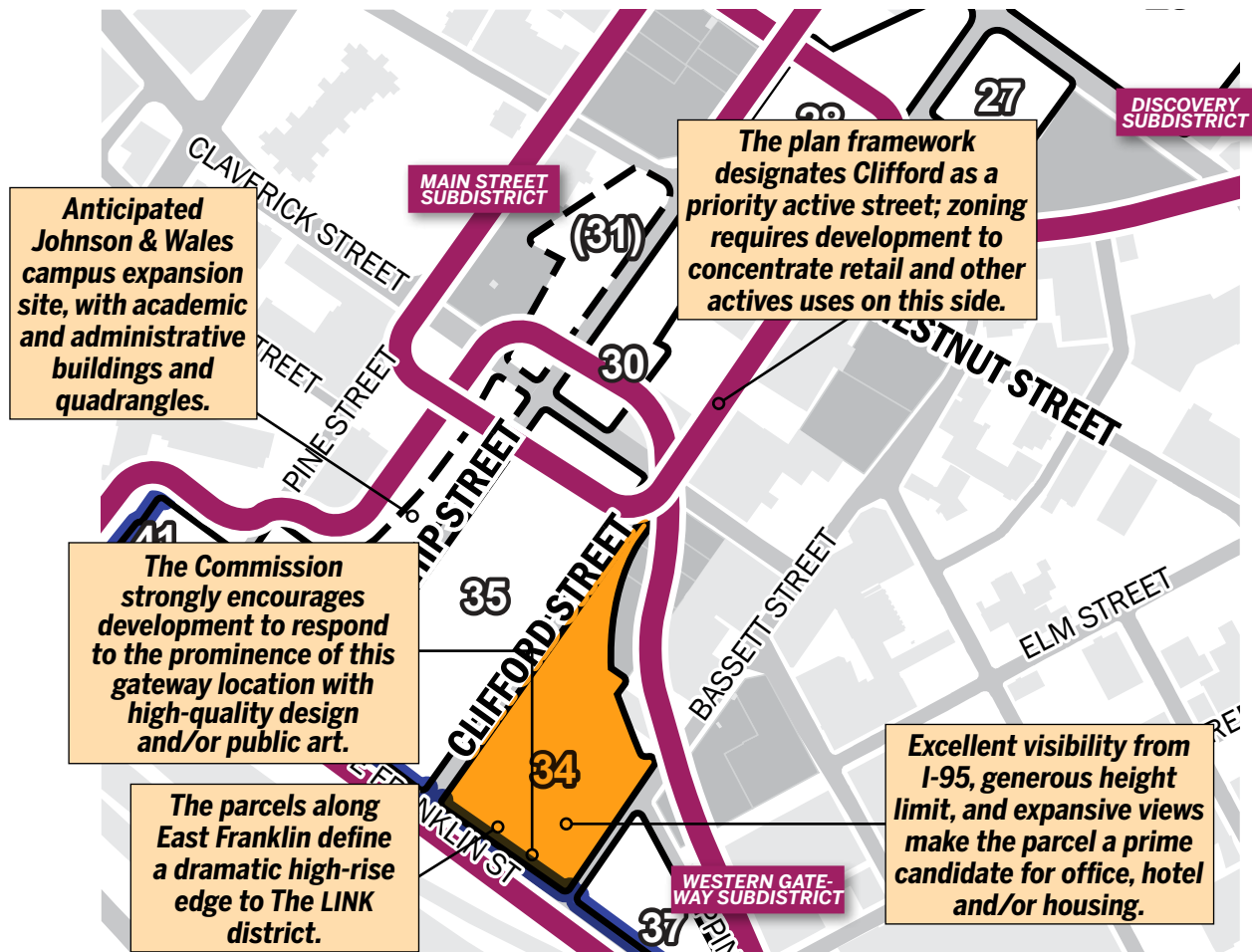
- **Housing**
- **Two medium-floorplate buildings atop parking podium**
- **First five levels are structured parking wrapped with active uses and housing**

## Worth Noting

- Ground-floor units wrapped around parking should have individual entries that face the street.
- Building design should use massing and other techniques to break up facade and scale, avoiding a monolithic feel on the side facing the West End.



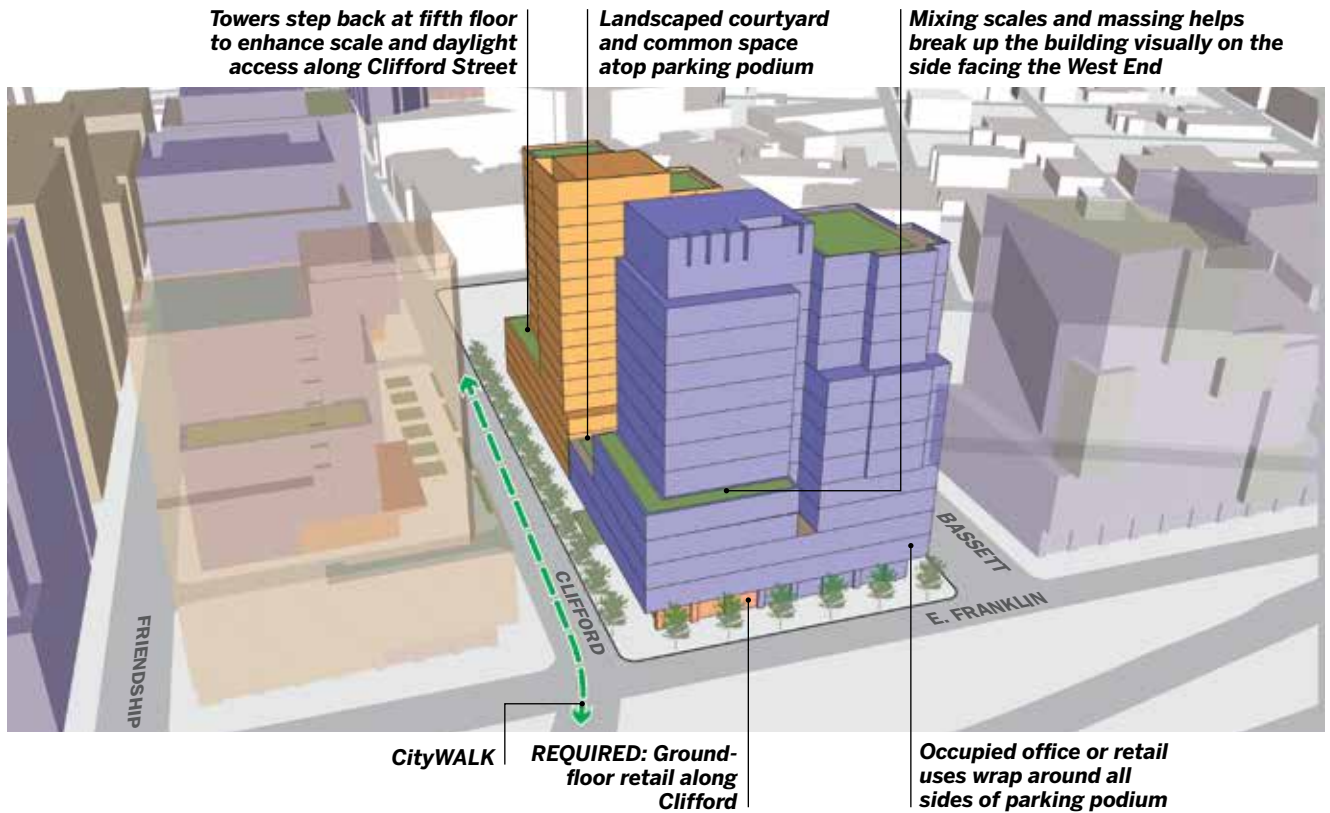




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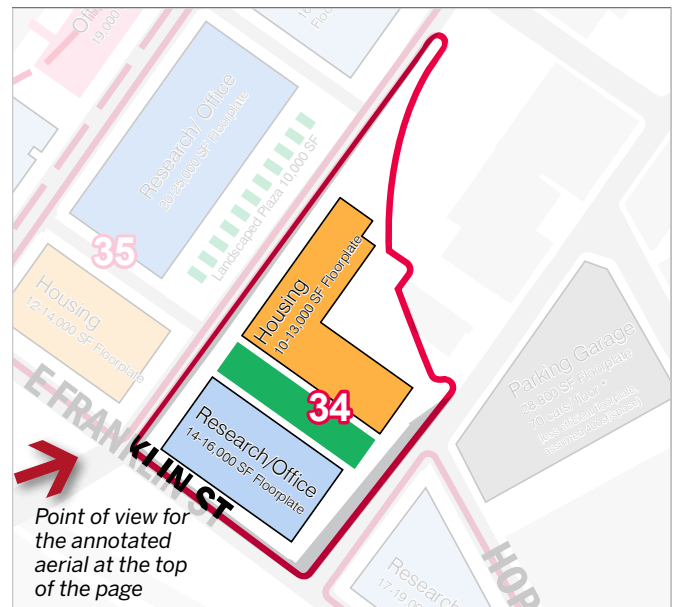
# P34 Scenario 1



## SCENARIO 1

### Office and housing towers sharing common parking/retail podium

- Twelve or more stories of office space
- Up to twenty stories of housing or hotel space. Potential for student or general community housing.
- Achieve scale transition to West End by breaking larger tower volumes into smaller bays compatible with residential building scale.
- Set towers back at least 15' at the fifth floor to enhance pedestrian scale of streets and mitigate wind impacts at street level. Articulate facades with balconies, decks and cut-outs to capitalize on valuable view corridors and lend distinction to the property.
- Incorporate public art in building or streetscape to mark gateway to The LINK.



# P34 Scenario 1

## Building Height and Footprint + Sample Development Program

PARCEL AREA	1.55 ACRES
HEIGHT LIMIT	200'
TYPICAL FLOORPLATE—OFFICE/RESEARCH	14,000–16,000 SF
TYPICAL FLOORPLATE—HOUSING	10,000–13,000 SF
<b>TOTAL POTENTIAL DEVELOPMENT</b>	
OFFICE/RESEARCH (13 FLOORS)	182,000–208,000 SF
HOUSING (19 FLOORS)	190,000–247,000 SF (225–290 APTS)
RETAIL/ACTIVE USE	8,000–20,000 SF
<b>TOTAL DEVELOPMENT</b>	<b>380,000–475,000 SF</b>

## Sample Parking Program

HOUSING: GARAGE FLOORPLATE	15,000–24,000SF
HOUSING: GARAGE CAPACITY (3-4 FLOORS)	170–255 CARS

## Potential Additional Development with Height Bonus

POTENTIAL HEIGHT BONUS <sup>1</sup>	60'
POTENTIAL EXTRA OFFICE/RESEARCH (4 FLOORS) <sup>2</sup>	56,000–64,000 SF
POTENTIAL EXTRA HOUSING (6 FLOORS) <sup>2</sup>	60,000–78,000 SF (70–90 APTS)
TOTAL POTENTIAL EXTRA DEVELOPMENT <sup>2</sup>	116,000–142,000 SF

<sup>1</sup> Maximum allowed by zoning

<sup>2</sup> Example value derived by applying maximum height allowed by zoning to the sample development program described above. Actual value may vary.

## Notes + Assumptions

- FIRST-FLOOR HEIGHT: 20' RETAIL/ACTIVE USES
- FLOOR-TO-FLOOR HEIGHT: 14–15' OFFICE/RESEARCH; 10'–11' HOUSING
- HOUSING GARAGE ASSUMES 6 LEVELS OF ABOVE-GRADE STRUCTURED PARKING WRAPPED WITH HOUSING ALONG THE STREET FRONTAGE
- TOTAL DEVELOPMENT AREA EXCLUDES PARKING
- A DEVELOPMENT CAN EARN A HEIGHT BONUS BY PROVIDING ACTIVE GROUND-FLOOR USES, PUBLICLY ACCESSIBLE OPEN SPACE, AND/OR STRUCTURED PARKING. THE TOTAL BONUS CANNOT EXCEED 30% OF THE HEIGHT ALLOWED UNDER ZONING.



*New housing at left on a long, narrow site complements industrial buildings converted to workspace and compact streets.*

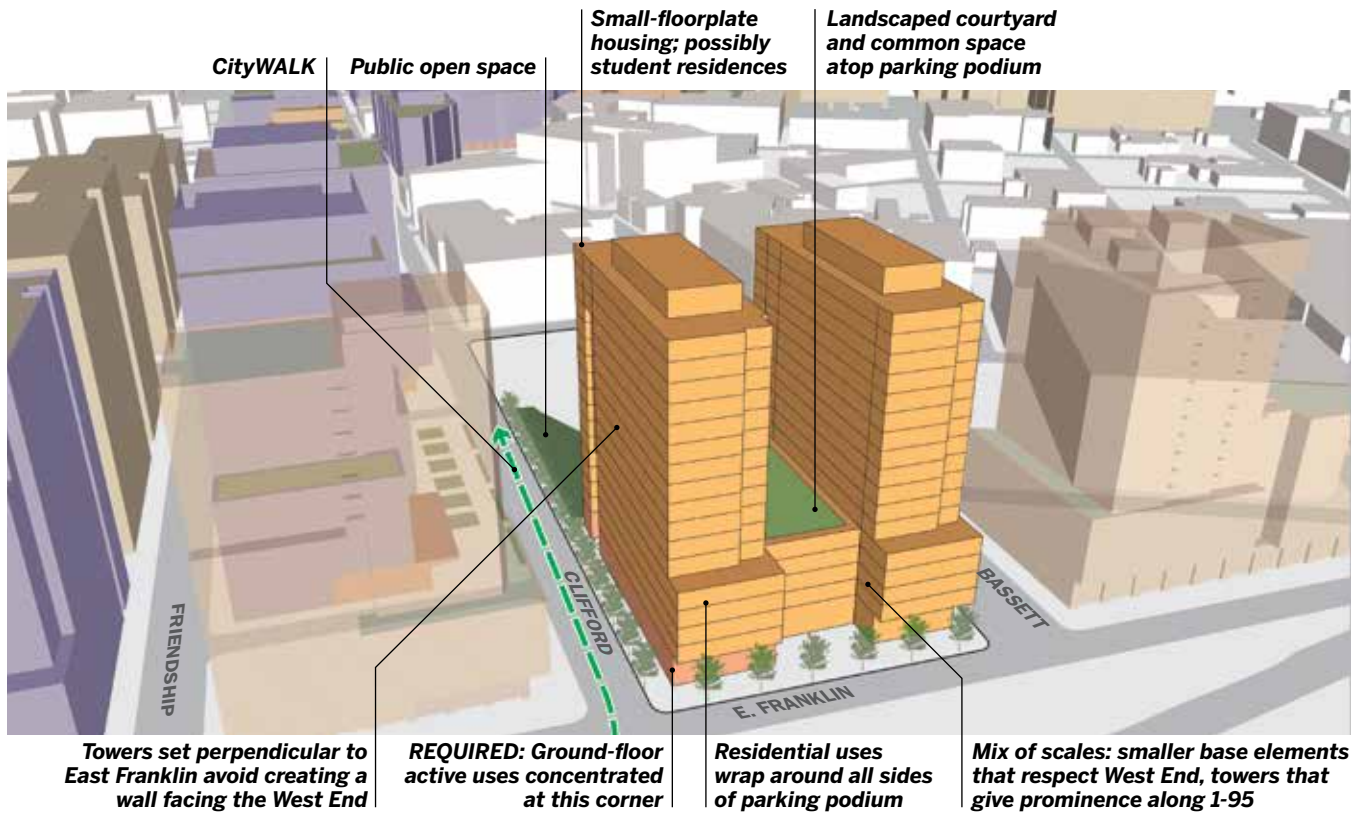


*Loft housing can integrate with existing buildings and uses on a common block.*

Design Precedents

EXAMPLES OF DESIGN, MASSING, AND PROGRAM ENCOURAGED FOR DEVELOPMENT ON THIS PARCEL.

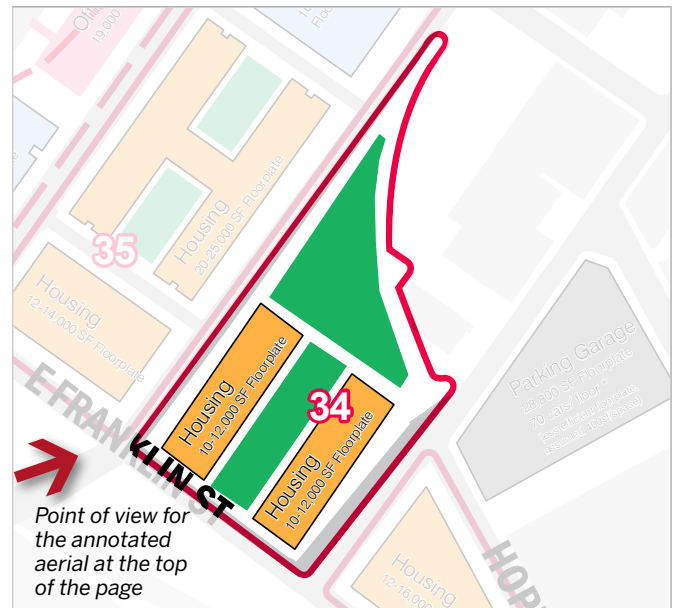
# P34 Scenario 2



## SCENARIO 2

### Compact-floorplate residential towers and public open space

- Development occupies the rectangular southern half of the site. The residual triangular portion becomes public open space connecting Clifford and Bassett.
- The towers sit parallel to Clifford to avoid creating a high-rise wall along East Franklin.
- Separate the towers by at least 60' with a landscaped courtyard and common space adjacent to each other at the podium level.
- Wrap parking podium: active ground-floor uses along Clifford and East Franklin; residential units with front entries facing Bassett and open space.
- Towers step back at least 15' at the sixth floor to avoid sheer walls and mitigate street-level wind. Articulate façades with balconies, decks and cut-outs to capitalize on valuable view corridors.





# P34 Scenario 2

## Building Height and Footprint + Sample Development Program

PARCEL AREA	1.55 ACRES
HEIGHT LIMIT	200'
TYPICAL FLOORPLATE	10,000–12,000 SF (EACH TOWER)
<b>TOTAL POTENTIAL DEVELOPMENT</b>	
HOUSING (19 FLOORS X 2 TOWERS)	380,000–456,000 SF (450–530 APTS)
RETAIL/ACTIVE USE	8,000–14,000 SF
<b>TOTAL DEVELOPMENT</b>	<b>388,000–470,000 SF</b>
OPEN SPACE/PLAZA	15,000–18,000 SF

## Sample Parking Program

GARAGE FLOORPLATE	18,000–24,000SF
GARAGE CAPACITY (5-6 FLOORS)	310–410 CARS

## Potential Additional Development with Height Bonus

POTENTIAL HEIGHT BONUS <sup>1</sup>	60'
POTENTIAL EXTRA HOUSING (6 FLOORS) <sup>2</sup>	120,000–144,000 SF (140–170 APTS)

<sup>1</sup> Maximum allowed by zoning

<sup>2</sup> Example value derived by applying maximum height allowed by zoning to the sample development program described above. Actual value may vary.

## Notes + Assumptions

- FIRST-FLOOR HEIGHT: 20' RETAIL/ACTIVE USES
- FLOOR-TO-FLOOR HEIGHT: 10'–11'
- GARAGE ASSUMES 6 LEVELS OF ABOVE-GRADE STRUCTURED PARKING WRAPPED WITH HOUSING ALONG THE STREET FRONTAGE
- TOTAL DEVELOPMENT AREA EXCLUDES PARKING
- ADDITIONAL PARKING TO SATISFY SOME OF PARCEL PARKING DEMAND EXISTS ON NEARBY BLOCKS
- A DEVELOPMENT CAN EARN A HEIGHT BONUS BY PROVIDING ACTIVE GROUND-FLOOR USES, PUBLICLY ACCESSIBLE OPEN SPACE, AND/OR STRUCTURED PARKING. THE TOTAL BONUS CANNOT EXCEED 30% OF THE HEIGHT ALLOWED UNDER ZONING.



*A consistent palette unites structures of different sizes; a landscaped courtyard opens views across the site for neighbors.*



*Balconies and transparency capitalize on views and contribute to a striking profile.*

Design Precedents

EXAMPLES OF DESIGN, MASSING, AND PROGRAM ENCOURAGED FOR DEVELOPMENT ON THIS PARCEL.



# Parcel 35

**W**ith its two flanking parcels, Parcel 35 can anchor a dramatic western entry to The LINK from I-95 and the West End. The 2.3-acre site marks the end of an active Clifford Street corridor and could support a range of possible programs, including office, research, academic, housing, and hotel uses. The proximity of the Johnson & Wales campus offers opportunities for direct and indirect ties to campus programs. Generous height limits for the parcel offer the capacity for large development and high-value views.

**Potential Development Scenarios** (shown on the following pages). *These possible development configurations combine zoning, design guidelines, and program and building characteristics sought by the marketplace. The text notes when a measure is required by zoning; all other features are encouraged but not required. The Commission welcomes alternate scenarios that support The LINK principles and framework.*

## Scenario 1

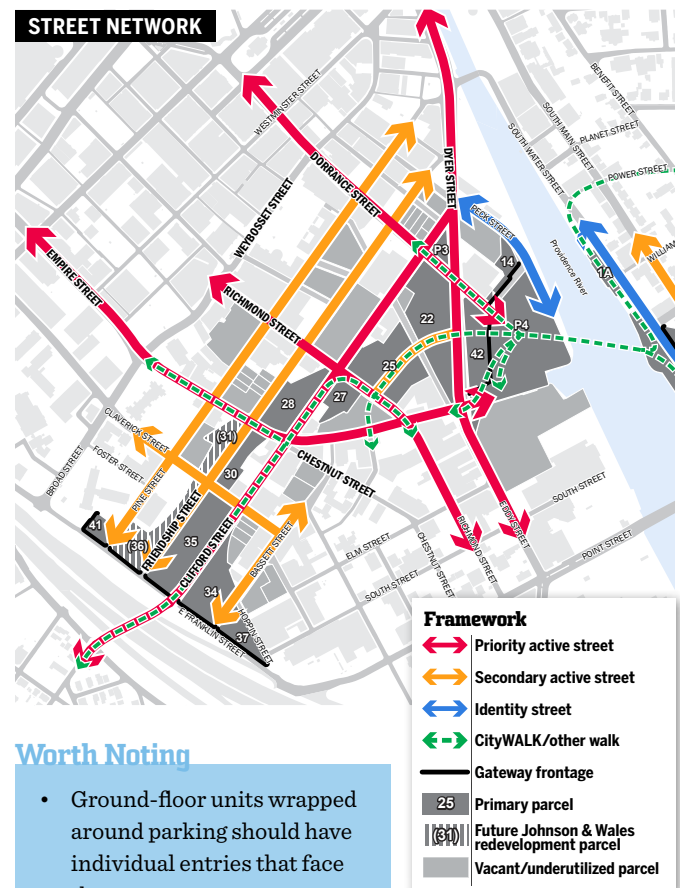
- **Research and hotel/housing**
- **Three large- and medium-floorplate buildings**
- **Combined uses should contribute to 24/7 activity and prominent presence on the highway**

## Scenario 2

- **Housing and research**
- **Three medium-floorplate buildings atop parking podium**
- **All buildings share structured parking in middle building, wrapped with active uses and/or housing**

## Scenario 3

- **Research and hotel/housing**
- **Two structures, one large- and one medium-floorplate**

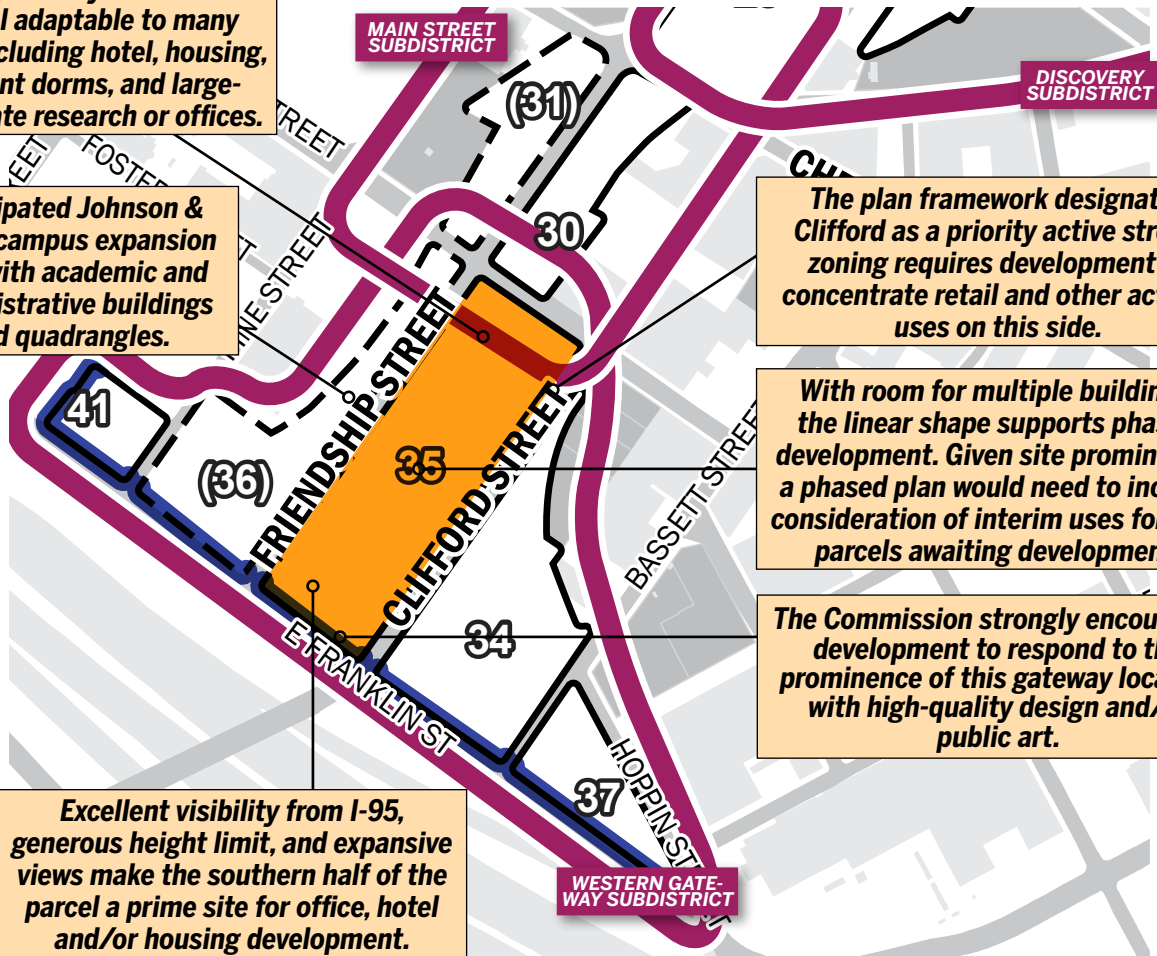


## Worth Noting

- Ground-floor units wrapped around parking should have individual entries that face the street.
- Building design should use massing and other techniques to break up facade and scale, avoiding a monolithic feel on the side facing the West End.

Site geometry makes this parcel adaptable to many uses, including hotel, housing, student dorms, and large-floorplate research or offices.

Anticipated Johnson & Wales campus expansion site, with academic and administrative buildings and quadrangles.

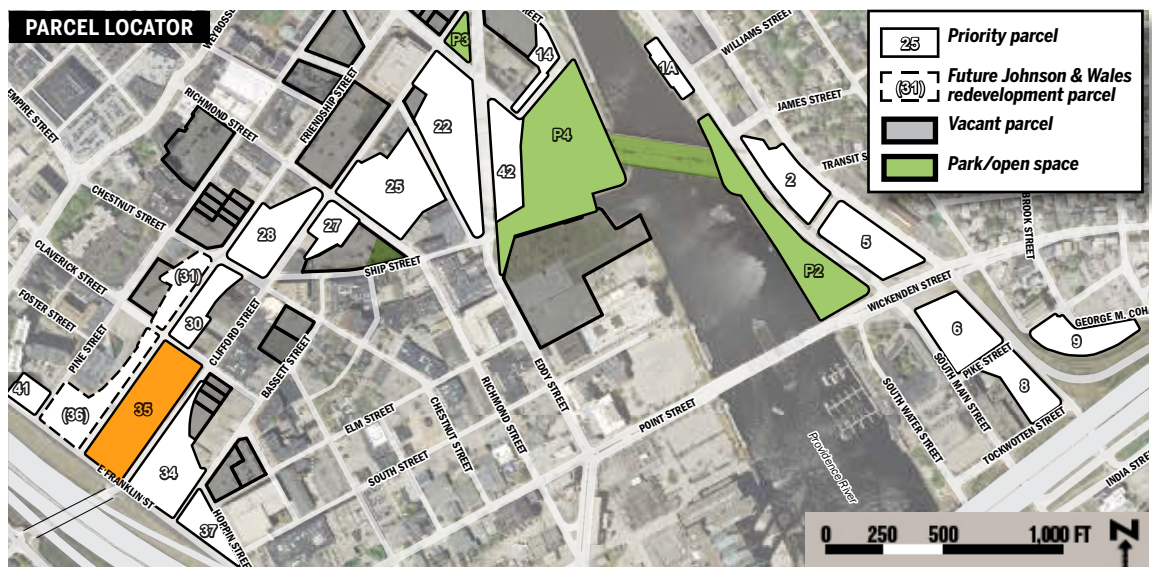


The plan framework designates Clifford as a priority active street; zoning requires development to concentrate retail and other active uses on this side.

With room for multiple buildings, the linear shape supports phased development. Given site prominence, a phased plan would need to include consideration of interim uses for sub-parcels awaiting development.

The Commission strongly encourages development to respond to the prominence of this gateway location with high-quality design and/or public art.

Excellent visibility from I-95, generous height limit, and expansive views make the southern half of the parcel a prime site for office, hotel and/or housing development.



**DRAFT**

# P35 Scenario 1

**Massing mixes scales: smaller scale steps down toward West End, larger scale gives prominence along I-95**

**Sweeping views add significant value**

**CityWALK**

**Potential public parking**



**REQUIRED: Retail and active uses concentrated on Clifford**

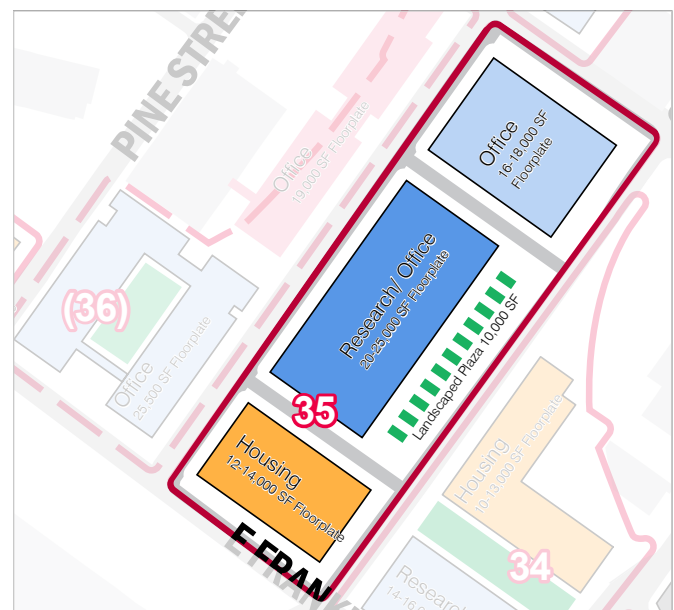
**Walk or street connects Clifford and Friendship**

**Seating, a small park, and/or programming activate the plaza**

## SCENARIO 1

**Large-floorplate research/office, medium-floorplate office, and medium floorplate hotel/housing**

- Create mixed-use development, with housing along East Franklin complemented by research/office uses on the rest of the site.
- Activate the extended sidewalk/plaza along the Clifford edge with outdoor seating, a small park, or other open-space amenities.
- Enhance walkability by creating a walk or street that links Friendship and Clifford.
- Locate service access from new mid-block connections between Friendship and Clifford streets.
- Separate the housing and research/office towers by at least 60 feet.



**Point of view for the annotated aerial at the top of the page**



# P35 Scenario 1

## Building Height and Footprint + Sample Development Program

PARCEL AREA	2.30 ACRES
HEIGHT LIMIT	200'
TYPICAL FLOORPLATE—OFFICE/RESEARCH	16,000–18,000 SF (NORTH BLDG) 20,000–25,000 SF (CENTRAL BLDG)
TYPICAL FLOORPLATE—HOUSING	12,000–14,000 SF (SOUTH BLDG)
<b>TOTAL POTENTIAL DEVELOPMENT</b>	
TOTAL RESEARCH (13 FLOORS)	468,000–559,000 SF
TOTAL HOUSING (17 FLOORS)	204,000–238,000 SF (240–280 APTS)
RETAIL/ACTIVE USE	15,000–35,000 SF
<b>TOTAL DEVELOPMENT</b>	<b>687,000–832,000 SF</b>
OPEN SPACE/PLAZA	10,000–15,000 SF

## Potential Additional Development with Height Bonus

POTENTIAL HEIGHT BONUS <sup>1</sup>	60'
POTENTIAL EXTRA OFFICE/RESEARCH (4 FLOORS) <sup>2</sup>	360,000–172,000 SF
POTENTIAL EXTRA HOUSING (6 FLOORS) <sup>2</sup>	72,000–84,000 SF (85–100 APTS)
TOTAL POTENTIAL EXTRA DEVELOPMENT <sup>2</sup>	216,000–256,000 SF

<sup>1</sup> Maximum allowed by zoning

<sup>2</sup> Example value derived by applying maximum height allowed by zoning to the sample development program described above. Actual value may vary.

## Notes + Assumptions

- FIRST FLOOR HEIGHT: 20' RETAIL/ACTIVE USES
- FLOOR-TO-FLOOR HEIGHT: 14–15' OFFICE/RESEARCH; 10'–11' HOUSING
- A DEVELOPMENT CAN EARN A HEIGHT BONUS BY PROVIDING ACTIVE GROUND-FLOOR USES, PUBLICLY ACCESSIBLE OPEN SPACE, AND/OR STRUCTURED PARKING. THE TOTAL BONUS CANNOT EXCEED 30% OF THE HEIGHT ALLOWED UNDER ZONING.



**Plaza space along this research building can accommodate outdoor dining (food trucks or ground-floor restaurants) and/or a farmers market.,**



**High-rise student residence hall with a distinctive facade treatment,**

Design Precedents

EXAMPLES OF DESIGN, MASSING, AND PROGRAM ENCOURAGED FOR DEVELOPMENT ON THIS PARCEL.



# P35 Scenario 2

**Massing mixes scales: smaller scale steps down toward West End, larger scale gives prominence along I-95**

**Sweeping views add significant value**



**REQUIRED: Retail and active uses concentrated on Clifford**

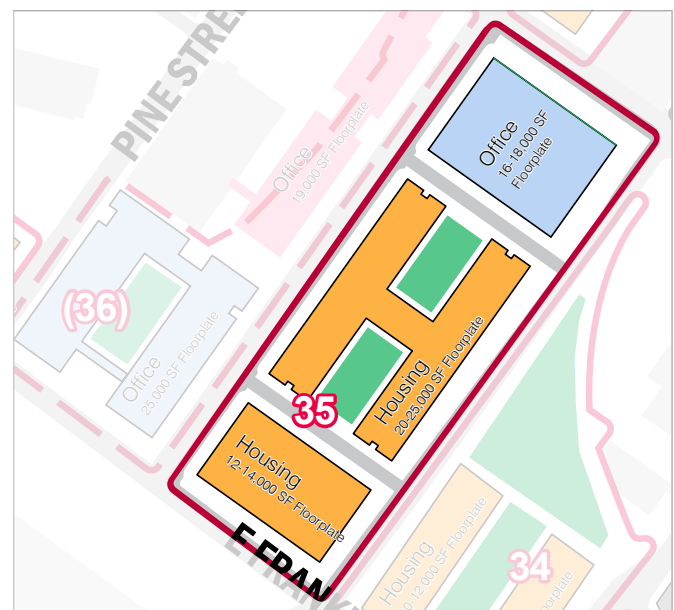
**Walk or street connects Clifford and Friendship**

**Student housing sits atop a shared garage wrapped by active uses and housing**

## SCENARIO 2

### High-density hotel/housing and medium-floorplate office building

- Mixed-use development with a substantial housing presence along East Franklin and Clifford.
- The site precludes a courtyard building, making it particularly well suited for student housing, which can be integrated with a shared parking garage wrapped by active uses along the lower floors.
- Locate service and parking entrances from new mid-block connections between Friendship and Clifford streets.
- Locate active ground-floor uses along Clifford.
- Separate the housing and research/office towers by at least 60 feet.



Point of view for the annotated aerial at the top of the page

# P35 Scenario 2

## Building Height and Footprint + Sample Development Program

PARCEL AREA	2.30 ACRES
HEIGHT LIMIT	200'
TYPICAL FLOORPLATE—OFFICE/RESEARCH	16,000–18,000 SF (NORTH BLDG)
TYPICAL FLOORPLATE—HOUSING	20,000–25,000 SF (CENTRAL BLDG) 12,000–14,000 SF (SOUTH BLDG)
<b>TOTAL POTENTIAL DEVELOPMENT</b>	
TOTAL RESEARCH (13 FLOORS)	208,000–234,000 SF
TOTAL HOUSING (17 FLOORS)	544,000–663,000 SF (640–780 APTS)
RETAIL/ACTIVE USE	15,000–35,000 SF
<b>TOTAL DEVELOPMENT</b>	<b>767,000–932,000 SF</b>

## Sample Parking Program

HOUSING: GARAGE FLOORPLATE	25,000–30,000 SF
HOUSING: GARAGE CAPACITY (6 LEVELS)	425–515 CARS

## Potential Additional Development with Height Bonus

POTENTIAL HEIGHT BONUS <sup>1</sup>	60'
POTENTIAL EXTRA OFFICE/RESEARCH (4 FLOORS) <sup>2</sup>	64,000–72,000 SF
POTENTIAL EXTRA HOUSING (6 FLOORS) <sup>2</sup>	192,000–234,000 SF (450–550 APTS)
TOTAL POTENTIAL EXTRA DEVELOPMENT <sup>2</sup>	256,000–306,000 SF

<sup>1</sup> Maximum allowed by zoning

<sup>2</sup> Example value derived by applying maximum height allowed by zoning to the sample development program described above. Actual value may vary.

## Notes + Assumptions

- FIRST FLOOR HEIGHT: 20' RETAIL/ACTIVE USES
- FLOOR-TO-FLOOR HEIGHT: 14'–15' OFFICE/RESEARCH; 10'–11' HOUSING
- HOUSING GARAGE IS MODELED IN THE CENTRAL BUILDING AND ASSUMES 6 LEVELS OF ABOVE-GRADE STRUCTURED PARKING WRAPPED WITH HOUSING ALONG THE STREET
- A DEVELOPMENT CAN EARN A HEIGHT BONUS BY PROVIDING ACTIVE GROUND-FLOOR USES, PUBLICLY ACCESSIBLE OPEN SPACE, AND/OR STRUCTURED PARKING. THE TOTAL BONUS CANNOT EXCEED 30% OF THE HEIGHT ALLOWED UNDER ZONING.



*A consistent palette unites structures of different sizes; a landscaped courtyard opens views across the site for neighbors.*



*A distinctive facade treatment with staggered windows and high levels of transparency at the ground level.*



*A distinctive facade treatment with varied colors and materials and staggered heights that respond to context on different sides.*

Design Precedents

EXAMPLES OF DESIGN, MASSING, AND PROGRAM ENCOURAGED FOR DEVELOPMENT ON THIS PARCEL.

# P35 Scenario 3

**Massing mixes scales: smaller scale steps down toward West End, larger scale gives prominence along I-95**

**Sweeping views add significant value**

**Seating, a small park, and/or programming activate the plaza**

**CityWALK**



**REQUIRED: Retail and active uses concentrated on Clifford**

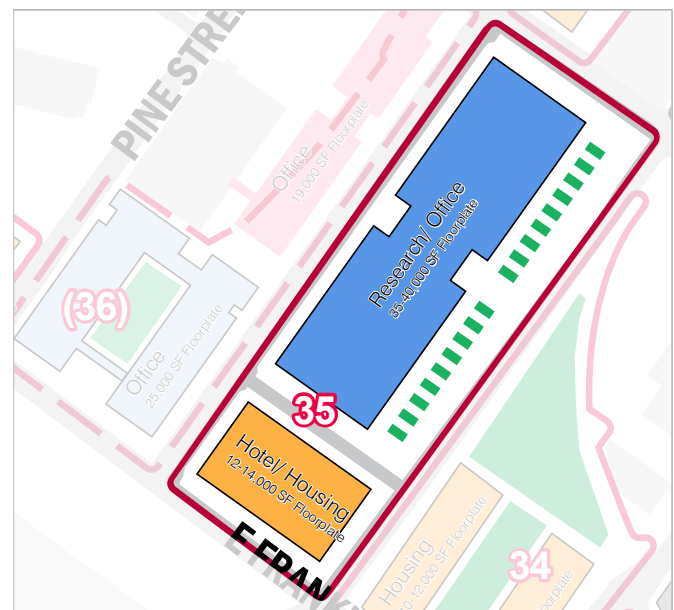
**Walk or street connects Clifford and Friendship**

**Massing, public routes through buildings break the parcel's long axis**

## SCENARIO 3

### Housing/hotel and a large-floorplate office building with landscaped plaza

- Mixed-use development with a substantial research/office component.
- Activate the extended sidewalk/plaza along the Clifford edge with outdoor seating, a small park, or other open-space amenities.
- Enhance walkability by dividing the block across its long axis into smaller development parcels.
- Locate service access from new mid-block connections between Friendship and Clifford streets.
- Separate the housing and research/office towers by at least 60 feet.



Point of view for the annotated aerial at the top of the page



# P35 Scenario 3

## Building Height and Footprint + Sample Development Program

PARCEL AREA	2.30 ACRES
HEIGHT LIMIT	200'
TYPICAL FLOORPLATE—OFFICE/RESEARCH	35,000–40,000 SF (NORTH BLDG)
TYPICAL FLOORPLATE—HOUSING	12,000–14,000 SF (SOUTH BLDG)
<b>TOTAL POTENTIAL DEVELOPMENT</b>	
TOTAL RESEARCH (13 FLOORS)	455,000–520,000 SF
TOTAL HOUSING (17 FLOORS)	204,000–238,000 SF (240–280 APTS)
RETAIL/ACTIVE USE	15,000–25,000 SF
<b>TOTAL DEVELOPMENT</b>	<b>674,000–783,000 SF</b>
OPEN SPACE/PLAZA	12,000–18,000 SF

## Potential Additional Development with Height Bonus

POTENTIAL HEIGHT BONUS <sup>1</sup>	60'
POTENTIAL EXTRA OFFICE/RESEARCH (4 FLOORS) <sup>2</sup>	140,000–160,000 SF
POTENTIAL EXTRA HOUSING (6 FLOORS) <sup>2</sup>	144,000–168,000 SF (170–195 APTS)
TOTAL POTENTIAL EXTRA DEVELOPMENT <sup>2</sup>	284,000–328,000 SF

<sup>1</sup> Maximum allowed by zoning

<sup>2</sup> Example value derived by applying maximum height allowed by zoning to the sample development program described above. Actual value may vary.

## Notes + Assumptions

- FIRST-FLOOR HEIGHT: 20' RETAIL/ACTIVE USES
- FLOOR-TO-FLOOR HEIGHT: 14'–15' OFFICE/RESEARCH; 10'–11' HOUSING
- A DEVELOPMENT CAN EARN A HEIGHT BONUS BY PROVIDING ACTIVE GROUND-FLOOR USES, PUBLICLY ACCESSIBLE OPEN SPACE, AND/OR STRUCTURED PARKING. THE TOTAL BONUS CANNOT EXCEED 30% OF THE HEIGHT ALLOWED UNDER ZONING.



Plaza space along this research building can accommodate outdoor dining (food trucks or ground-floor restaurants) and/or a farmers market.



A high-rise student residence with a distinctive facade treatment.



An extended sidewalk with flexible outdoor seating.

Design Precedents

EXAMPLES OF DESIGN, MASSING, AND PROGRAM ENCOURAGED FOR DEVELOPMENT ON THIS PARCEL.

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# Parcel 37

**W**ith high visibility from I-95, Parcel 37 joins four other parcels in establishing a striking, high-rise edge for The LINK. The triangular shape of the parcel reduces development efficiency, which strongly suggests a use like housing that can work with more flexible floor plans. Housing could also capitalize on the value of expansive upper-story views and prominent, distinctive massing.

**Potential Development Scenarios** (shown on the following pages). *These possible development configurations combine zoning, design guidelines, and program and building characteristics sought by the marketplace. The text notes when a measure is required by zoning; all other features are encouraged but not required. The Commission welcomes alternate scenarios that support The LINK principles and framework.*

## Scenario 1

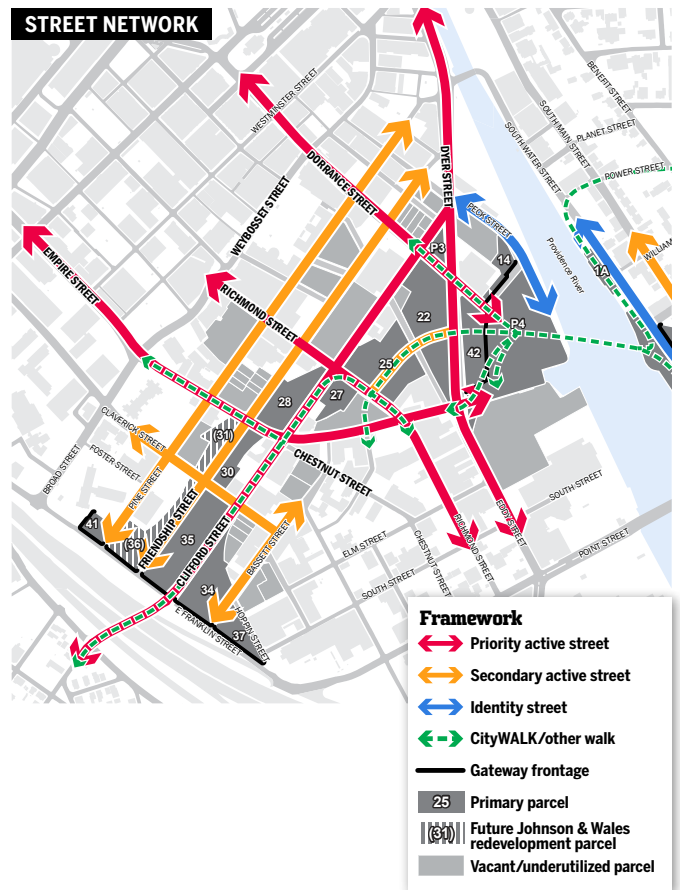
- Office
- One large-floorplate building
- Parking in garage on adjacent block

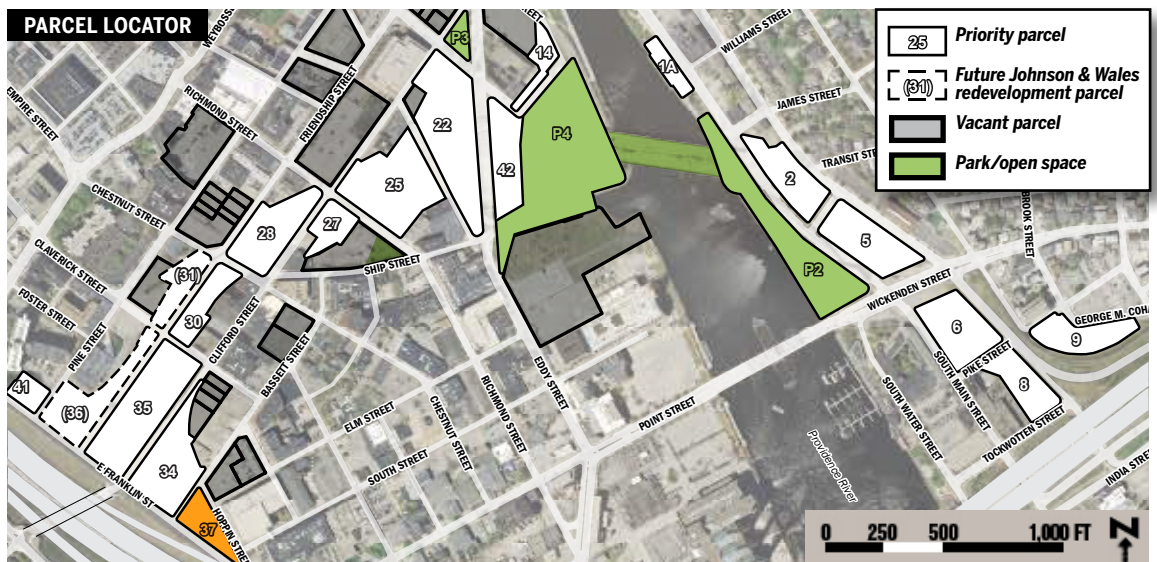
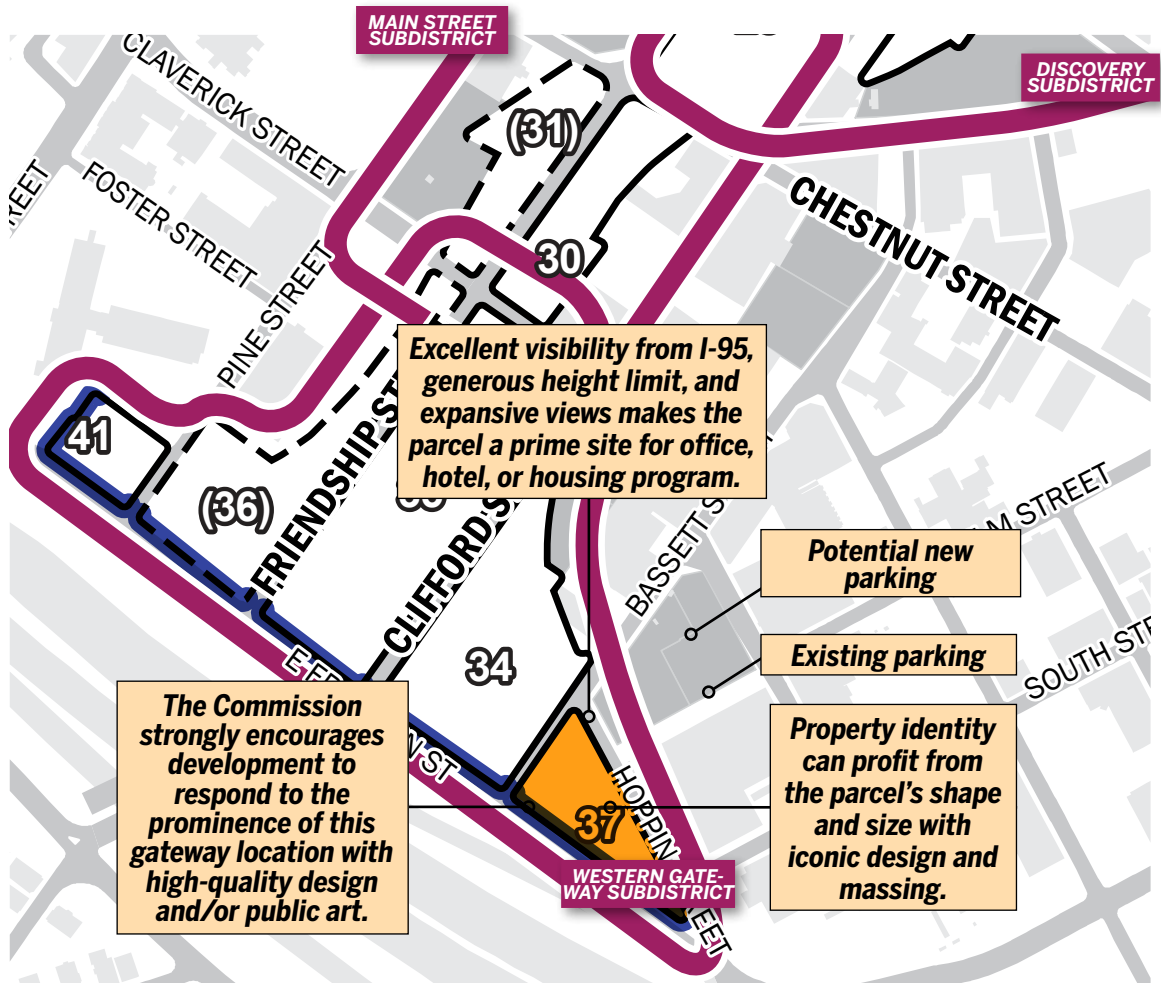
## Scenario 2

- Housing
- One large-floorplate building
- Parking in adjacent garage

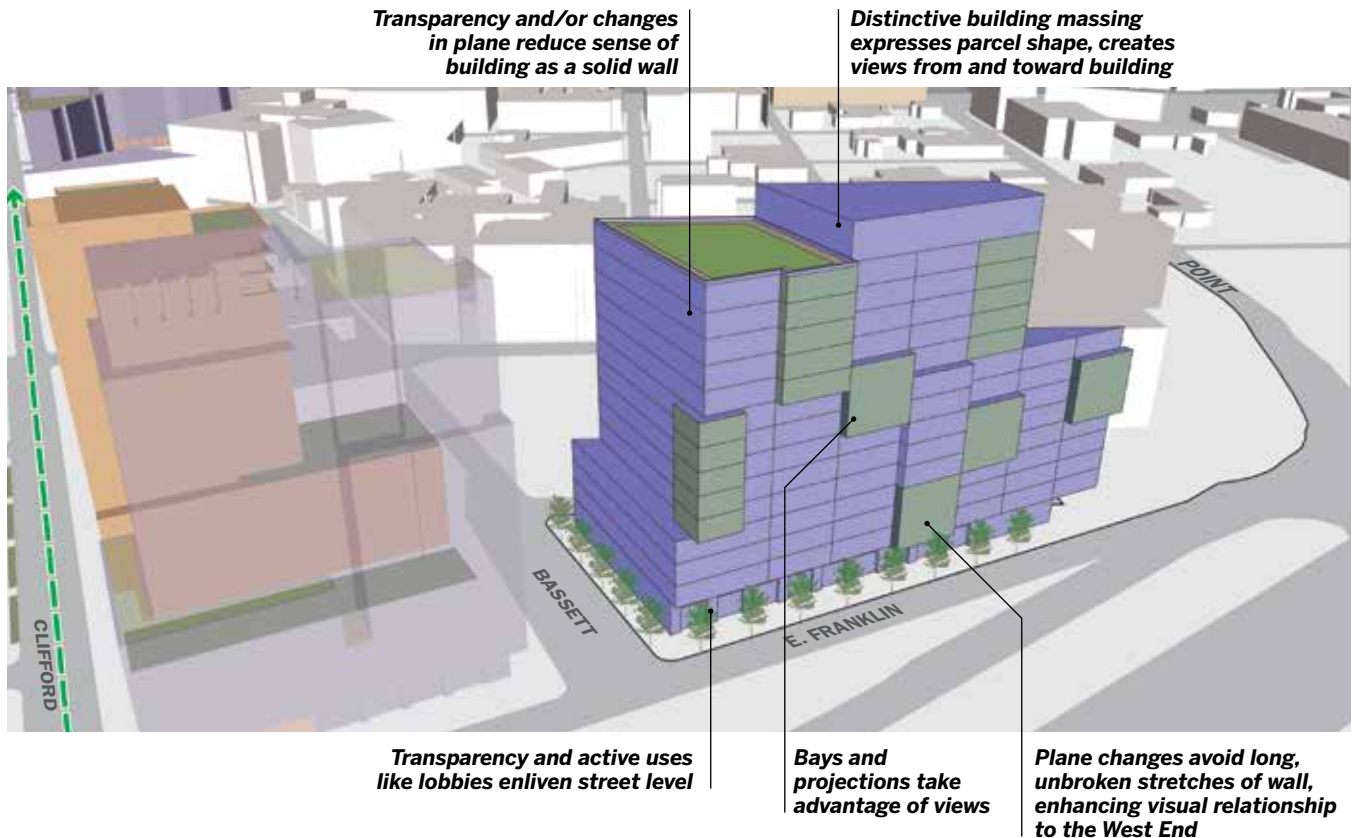
## Worth Noting

- Building design should use massing and other techniques to break up facade and scale, avoiding a monolithic feel on the side facing the West End.
- If parcel geometry significantly constrains feasible development program, a pedestrian bridge connection to parcel 34 may be considered if it enhances development feasibility and contributes to a walkable street network.





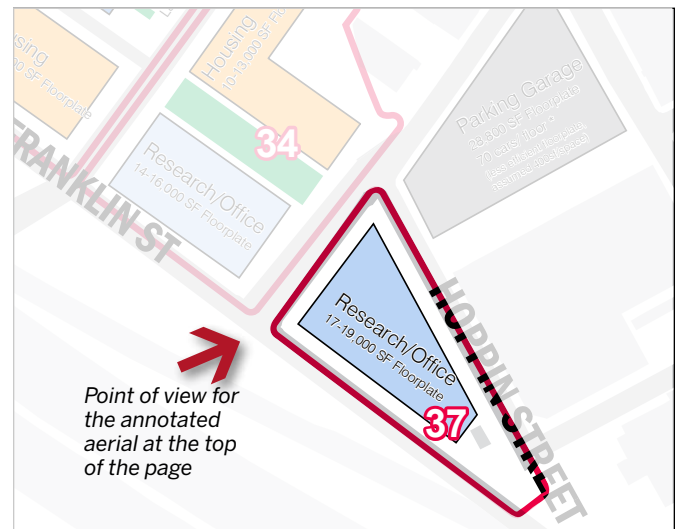
# P37 Scenario 1



## SCENARIO 1

### Office tower with commanding views.

- Up to about sixteen stories of office space.
- Accentuate the triangular site shape with dramatic massing that give the development prominence along I-95.
- Achieve transition in scale to the West End by breaking building volume into smaller bays compatible with residential-building scale
- Incorporate public art in building or streetscape to mark gateway to The LINK.



# P37 Scenario 1

## Building Height and Footprint + Sample Development Program

PARCEL AREA	0.54 ACRES
HEIGHT LIMIT	200'
TYPICAL FLOORPLATE—OFFICE/RESEARCH	17,000–19,000 SF
<b>TOTAL POTENTIAL DEVELOPMENT</b>	
TOTAL RESEARCH (13 FLOORS)	221,000–247,000 SF
RETAIL/ACTIVE USE	4,000–5,000 SF
<b>TOTAL DEVELOPMENT</b>	<b>225,000–252,000 SF</b>

## Potential Additional Development with Height Bonus

POTENTIAL HEIGHT BONUS <sup>1</sup>	60'
POTENTIAL EXTRA OFFICE/RESEARCH (4 FLOORS) <sup>2</sup>	68,000–76,000 SF

<sup>1</sup> Maximum allowed by zoning

<sup>2</sup> Example value derived by applying maximum height allowed by zoning to the sample development program described above. Actual value may vary.

## Notes + Assumptions

- FIRST FLOOR HEIGHT: 20' RETAIL/ACTIVE USES
- FLOOR-TO-FLOOR HEIGHT: 14'-15'
- PARCEL SIZE AND CONFIGURATION MAKE ON-SITE PARKING INFEASIBLE. PARKING IS ACCOMMODATED IN ADJACENT GARAGE.
- A DEVELOPMENT CAN EARN A HEIGHT BONUS BY PROVIDING ACTIVE GROUND-FLOOR USES, PUBLICLY ACCESSIBLE OPEN SPACE, AND/OR STRUCTURED PARKING. THE TOTAL BONUS CANNOT EXCEED 30% OF THE HEIGHT ALLOWED UNDER ZONING.



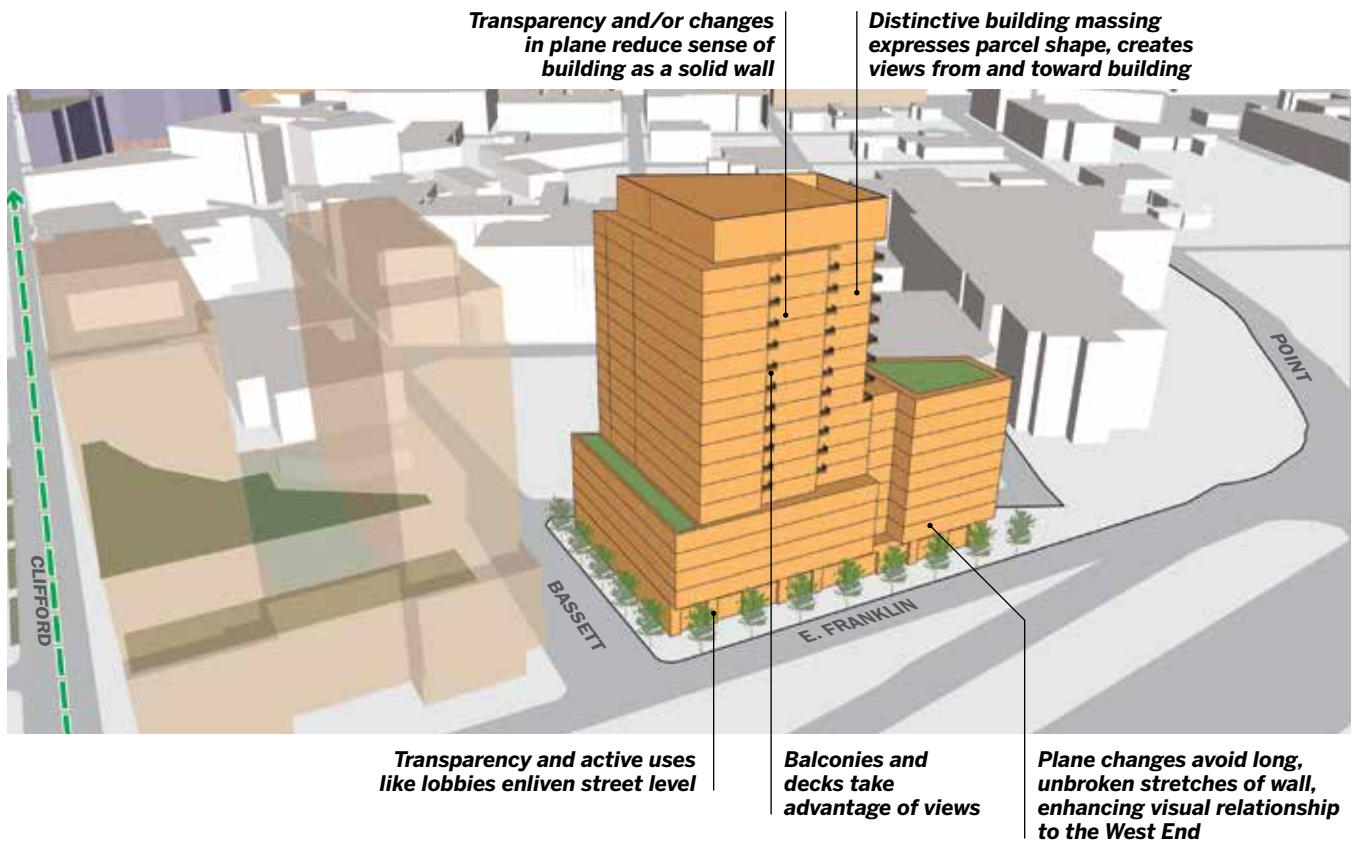
*Building massing can capitalize on the site's triangular shape to create a memorable landmark.*

Design Precedents

EXAMPLES OF DESIGN, MASSING, AND PROGRAM  
ENCOURAGED FOR DEVELOPMENT ON THIS PARCEL.



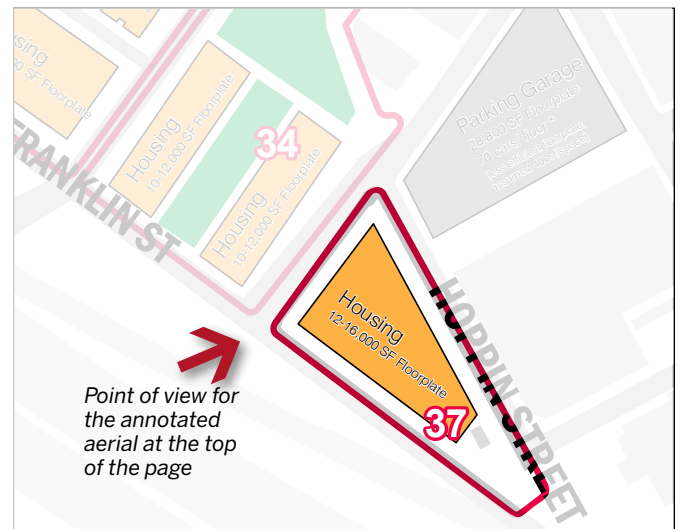
# P37 Scenario 2



## SCENARIO 2

### High-rise housing for students and/or market with iconic façade, massing

- Express the site's triangular configuration in the building massing. Create distinctive treatment of the Hoppin/East Franklin corner.
- Consider double-height windows and building cut-outs to increase transparency and reduce the sense of a visual barrier to viewers from the West End.
- Articulate building facades with balconies and decks to take advantage of views.
- Avoid extended stretches of sheer walls by introducing change of plane every 60' or less
- Given the limited feasibility of retail along East Franklin, enliven the ground floor with highly visible lobbies and other active uses for building residents.



# P37 Scenario 2

## Building Height and Footprint + Sample Development Program

PARCEL AREA	0.54 ACRES
HEIGHT LIMIT	200'
TYPICAL FLOORPLATE	12,000–16,000 SF
<b>TOTAL POTENTIAL DEVELOPMENT</b>	
TOTAL HOUSING (17 FLOORS)	204,000–272,000 SF (240–320 APTS)
RETAIL/ACTIVE USE	4,000–5,000 SF
<b>TOTAL DEVELOPMENT</b>	<b>208,000–277,000 SF</b>

## Potential Additional Development with Height Bonus

POTENTIAL HEIGHT BONUS <sup>1</sup>	60'
POTENTIAL EXTRA HOUSING (6 FLOORS) <sup>2</sup>	72,000–96,000 SF (85–110 APTS)

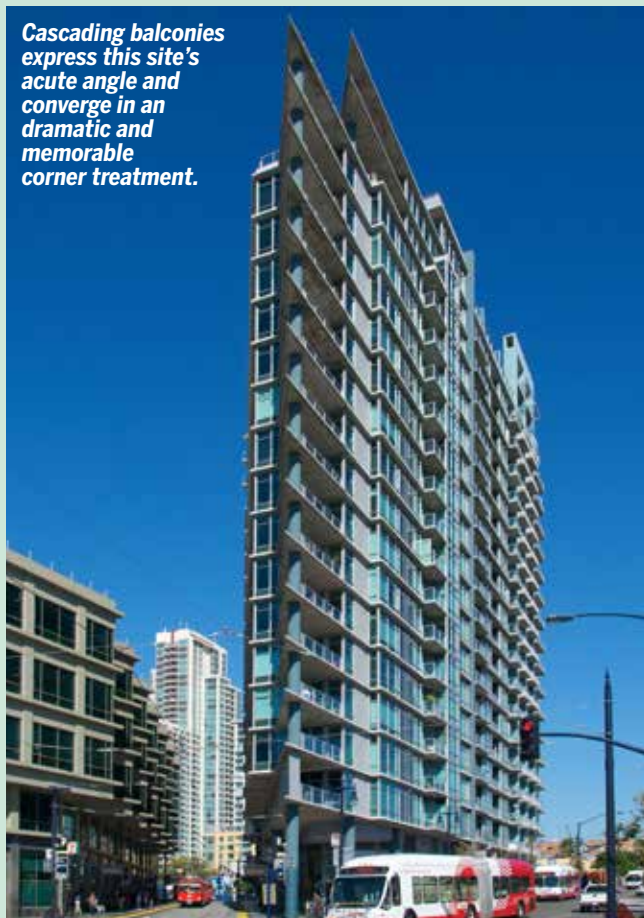
<sup>1</sup> Maximum allowed by zoning

<sup>2</sup> Example value derived by applying maximum height allowed by zoning to the sample development program described above. Actual value may vary.

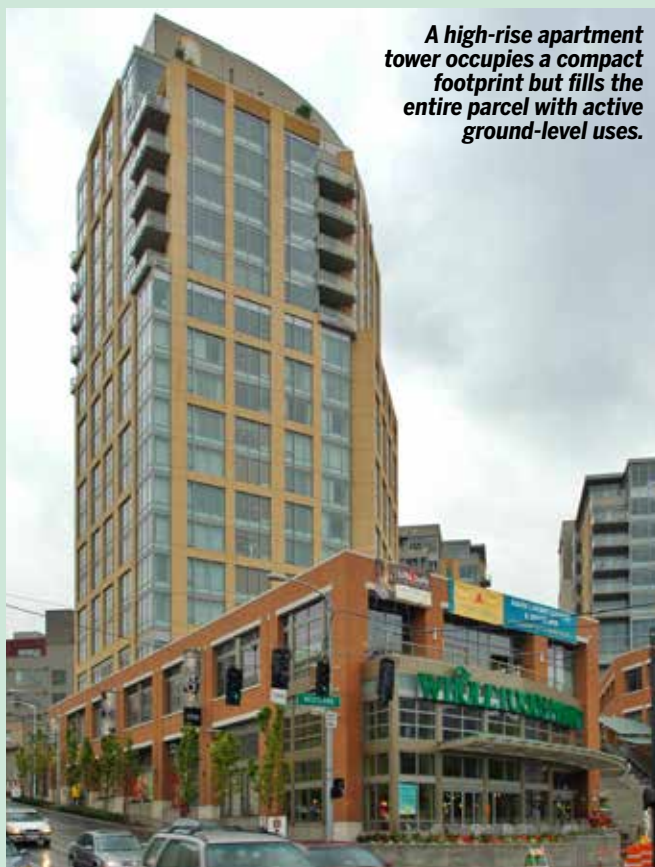
## Notes + Assumptions

- FIRST-FLOOR HEIGHT: 20' RETAIL/ACTIVE USES
- FLOOR-TO-FLOOR HEIGHT: 10'–11' HOUSING
- PARCEL SIZE AND CONFIGURATION MAKE ON-SITE PARKING INFEASIBLE. PARKING IS ACCOMMODATED IN ADJACENT GARAGE
- A DEVELOPMENT CAN EARN A HEIGHT BONUS BY PROVIDING ACTIVE GROUND-FLOOR USES, PUBLICLY ACCESSIBLE OPEN SPACE, AND/OR STRUCTURED PARKING. THE TOTAL BONUS CANNOT EXCEED 30% OF THE HEIGHT ALLOWED UNDER ZONING.

*Cascading balconies express this site's acute angle and converge in an dramatic and memorable corner treatment.*



*A high-rise apartment tower occupies a compact footprint but fills the entire parcel with active ground-level uses.*



## Design Precedents

EXAMPLES OF DESIGN, MASSING, AND PROGRAM ENCOURAGED FOR DEVELOPMENT ON THIS PARCEL.

# Parcel 41

**W**ith high visibility from I-95, Parcel 41 joins four other parcels in defining a striking, high-rise edge for The LINK. The size of the parcel suggests that residential development will provide the best return on investment here, a limitation that could prove an asset for high-end housing with a small number of units on each floor. Dramatic massing and design would add to the building's value. Parcel 41 also holds potential as the site of a signature student housing tower close to existing and proposed Johnson & Wales facilities.

**Potential Development Scenarios** (shown on the following pages). *This possible development configuration combine zoning, design guidelines, and program and building characteristics sought by the marketplace. The text notes when a measure is required by zoning; all other features are encouraged but not required. The Commission welcomes alternate scenarios that support The LINK principles and framework.*

## Scenario

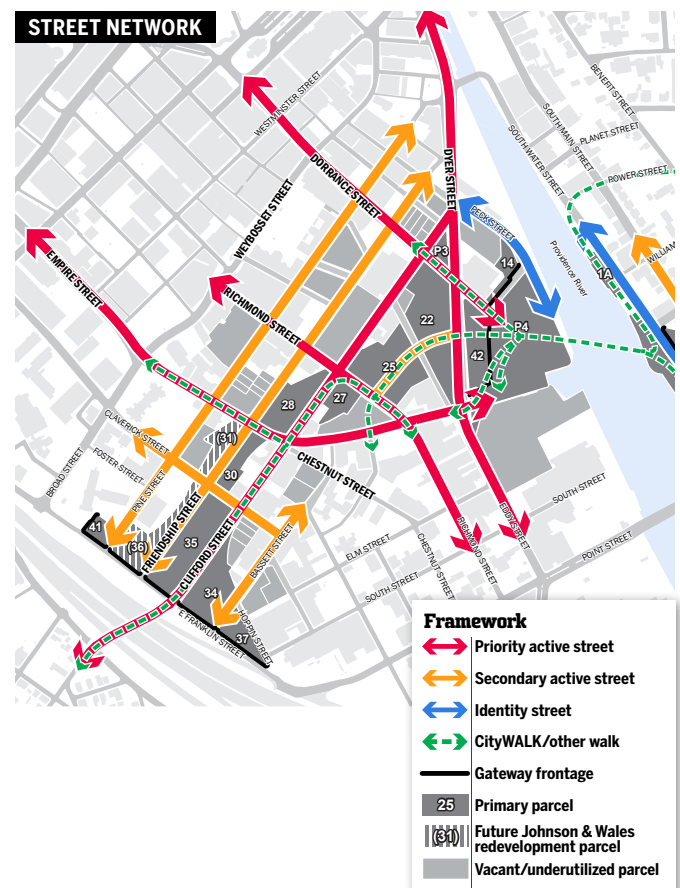
- **Housing**
- **One small-floorplate structure**
- **Student housing would likely take best advantage of relatively small floorplate**

## More Options

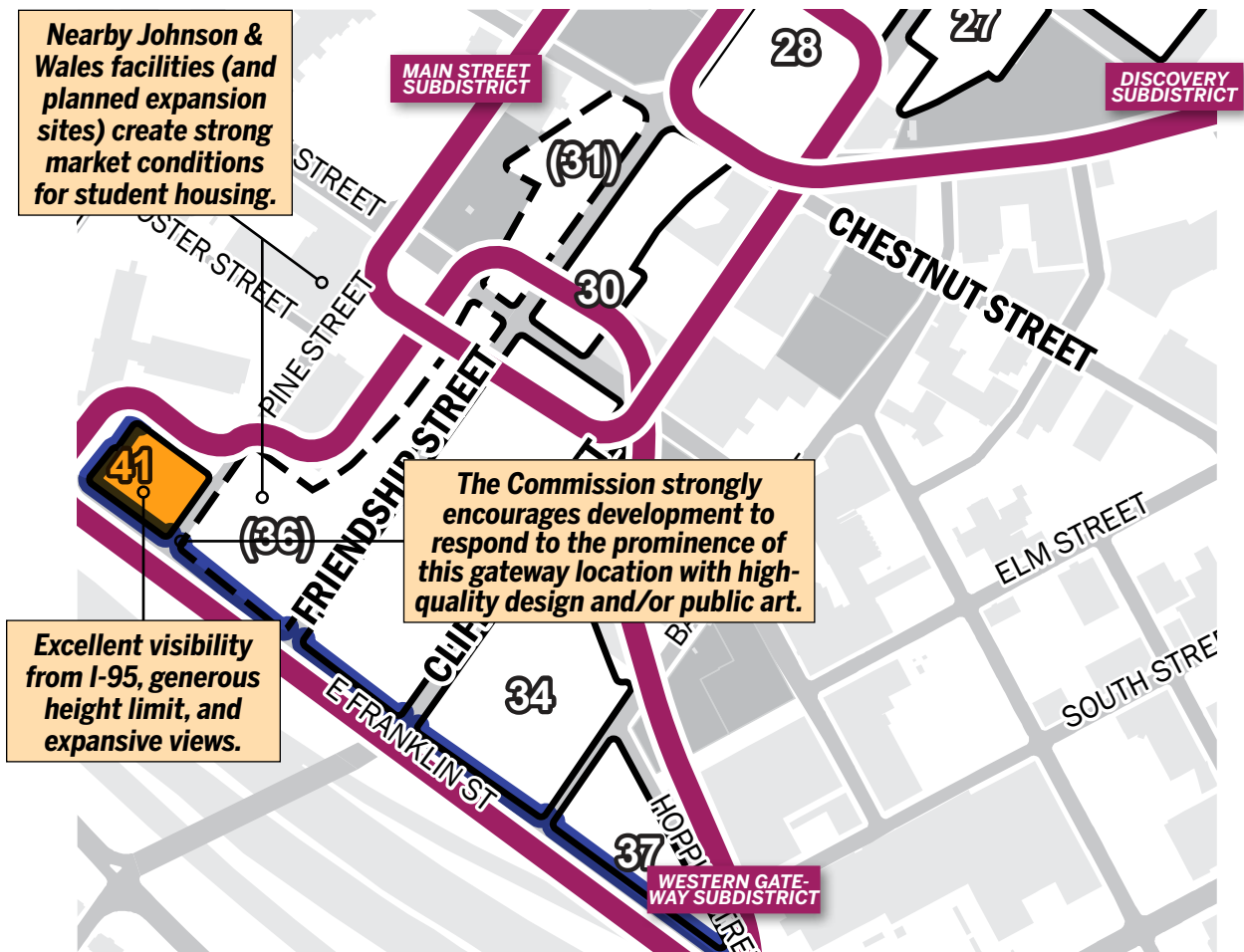
The Commission also welcomes proposals for office and R&D uses on this site.

## Worth Noting

Building design should use massing and other techniques to break up facade and scale, avoiding a monolithic feel on the side facing the West End.







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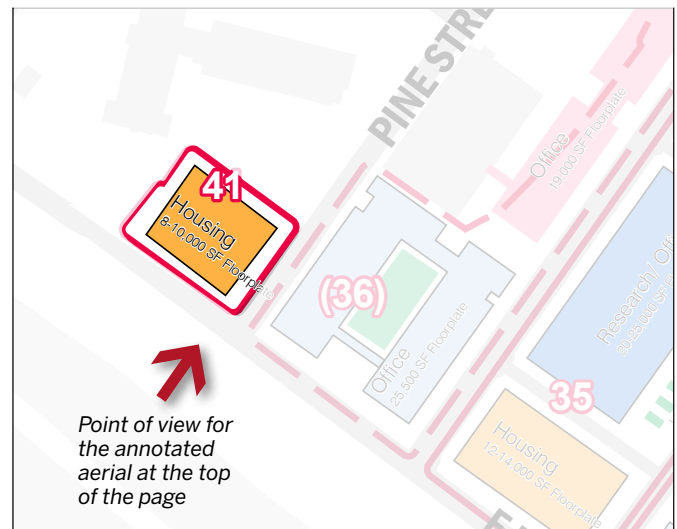




## SCENARIO

### Compact-floorplate housing for students and/or the general market

- Consider double-height windows and building cut-outs to increase transparency and reduce the visual sense of a barrier to viewers from the West End.
- Articulate building facades with balconies and decks to take advantage of views.
- Given the limited feasibility of retail along East Franklin, enliven the ground floor with highly visible lobbies and other active uses for building residents.



## Building Height and Footprint + Sample Development Program

PARCEL AREA	0.30 ACRES
HEIGHT LIMIT	200'
TYPICAL FLOORPLATE—HOUSING	8,000–10,000 SF
<b>TOTAL POTENTIAL DEVELOPMENT</b>	
TOTAL HOUSING (17 FLOORS)	136,000–170,000 SF (160–200 APTS)
RETAIL/ACTIVE USE	4,000–5,000 SF
<b>TOTAL DEVELOPMENT</b>	<b>140,000–175,000 SF</b>

## Potential Additional Development with Height Bonus

POTENTIAL HEIGHT BONUS <sup>1</sup>	60'
POTENTIAL EXTRA HOUSING (6 FLOORS) <sup>2</sup>	48,000–60,000 SF (55–70 APTS)

<sup>1</sup> Maximum allowed by zoning

<sup>2</sup> Example value derived by applying maximum height allowed by zoning to the sample development program described above. Actual value may vary.

## Notes + Assumptions

- FIRST-FLOOR HEIGHT: 20' RETAIL/ACTIVE USES
- FLOOR-TO-FLOOR HEIGHT: 10'–11' HOUSING
- PARCEL SIZE AND CONFIGURATION MAKE ON-SITE PARKING INFEASIBLE. PARKING IS ACCOMMODATED IN ADJACENT GARAGE.
- A DEVELOPMENT CAN EARN A HEIGHT BONUS BY PROVIDING ACTIVE GROUND-FLOOR USES, PUBLICLY ACCESSIBLE OPEN SPACE, AND/OR STRUCTURED PARKING. THE TOTAL BONUS CANNOT EXCEED 30% OF THE HEIGHT ALLOWED UNDER ZONING.



*These high- and mid-rise buildings owe their facade variations to interspersing of double-height, duplex apartments among single-story units.*



*Iconic student housing with facade cut-out.*

Design Precedents

EXAMPLES OF DESIGN, MASSING, AND PROGRAM  
ENCOURAGED FOR DEVELOPMENT ON THIS PARCEL.

# Parcel 42

**S**weeping views of the river, prime location, and a new riverfront park give Parcel 42 high visibility and high potential development value. The site can gain value from and enhance the CityWALK path connection that crosses the parcel to the park and a new bridge to the East Side. The parcel's long axis (nearly 450') and rectangular shape suit it well for hotel, residential, and/or office development.

**Potential Development Scenarios** (shown on the following pages). *These possible development configurations combine zoning, design guidelines, and program and building characteristics sought by the marketplace. The text notes when a measure is required by zoning; all other features are encouraged but not required. The Commission welcomes alternate scenarios that support The LINK principles and framework.*

## Scenario 1

- **Housing/hotel**
- **One large-floorplate structure**

## Scenario 2

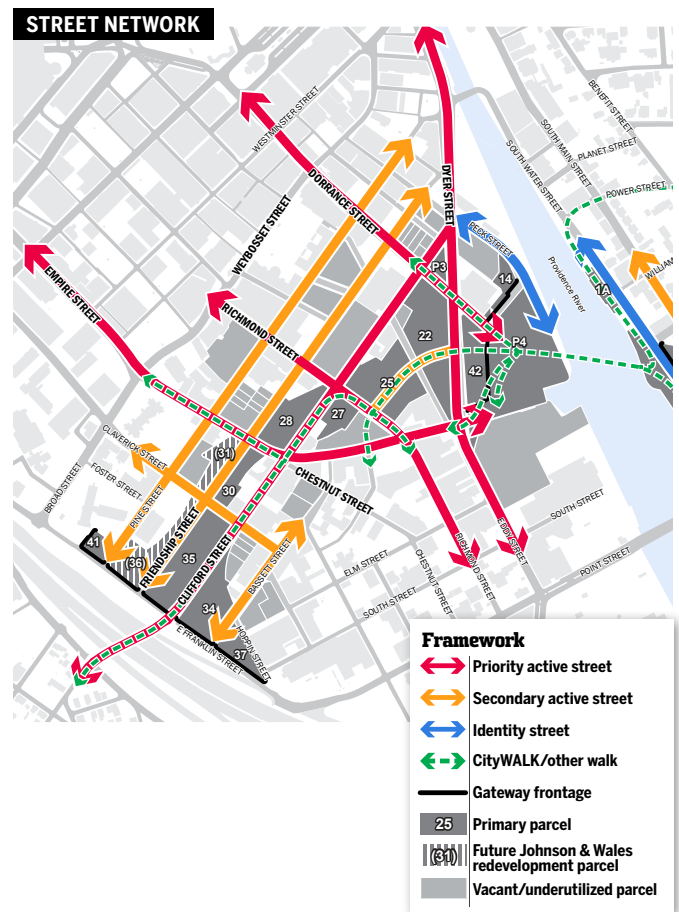
- **Office and housing and/or hotel**
- **Two structures with medium and small floorplates**

## More Options

Site programming and design should support active use on both sides of the parcel (sidewalk and park). Programming might include temporary food sales (food trucks or carts), festival, concerts, recreational activities.

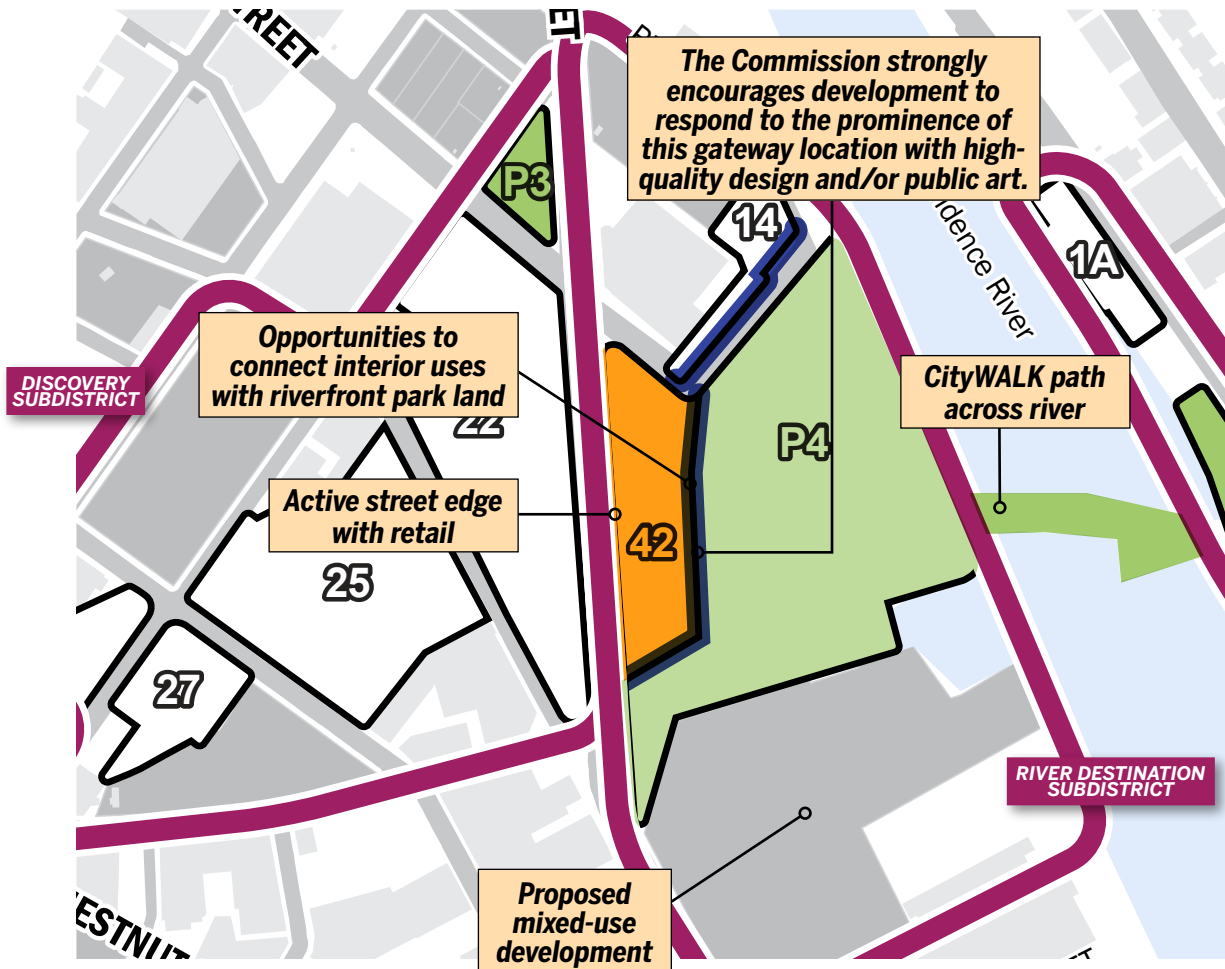
## Worth Noting

Because all sides of the building(s) will be prominent from active public streets and parkland, special care must be taken to keep servicing and parking entrances as discreet as possible. For instance, group no more than two entrance or service bays together and screen them with an architectural door whenever vehicles are not entering or leaving.





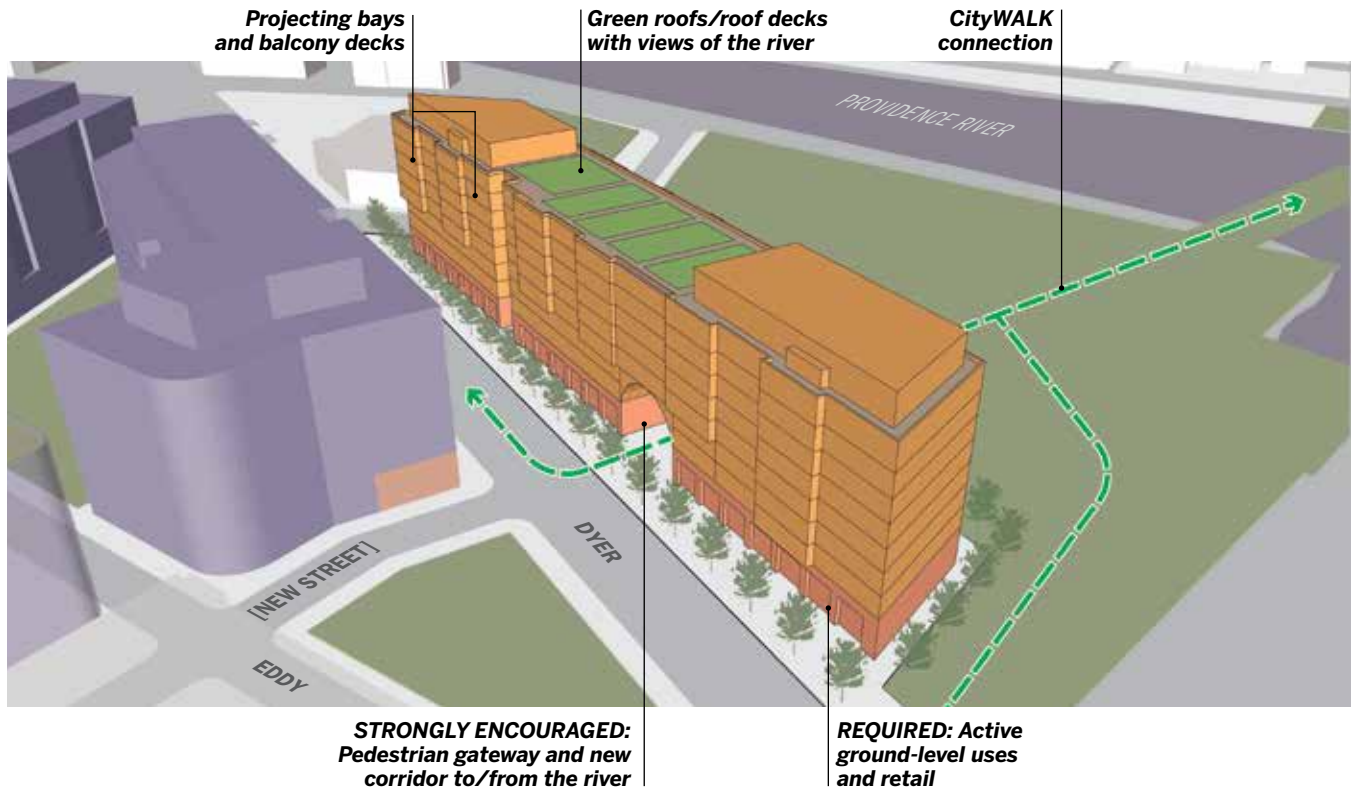
# P42



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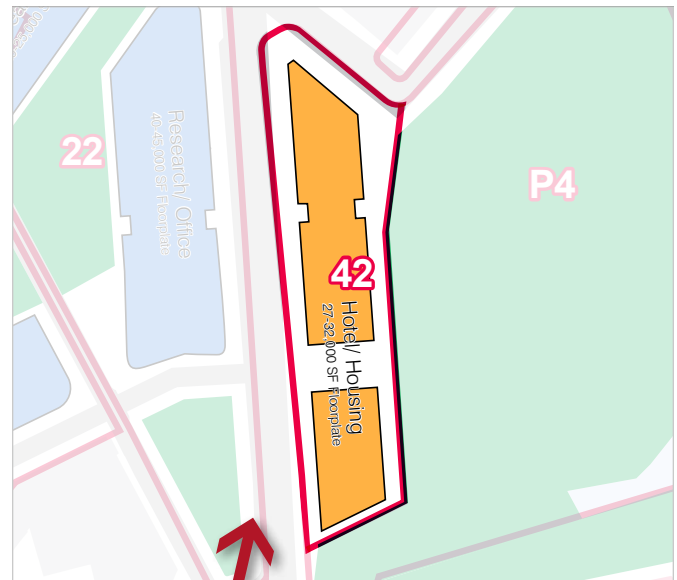
# P42 Scenario 1



## SCENARIO 1

### Hotel/housing building with iconic pedestrian gateway to the river

- Develop the entire parcel as a single building with a memorable architectural gesture marking the pedestrian connection between the riverfront park and Downcity.
- Employ balconies, decks, multistory bays, and other design techniques to break up the lengthy facade and to increase building transparency.
- Support walkability with active ground-level uses that connect street and park edges with seamless programming.



Point of view for the annotated aerial at the top of the page

# P42 *Scenario 1*

## Building Height and Footprint + Sample Development Program

PARCEL AREA	1.08 ACRES
HEIGHT LIMIT	100'
TYPICAL FLOORPLATE—HOUSING/HOTEL	27,000–32,000 SF
<b>TOTAL POTENTIAL DEVELOPMENT</b>	
TOTAL HOUSING/HOTEL (8 FLOORS)	216,000–256,000 SF (255–300 APTS OR 360–425 HOTEL ROOMS)
RETAIL/ACTIVE USE	15,000–30,000 SF
<b>TOTAL DEVELOPMENT</b>	<b>231,000–286,000 SF</b>

## Potential Additional Development with Height Bonus

POTENTIAL HEIGHT BONUS <sup>1</sup>	60'
POTENTIAL EXTRA HOUSING/ HOTEL (7 FLOORS) <sup>2</sup>	81,000–96,000 SF (95–110 APTS OR 135–160 HOTEL ROOMS)

<sup>1</sup> Maximum allowed by zoning

<sup>2</sup> Example value derived by applying maximum height allowed by zoning to the sample development program described above. Actual value may vary.

## Notes + Assumptions

- FIRST-FLOOR HEIGHT: 20' RETAIL/ACTIVE USES
- FLOOR-TO-FLOOR HEIGHT: 10'–11'
- TYPICAL UNIT (APARTMENTS/CONDOS) 700 SF
- DOUBLE-LOADED APARTMENTS/CONDOS ABOVE ACTIVE GROUND-LEVEL USES
- A DEVELOPMENT CAN EARN A HEIGHT BONUS BY PROVIDING ACTIVE GROUND-FLOOR USES, PUBLICLY ACCESSIBLE OPEN SPACE, AND/OR STRUCTURED PARKING. THE TOTAL BONUS CANNOT EXCEED 30% OF THE HEIGHT ALLOWED UNDER ZONING.



*A range of design devices effectively articulate the facade of this mid-rise residential building, including double-height decks, balconies, and roof overhangs.*

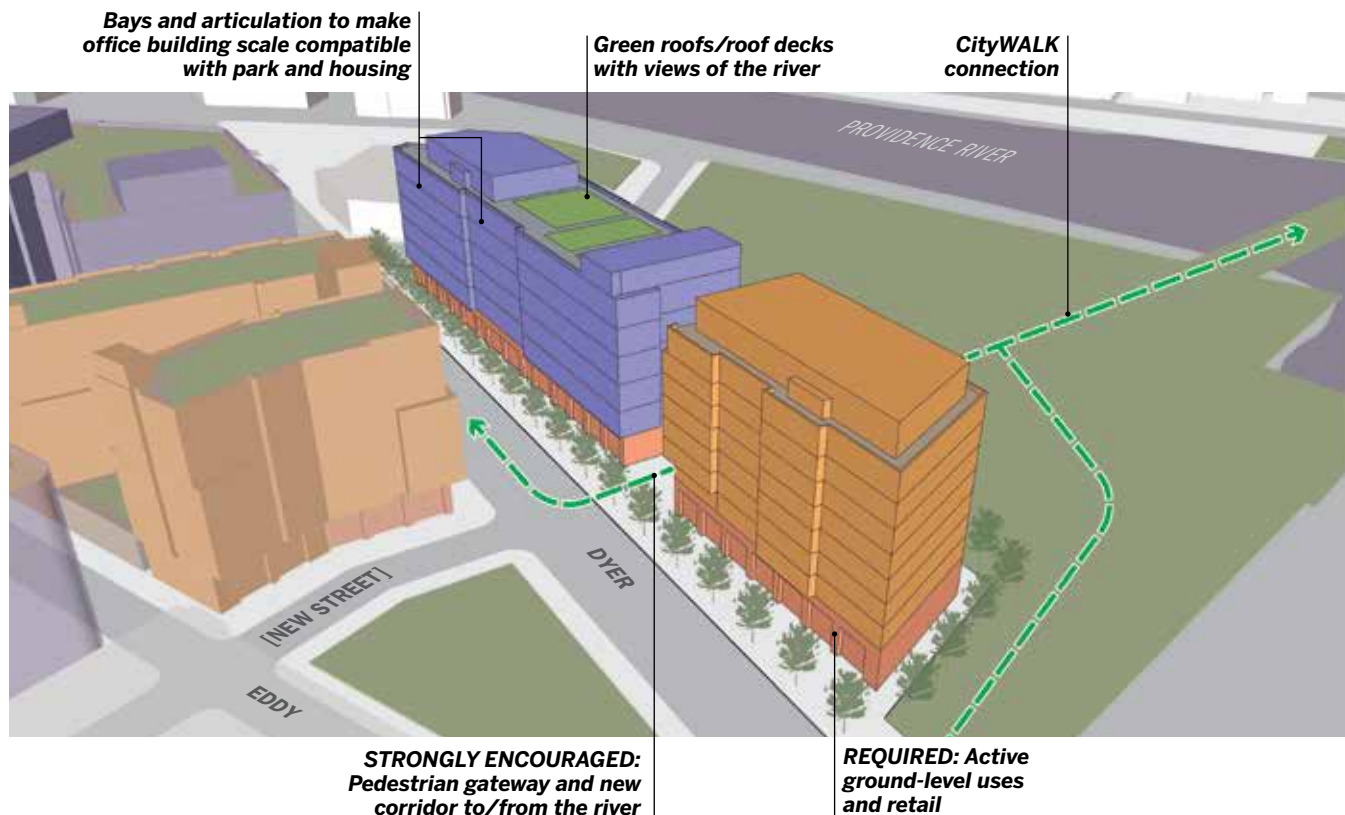


*An iconic pedestrian gateway frames views to and from the river.*

Design Precedents

EXAMPLES OF DESIGN, MASSING, AND PROGRAM  
ENCOURAGED FOR DEVELOPMENT ON THIS PARCEL.

# P42 *Scenario 2*



## SCENARIO 2

### Office and hotel/housing buildings frame park and river access

- Two buildings—a larger office/research building to the north and multifamily housing or hotel on the south—flank a pedestrian passage and view corridor aligned to a potential street or path across parcel 22.
- The passage reinforces the pedestrian connection and view corridor from Dyer toward the river.
- Employ balconies, decks, multistory cut-outs and other design techniques to break up lengthy facades and to make the buildings more transparent.
- Support walkability with active ground-level uses that connect both street and park edges with seamless programming—for example, place outdoor seating that serves an adjacent indoor cafe along the pedestrian portal.



Point of view for the annotated aerial at the top of the page



# P42 *Scenario 2*

## Building Height and Footprint + Sample Development Program

PARCEL AREA	1.08 ACRES
HEIGHT LIMIT	100'
TYPICAL FLOORPLATE—OFFICE/RESEARCH	20,000–22,000 SF
TYPICAL FLOORPLATE—HOUSING/HOTEL	9,000–11,000 SF
<b>TOTAL POTENTIAL DEVELOPMENT</b>	
TOTAL OFFICE/RE-SEARCH (6 FLOORS)	120,000–132,000 SF
TOTAL HOUSING/HOTEL (8 FLOORS)	72,000–88,000 SF (85–100 APTS OR 120–145 HOTEL ROOMS)
RETAIL/ACTIVE USE	15,000–30,000 SF
<b>TOTAL DEVELOPMENT</b>	<b>207,000–250,000 SF</b>

## Potential Additional Development with Height Bonus

POTENTIAL HEIGHT BONUS <sup>1</sup>	30'
POTENTIAL EXTRA OFFICE/RESEARCH (2 FLOORS) <sup>2</sup>	40,000–44,000 SF
POTENTIAL EXTRA HOUSING (3 FLOORS) <sup>2</sup>	27,000–33,000 SF (30–40 APTS OR 45–55 HOTEL ROOMS)
TOTAL POTENTIAL EXTRA DEVELOPMENT <sup>2</sup>	67,000–77,000 SF

<sup>1</sup> Maximum allowed by zoning

<sup>2</sup> Example value derived by applying maximum height allowed by zoning to the sample development program described above. Actual value may vary.

## Notes + Assumptions

- FIRST-FLOOR HEIGHT: 20' RETAIL/ACTIVE USES
- FLOOR-TO-FLOOR HEIGHT: 14'–15' OFFICE/RESEARCH; 10'–11' HOUSING/HOTEL
- DOUBLE-LOADED APARTMENTS/CONDOS ABOVE ACTIVE GROUND-LEVEL USES
- A DEVELOPMENT CAN EARN A HEIGHT BONUS BY PROVIDING ACTIVE GROUND-FLOOR USES, PUBLICLY ACCESSIBLE OPEN SPACE, AND/OR STRUCTURED PARKING. THE TOTAL BONUS CANNOT EXCEED 30% OF THE HEIGHT ALLOWED UNDER ZONING.



*A range of design devices effectively articulate the facade of these mid-rise residential buildings, including cascading decks, balconies, and large windows.*

## Design Precedents

EXAMPLES OF DESIGN, MASSING, AND PROGRAM ENCOURAGED FOR DEVELOPMENT ON THIS PARCEL.