



|| The Commons at Providence Station

|| **Parcel 6 – Building B**

|| Capital Center Special Development District

Building B Resubmission

Submitted to the Capital Center Commission
Providence, Rhode Island

December 10, 2014

Project Directory

Project Sponsors

John M. Corcoran & Co., LLC
Braintree, MA

Trilogy Development, LLC
Providence, RI

262, LLC
Andover, MA

Architect

Robinson Green Beretta Corporation (RGB)
50 Holden Street
Providence, RI 02908

Landscape Architect

LDD Collaborative, Inc.
79 Highland Avenue
Fall River, MA 0272

Site Engineer

Vanasse Hangen Brustlin, Inc. (VHB)
530 Broadway
Providence, RI 02909

|| Sponsor Profile

The Sponsor is a joint venture of Trilogy Development LLC and John M. Corcoran & Company LLC.



Trilogy Development

Trilogy is an entrepreneurial real estate development, acquisition and advisory company specializing in a range of services for the residential, commercial, and hospitality sectors. Trilogy Development was founded in 2012 by Kevin Chase, a highly experienced real estate professional with over 20 years of experience with leading real estate firms both in New England and internationally.

Since 2012, Trilogy has developed, acquired, advised on, and repositioned the following projects within Rhode Island and Massachusetts:



John M. Corcoran & Company

John M. Corcoran & Company is a vertically integrated multi-family development, acquisition, investment, and management firm with over 60 years of experience. John M. Corcoran & Company is the development, acquisition, and asset management arm of the company, conducting the management of its portfolio through its property management division. The Management Company currently oversees approximately 20 distinct properties in greater New England.

John M. Corcoran & Company has developed and/or invested in more than 16,000 apartment units and more than 1,000,000 SF of suburban office, research and development space throughout New England, as well as in New York, Georgia, Tennessee, South Carolina, Florida, Michigan, Texas, and Washington, D.C. Since 1951, this privately-held company has been distinguished by its portfolio of Corcoran "Commons"—apartment residences in the greater Boston region and beyond known for their commitment to residents' quality of life and exemplary property management services. At this time, the firm and its affiliates maintain ownership interests in more than 5,500, and Corcoran Management Company manages a total of more than 8,700 units, including third-party management for institutions and government entities. More information is available on the Corcoran Web site, at www.johnmcorcoran.com.

Project Description

Phase II – The Commons at Providence Station

The first phase of Capitol Cove was the construction of Building A in 2005. The current phase is development of Building B on Parcel 6, and the project has been renamed to The Commons at Providence Station. The project will consist of 169 units of residential apartments, approximately 169 enclosed parking spaces, as well as amenity areas, leasing office, and community spaces.

Site

The site extends the established street grid and breaks down the scale of the building into an appropriate size for the site. The site boundaries are Smith Street to the North, Canal Street along the East, and the existing Building A along the South edge of the site towards Park Row. The West elevation of the building faces the catenaries and rail line of the Amtrak/MBTA commuter rail lines.

The entry to the site will be along an existing road which runs parallel to Building A. The drive entry up to Building B will consist of a circular courtyard and will provide a drop-off area, entry into the garage (west side), and an area set aside for van or truck parking for building deliveries. This space will also accommodate moving trucks to allow for clearance of any vehicular or pedestrian traffic within the courtyard entry. The Riverwalk will connect from Building A up to Smith Street.

Design

The approved design has been maintained for the new project. The approach to newer, more efficient building materials and finish materials has been considered in the current design. The shape of the building and surrounding area remain true to the intent of the original design approved by the Committee in 2003.

Façade

The design incorporates architectural variety in the approach to materials to allow for smaller, distinct architectural districts rather than a monolithic development. Materials used in Building A will be incorporated in Building B. The buildings will be finished in two tones of brick, metal panel accents, and exterior painted cementitious panel system.

Parking

Two levels of parking are planned. Level P1 will enter from the East at the entry courtyard. Level P2 will enter from Smith Street. Level P1 will connect the entry, amenity, and community spaces. Both Level P1 and P2 will include residential units along the Canal Street side.

Summary

Building B is a challenging use of the undeveloped area of Parcel 6 because of the close proximity to the Amtrak/commuter rail lines, which generate noise and feature prominent catenary lines. These detrimental features make this parcel especially difficult and costly to develop. Taking these challenges into consideration, the team seeks to address these issues with design solutions. The development will include a continuation of the Riverwalk from Building A, and complete the connection from Park Row West to Smith Street, allowing uninterrupted pedestrian access. The area along the Riverwalk will include landscaping similar to that on the adjacent sites. The building will be designed and built to follow LEED Design Guidelines and will seek to meet LEED Silver criteria at minimum.

Project Summary Table

	2003 Design	2014 Design
Total Building Area	± 286,500 SF	± 247,850 SF
Building Footprint	57,760 SF	52,212 SF
Site Area	124,293	
Total Levels	6	6
Approximate Parking Count	221	169
Unit Count	164	169

Modification Summary

1. Remove swimming pool and outdoor access to the pool deck at Level 1. Step building massing back at various upper levels (remove pool mechanical room). Replace parking spaces fronting Riverwalk along the East Side with living units. Modify façade to accommodate windows.
2. Minor modifications to roof: Eliminate block dormer-style from roof and raised up living area to break up elevation mass.
3. Modify brick veneer exterior and substitute cementitious panel from synthetic stucco on Building A.
4. Modify brick façade to include windows for proposed new living units (replacing parking) facing the Riverwalk, enlivening the exterior with the addition of doors along that edge.
5. Reduce building south approximately 15 feet to accommodate internal living public areas.
6. Modify architectural metal paneling to match Building A.
7. Enhanced and more detailed landscape plan.

Existing Building A Photos



View towards station



Capital view



Existing Building A garage entry



Site view from North side

Existing Building A Photos (continued)



East center detail



West center entry



North end elevation

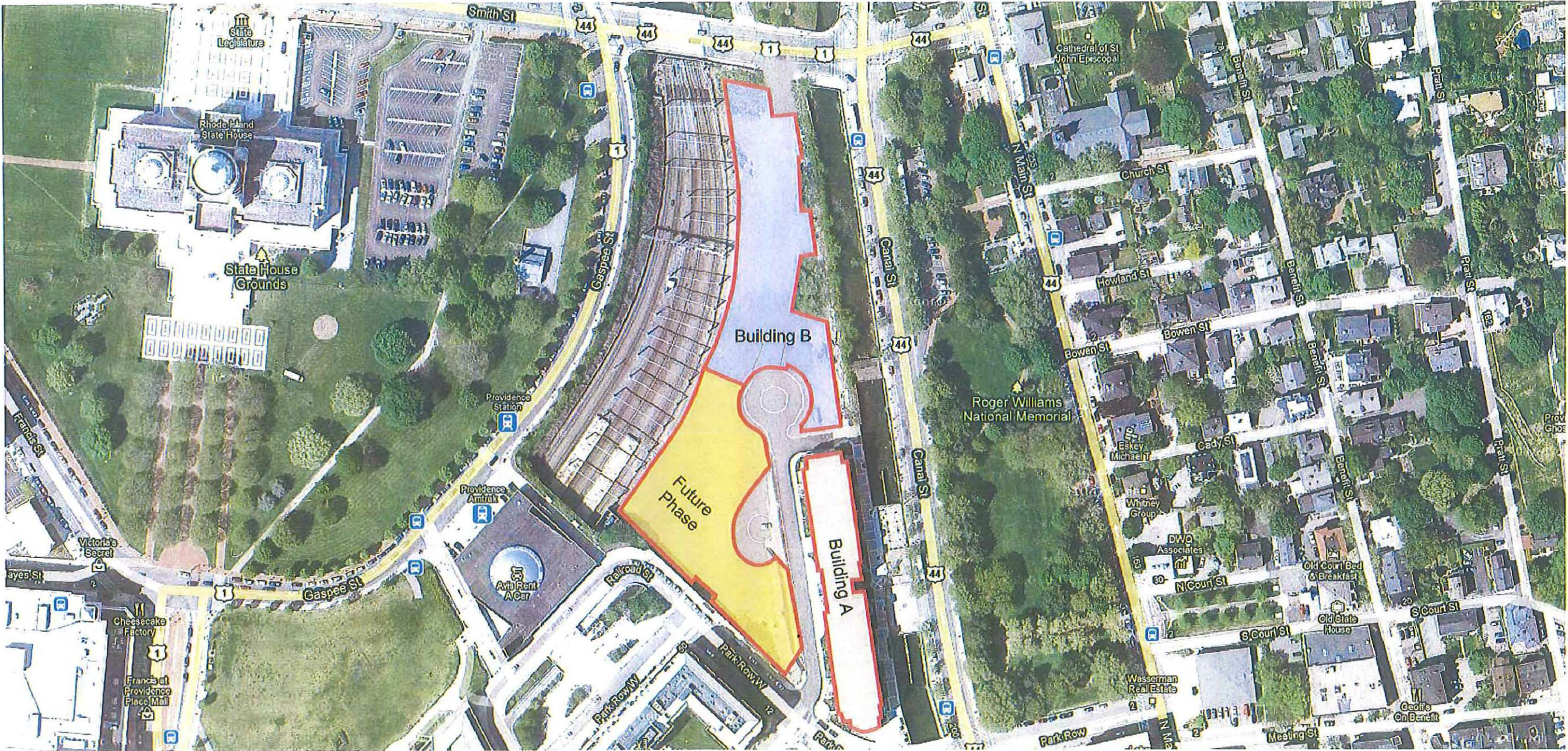


West end elevation

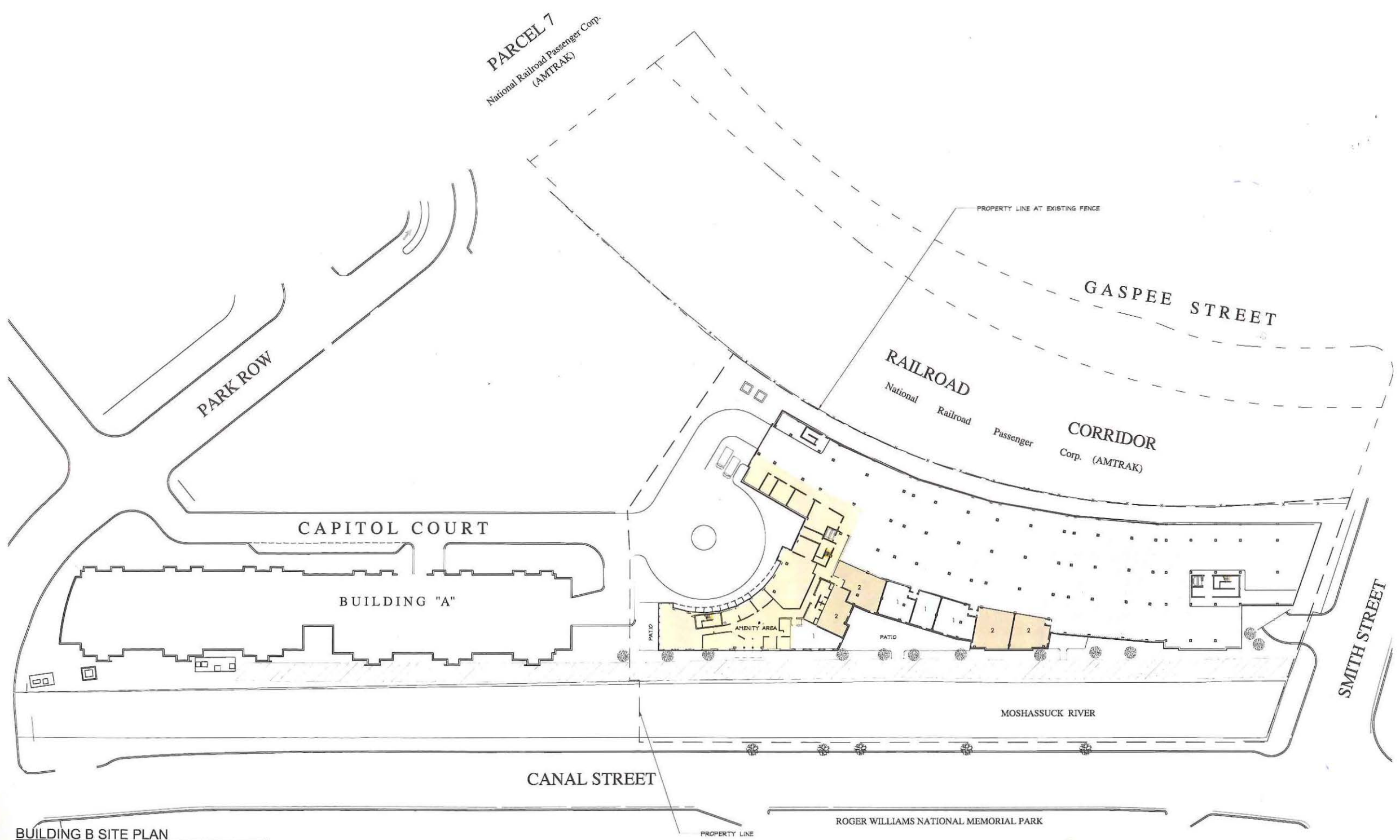


South end elevation

Vicinity Plan



Building B Site Plan

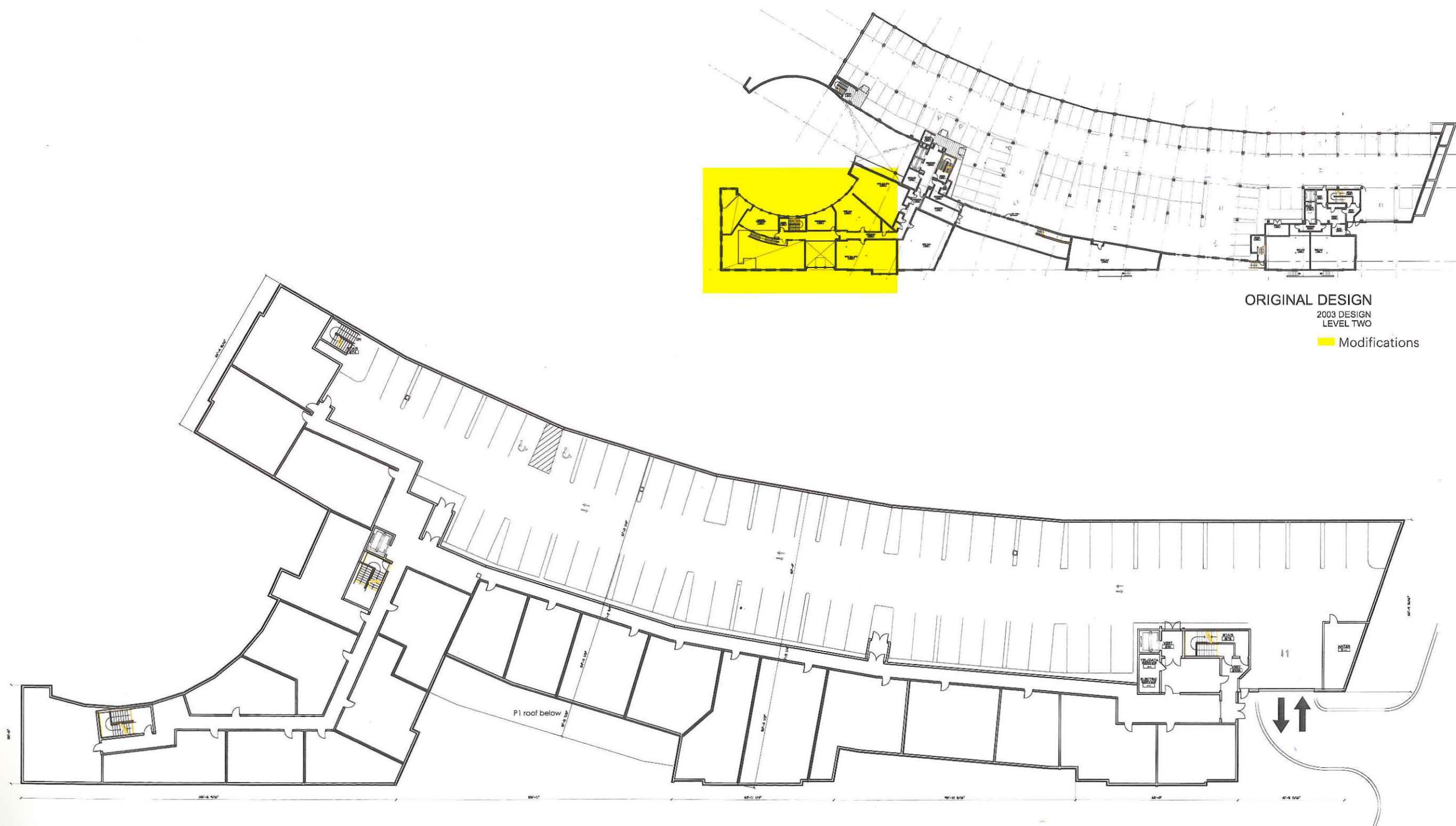


Level P1

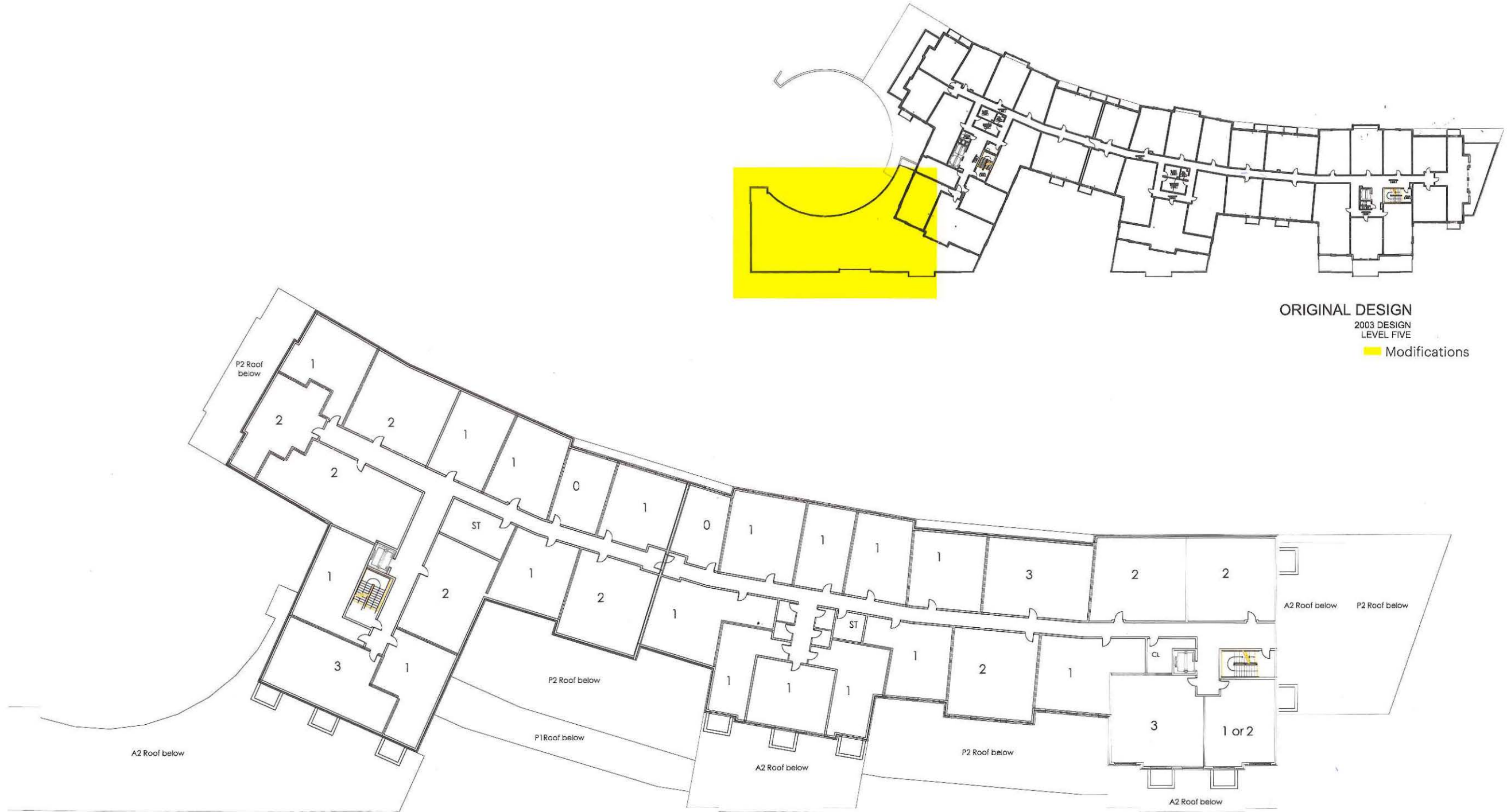


LEVEL P1

Level P2

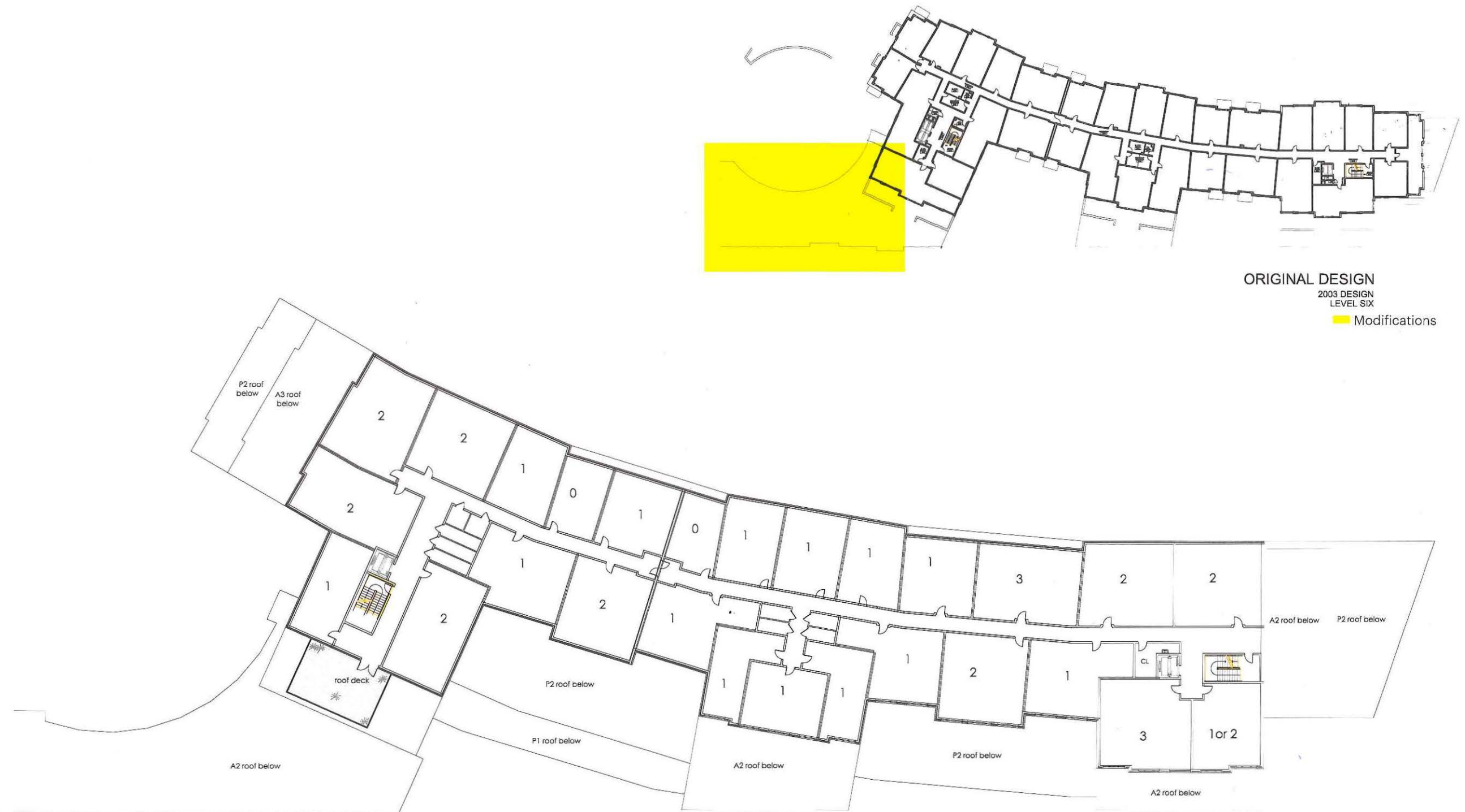


Level A3

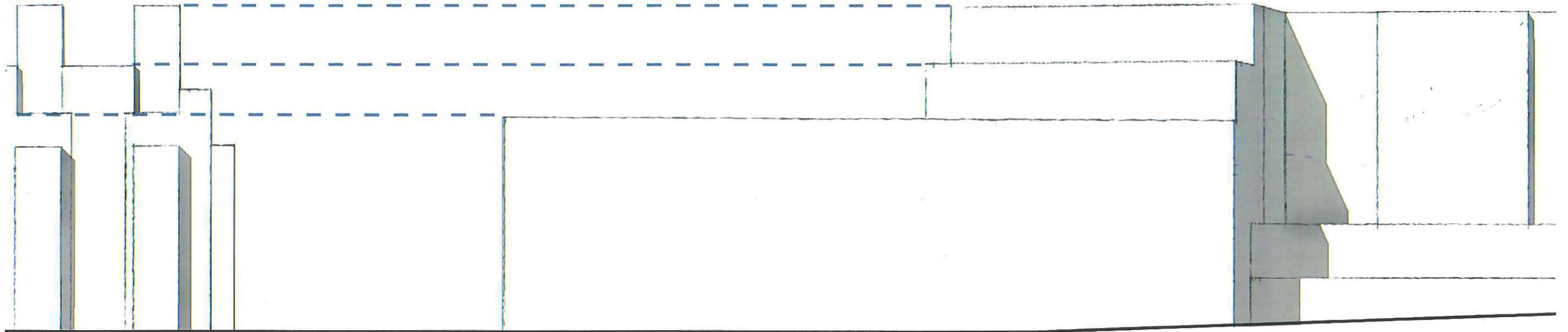


ORIGINAL DESIGN
2003 DESIGN
LEVEL FIVE
Modifications

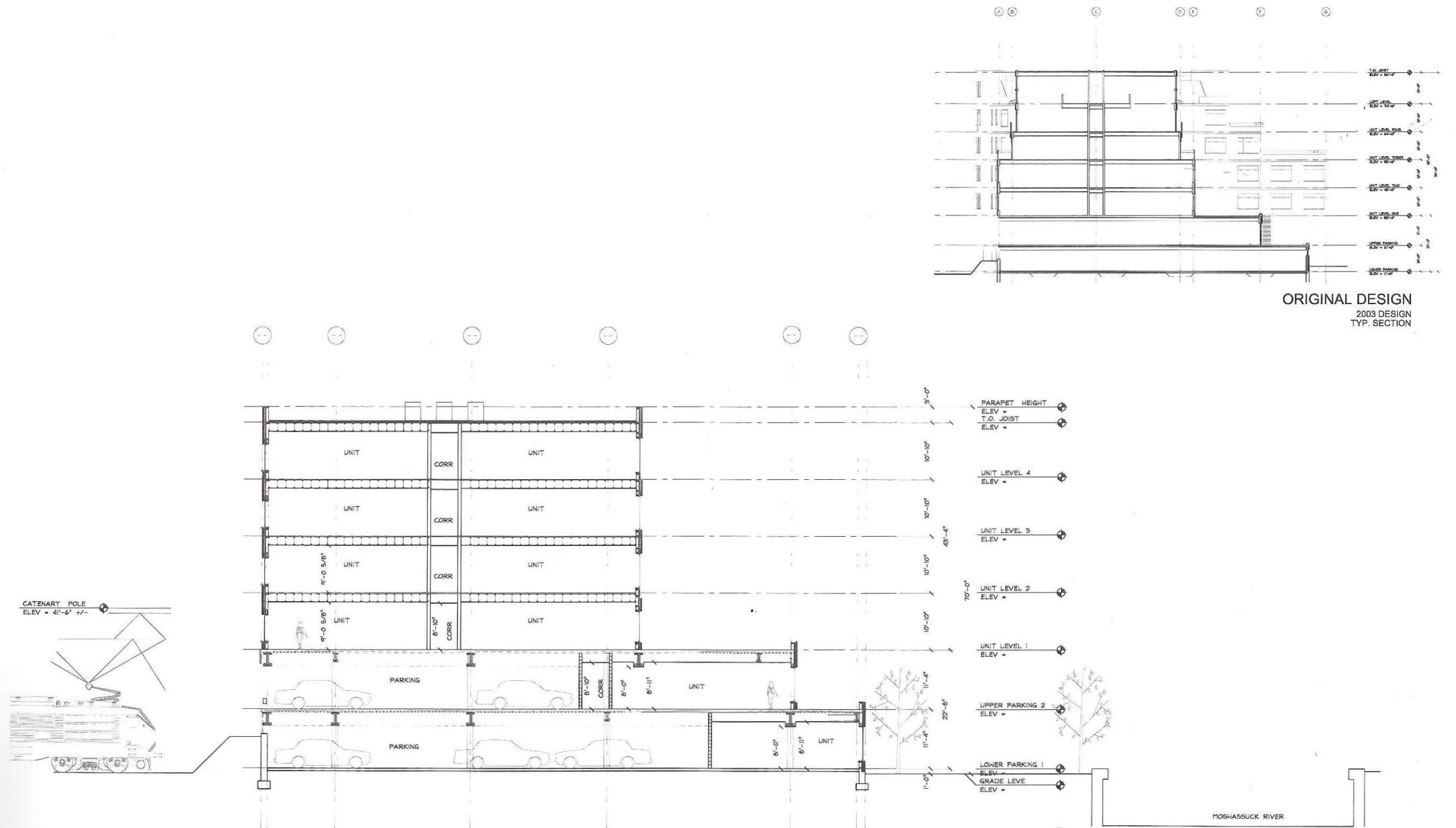
Level A4



|| Massing Comparison



Building Section Typ.



Courtyard Entry Aerial Perspective



Outdoor Patio Detail



East Elevation



ORIGINAL DESIGN
2003 DESIGN
ELEVATION EAST



Model in Site



|| View from Corner of Smith & Canal Street over River



|| View of State House from Canal Street



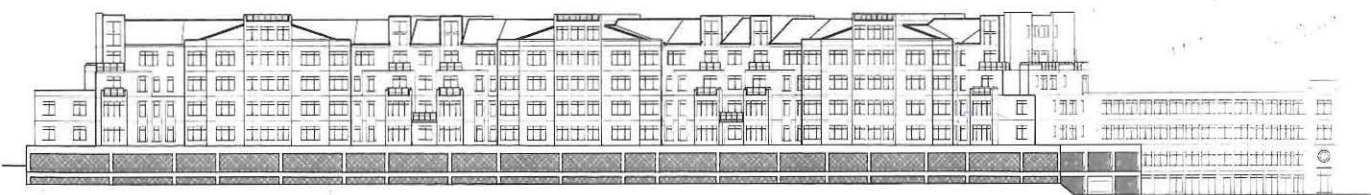
|| View of State House Smith Street



|| View from Hill



West Elevation



ORIGINAL DESIGN
2003 DESIGN
WEST ELEVATION



|| View from State House



Ramp Detail



Site Materials



PROPOSED SITE LIGHT POLE AND
FIXTURE TO MATCH EXISTING.

PROPOSED RAILING TO MATCH EXISTING.

SITE LIGHTING



PROPOSED RAILING TO
MATCH EXISTING.

PROPOSED TREE PLANTING
TREATMENT TO MATCH EXISTING.

RIVER WALK RAILING



PROPOSED SEATWALL WITH RAISED PLANTER BED
TO MATCH EXISTING.

PROPOSED 24" WIDE BROOM FINISH BORDER
COLOR CONCRETE TO MATCH EXISTING.

PROPOSED EXPOSED AGGREGATE CONCRETE
PAVEMENT TO MATCH EXISTING.

SEATWALL WITH RAISED PLANTER BED



PROPOSED HONEY LOCUST TREE
ALLEE' ALONG RIVER WALK TO
MATCH EXISTING.

PROPOSED SITE LIGHT POLE AND
FIXTURE TO MATCH EXISTING.

PROPOSED RAILING TO MATCH EXISTING.

PROPOSED 24" WIDE BROOM FINISH BORDER
COLOR CONCRETE TO MATCH EXISTING.

PROPOSED EXPOSED AGGREGATE CONCRETE
PAVEMENT TO MATCH EXISTING.

RIVER WALK LANDSCAPE TREATMENT



PROPOSED DECIDUOUS TREES
WITH ARCHITECTURAL INTEREST
TO PROVIDE VERTICAL SCALE.

PROPOSED EVERGREEN SHRUB
AT BASE OF BUILDING WITH
PERENNIALS AT WALKWAY EDGE.

PROPOSED 24" WIDE BROOM FINISH
BORDER COLOR CONCRETE TO
MATCH EXISTING.

PROPOSED EXPOSED AGGREGATE
CONCRETE PAVEMENT TO MATCH
EXISTING.

BUILDING LANDSCAPE TREATMENT



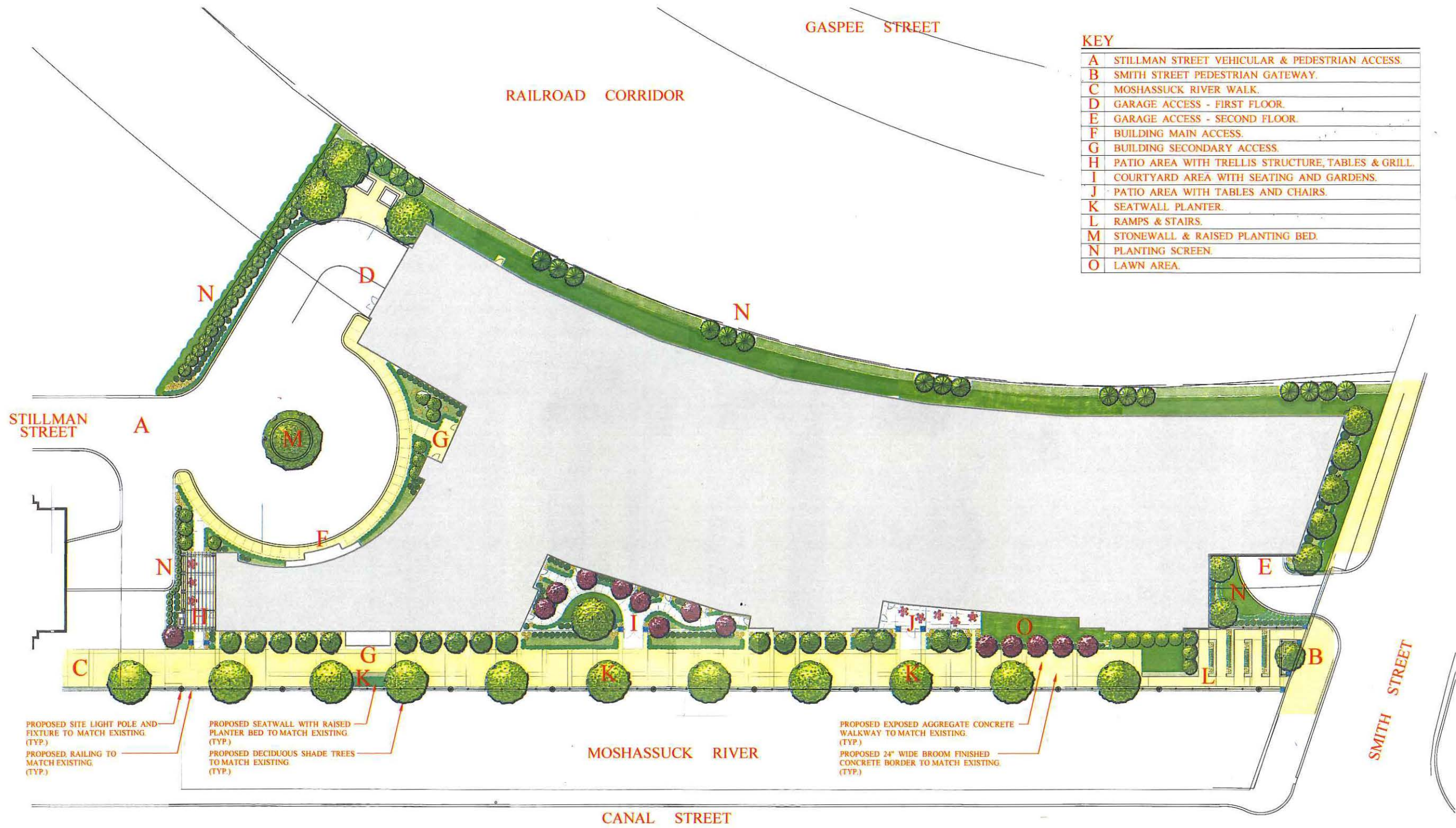
PROPOSED ARCHITECTURAL
DECIDUOUS TREES.

PROPOSED UPLIGHTING AT BASE
OF DECIDUOUS TREES.

PROPOSED LOW UNDERSTORY
GROUNDCOVERS AND PERENNIALS.

ARCHITECTURAL TREES

Landscape Plan



Ramp Area Enlargement Plan

