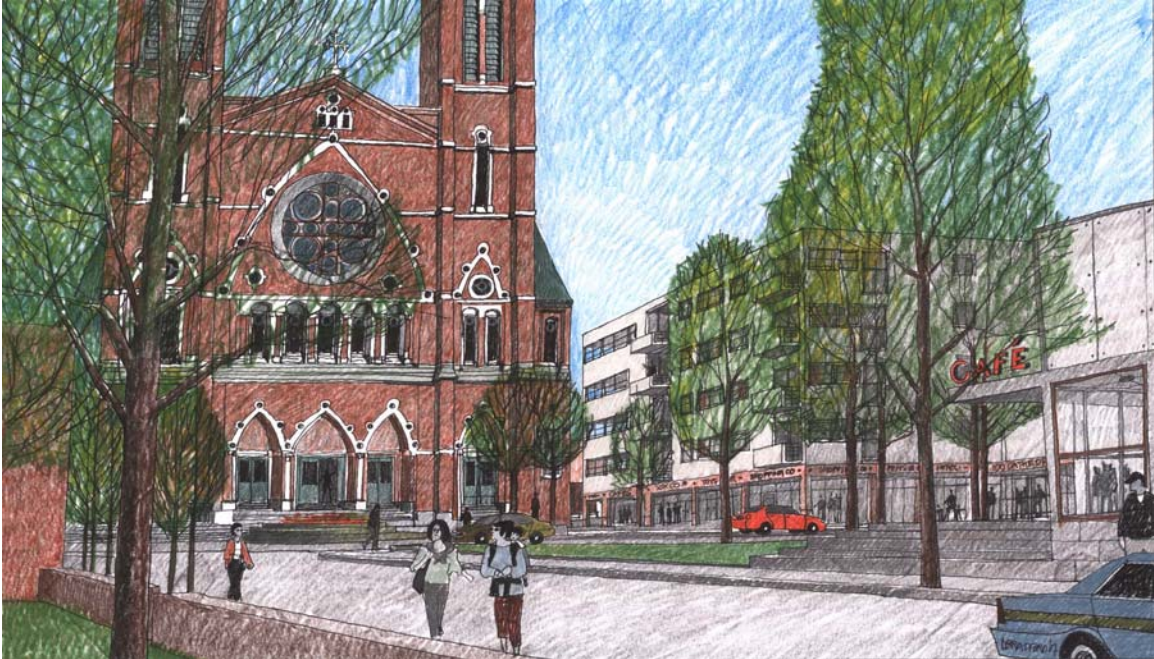


# CATHEDRAL SQUARE FEASIBILITY STUDY

Providence, RI



**THE PROVIDENCE FOUNDATION**

**June 2007**

# CATHEDRAL SQUARE FEASIBILITY STUDY

Providence, Rhode Island

City of Providence Department of Planning and Development

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## INTRODUCTION

Cathedral Square has historically been one of the City of Providence's treasured focal points. Through the late 1800s to mid 1900s, this square marked the confluence of both Westminster Street and Cranston Street to the west and Westminster Street and Weybosset to the east. Streetcar lines linked downtown with the Cathedral of Saints Peter and Paul and outlying neighborhoods. The parish knit together neighborhoods, shops, and local businesses to the east and west.

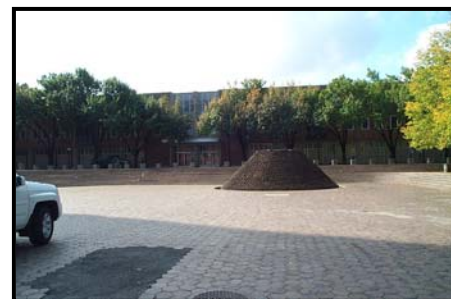
The prominence of Cathedral Square was reduced in the early 1960s with construction of the interstate highway system. Construction of a depressed multilane highway with limited bridges cut a wide swath in the urban fabric. Pedestrian attractions were minimally considered in the age of the automobile and an emphasis on increasing vehicular capacity on the interstate and its service roads, entrance ramps, and cross streets. Although Westminster Street was retained as a cross street across the highway, the length of the bridge and the limited sidewalk width made it unattractive for pedestrians. Circuitous pedestrian (and vehicular) routes resulted, with diversion of Westminster Street traffic around the perimeter of Cathedral Square. Recent construction of flower boxes along the Service Road improve the sterile look of this major artery for motorists during the blooming season but do little to create a more welcoming perspective for pedestrians. The ornamental black fence provides a somewhat more attractive safety perimeter to the highway than chain link.



*1890s view of Cathedral Square, Mayor Doyle statue, and flatiron building (Providence Preservation Society archive)*

The view from the highway is similarly unimpressive. The Broad Street, Westminster Street, and Washington Street bridges are nothing more than three of a series of bridges through downtown Providence. Although gentle side slopes along the northbound lanes are maintained with grass, there is little landscape interest to set off views of downtown buildings and streetscapes.

Urban renewal efforts designed by I.M. Pei and Zion & Breen to revitalize Cathedral Square were inspired by European plaza models. Initial plans called for mixed use development including high end residential development fronting on the square. With a downturn in the economy and opportunities for public housing construction, this image was never accomplished.



*Cathedral Square at noon, devoid of pedestrian activity*

With the I.M. Pei plan, diversion of traffic from the plaza the area lacked the activity generators necessary to bring vibrancy to the Square. Visual and circulation connections are



broken by buildings and by significant grade differences between Empire Street, Greene Street, and the Square. Randomly parked cars, a sculptural but non-functioning fountain, and expansive areas of brick pavers with peripheral trees, create a landscape without attraction, even at noon on a crisp fall day. The Westminster Street pedestrian mall extending from Empire Street to the square is not attractive or welcoming. Recessed entrances on the first-floor of the adjacent public housing buildings form an unwelcoming façade that creates a perception of an impending crime. The change in grade, lack of through pedestrian traffic, and limited visibility from Empire and Greene Streets, functionally isolate the cathedral from the vibrant Downcity streetscape. The Chancery office building blocks important access between West Side neighborhoods and city high schools and downtown Providence. A proud religious landmark and its neighborhood have lost their “sense of place.”



## STUDY OBJECTIVES

The Providence Foundation, in partnership with the City of Providence and a stakeholder group, has initiated the Cathedral Square Feasibility Study to achieve several objectives, as identified in the accompanying text box. This study is supported by the Rhode Island Statewide Planning Program with funding from the US Department of Transportation, Federal Highway or Federal Transit Administration. Many past projects have addressed opportunities to revitalize Cathedral Square. This study builds upon those initiatives, develops a series of roadway and plaza configurations, and provides cost information.

### ***Cathedral Square Feasibility Study Objectives***

- Improve pedestrian, vehicular and biking connections between downtown and the western neighborhoods along Westminster Street
- Reduce the negative environmental effects of I-95 within the project boundaries.
- Connect Cathedral Square to its surroundings and redesign Cathedral Square making the square a vital, well-used center of a mixed income/mixed use neighborhood.
- Identify sites for mixed use and mixed income development including affordable housing.



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## STAKEHOLDER PARTICIPATION

The Providence Foundation convened a stakeholder group which met three times during the course of the feasibility study. Members included representatives of the City of Providence Department of Planning and Development, Providence Parks Department, Providence City Council, Rhode Island Statewide Planning Program, Rhode Island Department of Transportation, Rhode Island Housing, property owners including the Diocese of Providence, Downtown Neighborhood Alliance, Capital Center Commission, West Broadway Business Association, Providence Preservation Society, and Congressman Langevin's office. A list of stakeholders, agendas, meeting notes, handouts and PowerPoint presentations are presented in Appendix A.

The objective of the first meeting, held November 20, 2006, was to present information on existing conditions (traffic, parking, utilities, parcel boundaries, and topography), and to discuss highlights of past Cathedral Square planning efforts. Stakeholders were interested in the following key topics:

- Vehicular / Pedestrian / Bicycle Access Configuration
- Cathedral Square Park
- Potential Building Sites
- I-95 Slopes
- Parking Garage(s)
- Westminster Street Bridge Elements

The project team presented potential roadway relocation and landscaping options at the second stakeholder meeting, held January 4, 2007. One- and two-way traffic options, various concepts for a plaza at Cathedral Square, Westminster Street bridge enhancements, and an alternative for Franklin Street relocation were presented. Preliminary cost estimates were presented for Chancery building demolition and for roadway/landscaping options. Underground and above ground structured parking opportunities and costs were discussed.

At the third stakeholder meeting, the project team presented refinements for two options with a two-way street network, and opportunities with Franklin Street retained in the same location, or relocated adjacent to I-95. Parcels and potential building configurations for both private and publicly developable parcels were presented. Three dimensional computer graphics were used to visualize Cathedral Square opportunities. Information on the refined alternatives is presented in Section 4, Site Options. Information on project costs (not including the purchase price of property), is presented in Section 5.

Stakeholder input and support has been integral to advancing the Cathedral Square Feasibility Study.



## PAST STUDIES

Many urban design studies and charrettes have been conducted to identify and resolve design problems in the Cathedral Square study area. Most recently, three design initiatives have been undertaken, as outlined below.

### WESTMINSTER CROSSING

The *Westminster Crossing* project, proposed by former Mayor Cianci in 2000 as one of the Three Cities initiatives undertaken by The Cecil Group, included two major recommendations:

- To deck over I-95 and create a seven-acre park to be called Westminster Gardens
- To reopen Cathedral Square to auto traffic, thereby reestablishing the historic link between Downcity and West Broadway via Westminster Street.



*Westminster Crossing Master Plan*  
[http://www.sasdesign.com/SAS/html/urbanism/cons/w03\\_01.html](http://www.sasdesign.com/SAS/html/urbanism/cons/w03_01.html)

These strategies were directed toward generating public and private investment in a 163-acre study area straddling both sides of the interstate, transforming the forbidding highway corridor to minimize environmental effects to adjacent neighborhoods, reconnecting neighborhoods (and the cathedral parish), and creating a positive image of the area for passing motorists on I-95. The Cecil Group recommended that new designs for Cathedral Square recreate the energy and vitality that many fondly recall from an earlier era, before design of the square by I.M. Pei in the 1960s. With demolition of the McVinney Auditorium, parcels adjacent to Cathedral Square would be available for construction of new buildings to further increase the energy level. A total of 650 residential units were proposed as part of this plan, located on sites adjacent to or above highway air rights.

### CONNECTING AND COMPLETING DOWNCITY

In 2004 Duany, Plater-Zyberk & Company conducted a series of charrettes and prepared its findings and design recommendations as *Connecting and Completing Downcity Providence*. This followed up a series of charrettes conducted by Andres Duany and his firm in 1991 and 1994 and drew on the findings generated by the New Cities initiatives. This Downcity study area included a focus on Cathedral Square as one of fifteen special interventions. Cathedral Square recommendations are presented in the text box. These interventions were designed “to restore the character and continuity of the traditional urban fabric, recover the vitality of the square as a proper setting for an important building, encourage strategic redevelopment



projects that will be an important key to completing Downcity, and restoring the viability of the Downcity side as a connection to the western neighborhoods.”

The primary recommendation of the 2004 charrette was to reopen Westminster Street and Cathedral Square to vehicular traffic by removing the pedestrian mall at the east end and demolishing the McVinney Auditorium at the other. The plan recognized that the Archdiocese can make additional land available for redevelopment not only to meet its own needs but as a way to generate capital to support other parts of this project.

Charrette participants recognize the importance of creating a large gathering place for outdoor cultural events and performances at Cathedral Square. This was reiterated by Mayor Cicilline who has repeated the need for Providence, as a great American city, to have large gathering spaces.

#### *2004 Charrette Report Recommendations*

- A. Demolish the McVinney Auditorium and reconnect Westminster Street through Cathedral Square.
- B. Redesign Cathedral Square as a public space which can be used for large gatherings or for parking cars.
- C. Restore the historic street pattern by establishing the diagonal connection of Weybosset Street to Westminster.
- D. Renovate or rebuild the public housing complex to provide a more pedestrian-friendly streetscape.

## CONGRESS OF NEW URBANISM

The 2006 *Congress of New Urbanism* conference in Providence featured an urban laboratory on Westminster Crossing and Reviving Cathedral Square. This three-hour session at the CNUXIV Conference on June 1, 2006 aimed to engage New Urbanists in three central ways: bridging highways and connecting neighborhoods, reviving an abandoned street grid, and understanding how to adaptively reuse a failing pedestrian plaza.

Discussion notes and sketch design schemes developed in group charrettes pointed out important issues of vehicular connections, vehicular and pedestrian circulation, and animation and vitality of the Square. Discussion focused on Westminster Street reconnected with the removal of McVinney Auditorium and the Archdiocese administration wings and various one- and two-way options explored for related streets. Development generally noted was mixed income residential, structured parking, and retail options also included relocating Franklin Street for larger development parcels and construction of multi-level buildings on the wider east slope of Route I-95. Subsurface parking was suggested for the Square with a variety of activities including markets, theater and retail uses to animate the space and serve the neighborhood.





## EXISTING CONDITIONS

Although much of the original landform of the city has been changed by development in the past several hundred years, the original height of land at Weybosset Hill continues to define the Cathedral Square area. Grades on Greene Street are 13 feet above the elevation of Empire Street. The elevation of the Cathedral Square plaza is 17 feet above the Greene Street elevation. A series of steps within the plaza increase the elevation an additional five feet to the Chancery front door and the base of the Cathedral steps. The Chancery is built into the slope of Weybosset Hill with the Franklin Street entrance to McVinney Auditorium a half level higher than Cathedral Square.

### LAND USE AND ZONING

The City of Providence Park at Cathedral Square, pedestrian walkways and vehicular streets define the Cathedral Square project area. Zoning in the project area is D1-150. Land use includes several churches and related buildings, several apartment buildings, and office buildings. The Providence Preservation Society (PPS) completed a Survey of Cathedral Square, Downtown Providence, for The Providence Foundation in Summer, 2006. Information on area buildings is based in part on information from the PPS Survey.



*Dead end streets lack vibrancy*

The Cathedral, Cathedral Square, and adjacent buildings were constructed on Weybosset Hill, west of what has become Downcity Providence. Buildings reflect two primary waves of building construction: construction of churches in the late 1800s and construction of apartment buildings and office buildings in response to the I.M. Pei Plan in the late 1960s and 1970s.

Cathedral Square Park, it consisting of over one-half acre, is owned by the City and maintained by the Parks Department. Park property is flanked by Grace Apartments to the north, Franklin Street and the Diocese of Providence's Chancery office building to the west, Westminster Street pedestrian walkway (and the Cathedral) to the south, and Jackson Walkway and Cathedral Square Associates-II public housing to the east. A 50-foot wide walkway that extends 140 feet from Franklin Street to the landscaped section of the park is included within City of Providence park property.

The Romanesque Cathedral of Saints Peter and Paul is a prominent landmark, built atop Weybosset Hill in 1878. This building is a Contributing Structure as indicated by a National Register of Historic Places Inventory–Nomination. In addition to regularly scheduled masses, a number of special services are held. These are limited primarily to major religious holidays, weddings and funerals. The Cathedral makes limited use of Cathedral Square for special event parking and for staging funeral processions. The adjacent Rectory and Diocesan House, with original construction around 1880, are located immediately to the



south of the Cathedral with frontage on Fenner Street. The Cathedral footprint and the adjacent rectory parcel are owned by Saint Peter and Paul Church indicated in Table 1.

**Table 1: Cathedral Square Project Area Parcels**

PL_	ADDRESS	AREA	TAX CLASS	OWNER	LAND USE
<a href="#">24 120</a>	15 Fenner St	8,233	Church	Roman Catholic Bishop of Providence	Institutional or Charitable
<a href="#">24 123</a>	33 Franklin St	2,919	Church	Roman Catholic Bishop of Providence	Institutional or Charitable
<a href="#">24 153</a>	34 Pond St	9,235	Church	Roman Catholic Bishop of Providence	Institutional or Charitable
<a href="#">24 382</a>	41 Broad St	5,793	Commercial II	St Angelo Realty Co	Commercial
<a href="#">24 613</a>	57 Broad St	34,543	Commercial II	GILBANE BUILDING COMPANY	Commercial
<a href="#">24 615</a>	400 Cathedral Square	45,956	Church	St Peters And Paul Church	Institutional or Charitable
<a href="#">24 616</a>	30 Fenner St	17,380	Church	St Peters And Pauls Church	Multiple
<a href="#">24 617</a>	444 Westminster St	47,132	Commercial II	56 Assoc	Commercial
<a href="#">24 618</a>	79 Broad St	18,949	Church	Roman Catholic Bishop of Providence	Institutional or Charitable
<a href="#">24 622</a>	43 Franklin St	45,956	Church	Roman Catholic Bishop of Providence	Institutional or Charitable
<a href="#">24 623</a>	35 Franklin St	3,615	Church	Roman Catholic Bishop of Providence	Institutional or Charitable
<a href="#">24 625</a>	47 Fenner St	26,267	Church	Armenian Evangelical Church Of Providence	Institutional or Charitable
<a href="#">24 631</a>	44 Greene St	46,871	Apartments	Greene Street Associates	Mixed Use
<a href="#">25 277</a>	254 Washington St	8,538	Apartments	IPI VII--1890	Residential- Apartments
<a href="#">25 305</a>	417 Westminster St	38,594	Commercial II	Blue Cross And Blue Shield Of Rhode Island	Commercial
<a href="#">25 405</a>	58 Jackson Walkway	11,805	Vacant - Other	Garden and Greene Assoc LLC	Vacant - Other
<a href="#">25 428</a>	246 Washington St	13,896	Church	First Universalist Church Of Providence	Institutional or Charitable
<a href="#">25 433</a>	491 Westminster St	37,636	Apartments	LP Property Advisory Exchange Associates	Residential- Apartments
<a href="#">25 434</a>	69 Franklin St	25,613	Municipal	City of Providence	Government or Education
<a href="#">25 437</a>	77 Franklin St	16,074	Vacant - Other	GILBANE BUILDING COMPANY	Vacant - Other
<a href="#">25 438</a>	10 Greene St	14,680	Commercial II	Garden and Greene Assoc LLC	Commercial
<a href="#">25 439</a>	262 Washington St	1,568	One Family Residence	Joan Dagostino	Residential- One Family
<a href="#">25 440</a>	280 Washington St	44,605	Apartments	Grace Church Housing Corp	Residential- Apartments
<a href="#">25 442</a>	1 Greene St	19,602	Utility and Railroad	A T & T Communications of New England Inc	Industrial

Source: ProvPlan Internet Map <http://204.17.79.245/website/mapper/viewer.htm>, January 30, 2007





The Roman Catholic Bishop of Providence is the property owner of the three-story Chancery and McVinney Auditorium and five surface parking lots that provide nearly an acre of parking adjacent to the Cathedral. The lots south of the Rectory are currently leased to Gilbane for employee weekday parking. The Chancery, constructed in 1967, is a three-story office building with a full-length basement. The 339-foot by 46-foot building is divided into three segments by two building expansion joints. The central core includes the entrance lobby, elevators, and stairwells. Neither the Chancery nor the Rectory are on or eligible for the National Register of Historic Places.

McVinney Auditorium, located to the rear of and connected to the Chancery, has a main entrance on Franklin Street. The 771-seat auditorium routinely hosted 60,000 people per year prior to closure in 2005. The building is currently closed due to fire code issues concerning mixed egress between the auditorium and Chancery building offices. The auditorium is in fair condition. A 17- to 18-car parking garage located below the auditorium provides parking for bishops who live at the Rectory. The McVinney Auditorium is not on or eligible for the National Register of Historic Places.

The Armenian Evangelical Church of Providence is located on a half acre lot on the corner of Franklin and Broad Streets. This brick building was constructed in 1892.

Two five-story brick apartment buildings flank Westminster walkway on the west side of Greene Street. Both buildings, built in 1970, front on the steep brick pedestrian walkway connecting Greene Street with Cathedral Square. As indicated in the photo, recessed entrances and dark porticos that extend the lengths of the buildings, do not contribute to a vibrant residential streetscape.



*Armenian Evangelical Church on Franklin Street faces I-95*



*View downtown from Cathedral Square I and II*

Cathedral Square I, located at 5 Cathedral Square on the south side of Westminster Walkway, provides 100 units of housing. At least 40 percent of the units are rent-restricted and occupied by individuals whose income is 60 percent or less of area median income. Restrictive land use covenants with Rhode Island Housing and Mortgage Finance Corporation (RIHMFC) extend through 2030. A police substation, located at the west end of the building on Cathedral Square, is currently vacant.

Cathedral Square II, located at 4 Cathedral Square on the north side of Westminster Walkway, provides 93 residential units. Design of Cathedral Square II reflects design of Cathedral Square I, with recessed entryways along the pedestrian walkways. A December 26, 1994 Affordable Housing Restriction Agreement restricts the real estate for a period of fifty years for use as rental housing affordable. The owner shall not demolish any part of the real estate ... during the term of the agreement unless required by law. RIHMFC approval is required to permit the use of dwelling units for any purpose except that use which was originally intended, or to permit commercial use greater than that approved by RIHMFC.



Grace Apartments, located west of Jackson Walkway at 280 Washington Street, provides 101 residential units in an 8-story brick apartment building constructed in 1977. The building provides assisted living and affordable housing for the elderly. The property also includes a 2 ½-story detached structure that has been connected to the Grace Apartments, and has apartments on the upper level and the Cookie Place Café on the ground level.

The 1890 YWCA House, located east of Jackson Walkway at 277 Washington Street, is a 6-story brick apartment building with 53 residential units for the elderly.

Gilbane Headquarters, located at 7 Jackson Walkway (Winslow Street), is a 5-story brick building fronting on Broad Street. The 1979 building includes a glass and steel enclosed wrap-around atrium abutting Jackson Walkway.

Other buildings fronting Greene Street include a church, credit union, and ATT and Blue Cross Blue Shield office buildings. The First Universalist Church, constructed in 1871-72, is an example of Gothic Revival design. The Coastways Credit Union and offices of Churchill & Banks, are located in a two-story brick building. This commercial building, located at 10 Greene Street, was constructed in 1976. An adjacent parking lot with frontage on Jackson Walkway, is under the same ownership. The 8-story stone and brick sheathed ATT office building, constructed in 1917, is adjacent to a 10-story modern brick structure. Verizon uses both ATT office buildings. The Blue Cross/ Blue Shield building is a 4-story modern brick office building located on Empire Street, south of Westminster Street walkway.

## TRAFFIC AND CIRCULATION

With the exception of Washington and Broad Streets, vehicular circulation in the vicinity of Cathedral Square is dominated by one-way streets as indicated in Figure 1. Empire Street and Greene Street function as one-way pairs (southbound and northbound). I-95 service roads (Franklin Street East and West) serve as I-95 frontage roads as part of highway ramp system and also function as a one-way pair (northbound and southbound). Winslow, Fenner and Pond Streets provide access from Broad Street to the Cathedral and / or adjacent parking lots.

In accordance with the I.M. Pei Plan, several streets in the project area have been converted to pedestrian walkways. Westminster Street, Jackson Walkway and a section of Winslow Street are all pedestrian walks. Landscaping, various paver types, and steps have been constructed as pedestrian amenities. The City of Providence has retained ownership of these walkways and provides maintenance. As these streets were previously converted from vehicular roads to walkways, there is sufficient right of way to restore these walkways as roadways. Current grades on Westminster Walkway vary from nearly 6 percent slopes between Empire and Greene Street to over 7 percent between Greene Street and the plaza at Cathedral Square.

Signalized intersections are located at the following locations: Greene Street at Broad and Washington, Franklin/ Service Road 8 at Broad and Washington, and Franklin/ Service Road 7 intersections with Washington Street, Westminster Street and Broad Street.

A total of 123 on-street parking spaces are located in the Cathedral Square area as indicated in Figure 1. Metered parking ranges from 2 to 4 hour limits.





- LEGEND**
- 2 HR PARKING
  - 4 HR PARKING
  - 30 MIN PARKING
  - CONTOUR - 2'
  - SIDEWALK
  - PARCEL

Figure 1  
**Existing Conditions**  
**CATHEDRAL SQUARE FEASIBILITY STUDY**  
 Providence, Rhode Island  
 The Providence Foundation

Scale: NTS  
 Date: March, 2007



- Greene Street: 59 spaces
- Washington Street: 24 spaces
- Broad Streets: 31 spaces on street with 9 behind the Post Office

Off-street parking is available for \$7.00 per day at a 75-space private lot located on Washington Street at the corner of Franklin Street. Additional private lots are maintained by churches and private businesses. Parking is prohibited on the service roads and on I-95 bridges.

The project area is well served by RIPTA bus routes on Washington, Broad and Franklin Streets. Bus stops are indicated in Figure 1.

Although the Cathedral Square area is not included in the Providence bike facility plan, cyclists have been observed on local roads. No bike racks were noted during site investigations.

Pare Corporation project engineers have reviewed RIDOT right of way plans for I-95 (9-9-1959, 1-30-1968, 8-3-1977, 5-12-78), and reviewed I-96 Contract 11 utility and drainage plans (received from D. Baudouin, undated), 3R Improvements to I-95 Service Roads Advance Signal contract (4-19-1995), and Interstate Route 95 Service Roads Contract 4 (4-6-2000). RIDOT reports that a Memorandum of Understanding with the City of Providence outlines responsibility for maintenance of the service roads including Franklin Street.

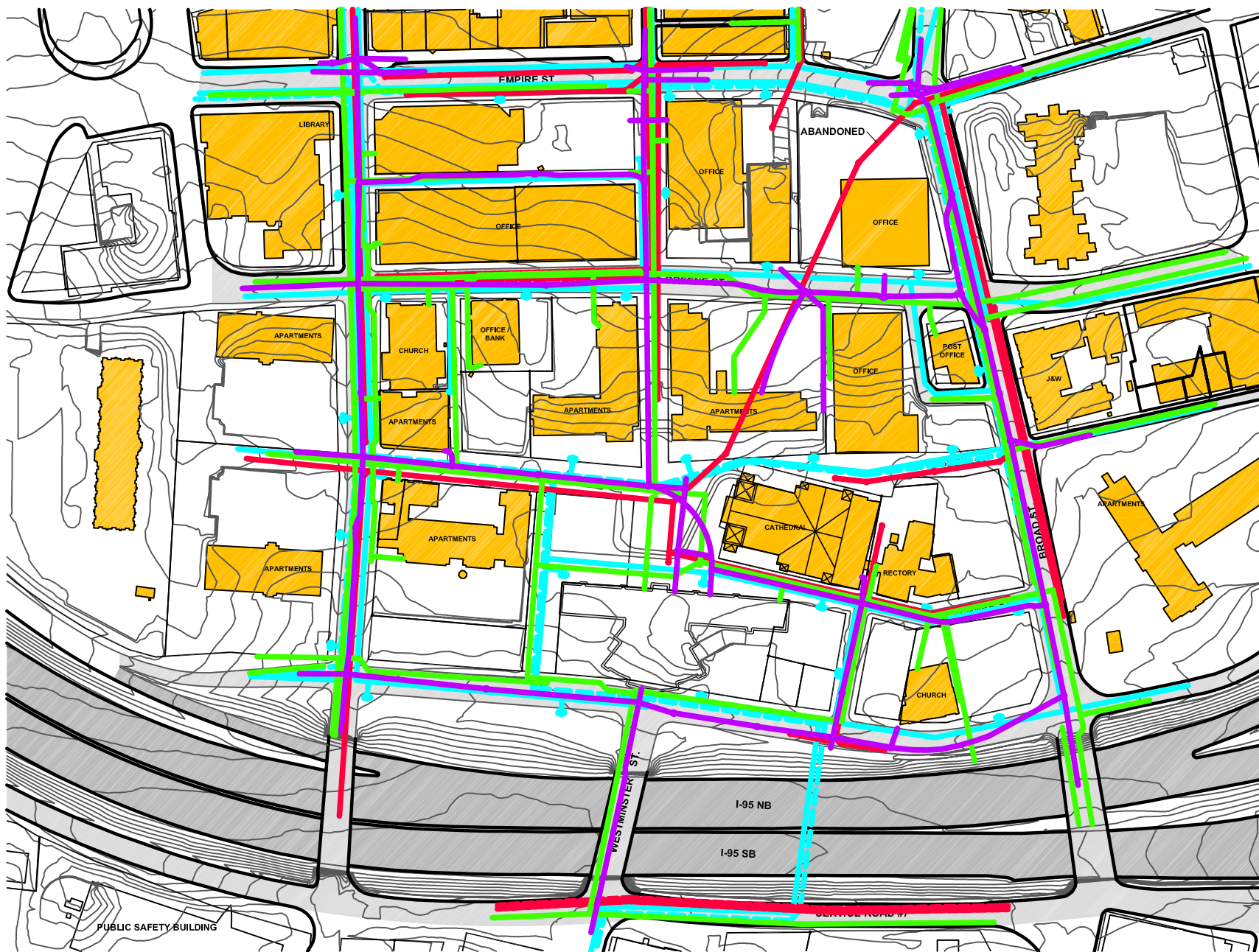
## UTILITIES

Cathedral Square area utilities are indicated in Figure 2. Utilities on Westminster Walkway reflect past use of this public right of way as a major city street. Six active or abandoned utility lines are located on Westminster between Empire and Greene Streets (two water lines, electric, sanitary, and combined sewer overflow (CSO) lines). Between Greene and Cathedral Square, electric, gas (active and abandoned), and CSO lines are found. Jackson Walkway utilities include water (active and abandoned), gas, CSO (abandoned), and electric lines. Fenner Street utilities include electric, water, gas, and an abandoned CSO line. Franklin Street utilities include electric and water (active and abandoned). Both active and abandoned water lines cross I-95 between the service roads north of Fenner Street. The Cathedral Square Park sewer and water (active and abandoned) lines pass beneath.

## CRIME

Crime data for the Cathedral Square project has been compiled for 1999 through 2006 (received from the City of Providence Police Department) for the area bounded by Washington Street-Greene Street-Broad Street-Franklin Street. This data was requested to validate the perception of crime experienced within less active areas of Cathedral Square. Of 153 reports of assault (simple and felony), person annoyed, dispersal, disturbance, disorderly conduct, malicious mischief, trespassing, threatening, or violations of narcotics or liquor laws, 80 percent reported a Cathedral Square address. Crime data is presented in Appendix B.





- LEGEND**
- WATER
  - GAS
  - GAS (ABANDONED)
  - ELECTRIC
  - STORM
  - SANITARY
  - COMBINATION  
STORM/SANITARY

Figure 2  
Utilities

**CATHEDRAL SQUARE FEASIBILITY STUDY**  
Providence, Rhode Island  
The Providence Foundation

Scale: NTS  
Date: March, 2007



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**PARE**  
CORPORATION

## SITE PLAN OPTIONS

The Cathedral Square Feasibility Study is directed toward creating a vital neighborhood which provides a positive economic engine for the City of Providence, restores the urban fabric by reconnecting streets, and connects the east and west sides of the city over I-95. The Providence Foundation identified six areas to be addressed during the development of site options, as indicated in the text box.

- Vehicular / Pedestrian / Bicycle Access Configuration
- Cathedral Square Park
- Potential Building Sites
- I-95 Slopes
- Parking Garage(s)
- Westminster Street Bridge Elements

Options were developed with the support and review of The Providence Foundation and the City of Providence Department of Planning and Development. Options were presented for discussion at the second stakeholder meeting and refined for the third. Through the stakeholder process, two primary alternatives evolved, one with retention of Franklin Street on the same alignment and one with relocation parallel and adjacent to the northbound lanes of I-95. Both options assume negotiation with and purchase of four parcels of land owned by the City of Providence. Demolition of the Chancery and McVinney Auditorium would be required prior to the City's construction of the new roadway network. Parcels acquired by the City would be sold to private developers for development through a Request for Proposal process.

## SITE PLAN CONCEPTS

The two options feature restoration of Westminster Street, Jackson Walkway, and Fenner Street as two-way roadways with on street parking, where feasible. Both include two-way traffic and parallel parking on Greene Street and continued one-way traffic on Franklin Street with two travel lanes and on-street parking. The existing 3-lane Westminster Street bridge over I-95 would be reconfigured with one travel lane in each direction, a seven-foot sidewalk on the north side of the bridge (exposed to northerly winter winds) and a wider 12-foot sidewalk on the south side. Bridge treatments would not preclude future development of small shops on the bridge (similar to Ponte Vecchio), if and when development is warranted. Both site plan concepts feature a development parcel (Plaza Parcel) on a portion of the City-owned Cathedral Square plaza, and redesign of the remaining plaza, cathedral forecourt, and Winslow Street. Two development parcels (North and South Parcels) would be created in the location of the Chancery and McVinney Auditorium. A "notch" in the building proposed adjacent to and west of the Cathedral (South Parcel) would extend the forecourt and assure the prominence of the Cathedral. Wide sidewalks are included in both options to encourage pedestrian connections between West Side neighborhoods and Downcity.

### Option 1: Franklin Street Retained

Figure 3 illustrates the roadway network with the current alignment of Franklin Street retained as a two-lane roadway with on-street parking. To create a more pedestrian-oriented





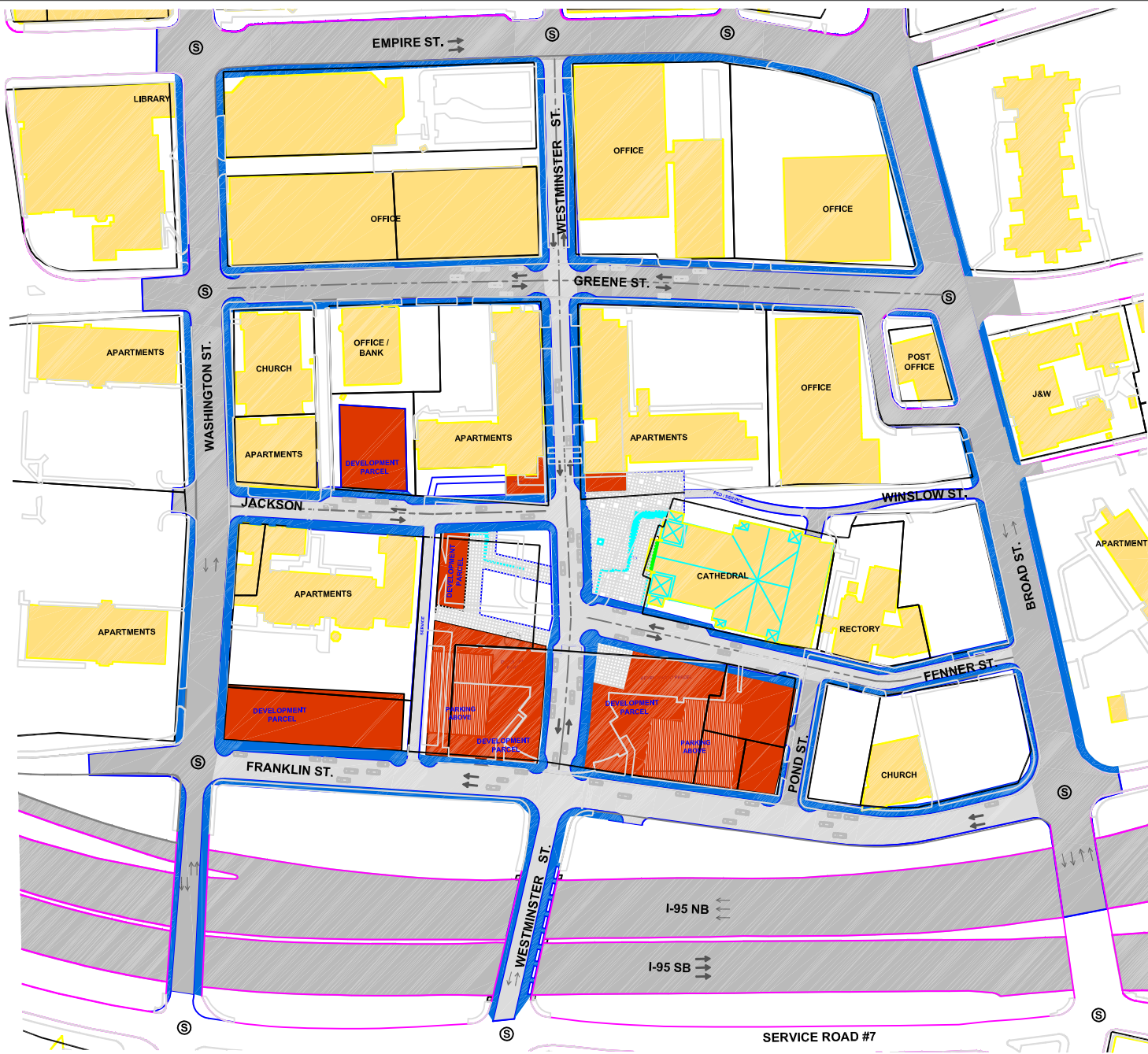


Figure 3

**Franklin Street - Retained Location**  
**CATHEDRAL SQUARE FEASIBILITY STUDY**  
 Providence, Rhode Island  
 The Providence Foundation

50' 25' 0' 50' 100' 200'

Date: March, 2007



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bridge over I-95, pylons are proposed on both sides of each end of the bridge. A series of concrete planters are also proposed to extend the planter concept recently constructed along the I-95 service roads. Robust plantings are also proposed along the I-95 side slopes adjacent to northbound travel lanes to create a welcome highway landscaping for motorists and to screen the view of the highway from Franklin Street and proposed development. It is recognized that maintenance of

landscaping is also an important consideration for the constrained City of Providence and Rhode Island Department of Transportation budgets.



### Option 2: Franklin Street Relocated

Figure 4 illustrates a roadway network with relocation of Franklin Street and creation of larger development parcels. By relocating Franklin Street, the 280-foot Westminster Street Bridge would essentially be shortened by 60 feet, making this interstate bridge more attractive for pedestrian traffic. This would also create larger North and South development parcels, an important incentive for private developers. An additional parcel would be created for developed with the relocation of Franklin Street (ROW Parcel).

In discussions with RIDOT staff, it was pointed out that although relocation of Franklin Street (a portion of the I-95 service road ramp network) would not be prohibited, that the project applicant (City of Providence) must demonstrate public benefit and must fund roadway relocation.

### Retain Chancery Wings

A third concept has been considered to retain both the north and south wings of the Chancery with demolition of the central section and the McVinney Auditorium, as indicated in Figure 5. The existing Chancery structure includes three segments separated by expansion joints. The 500-foot long north wing includes three floors of offices. The 720-foot south section includes two full stories of offices with a reduced office footprint on the first floor. A two-story boiler room in the basement of the south section currently serves the heating needs of the Chancery, Cathedral, and adjacent rectory. The center section, proposed for demolition under this option, includes the entrance lobby, elevator shaft and stairs. A National Grid electrical vault, located in the center of the building, provides service to the Chancery only. Any option to demolish the central section therefore would require that new entrance façades, elevators and stairwells be constructed along demolition faces, and that new heating/ventilating/air conditioning facilities be installed. The function of the existing electrical vault would have to be replaced. A minimum 15-foot separation would be required between the western fenestrated facade and adjacent development parcels.

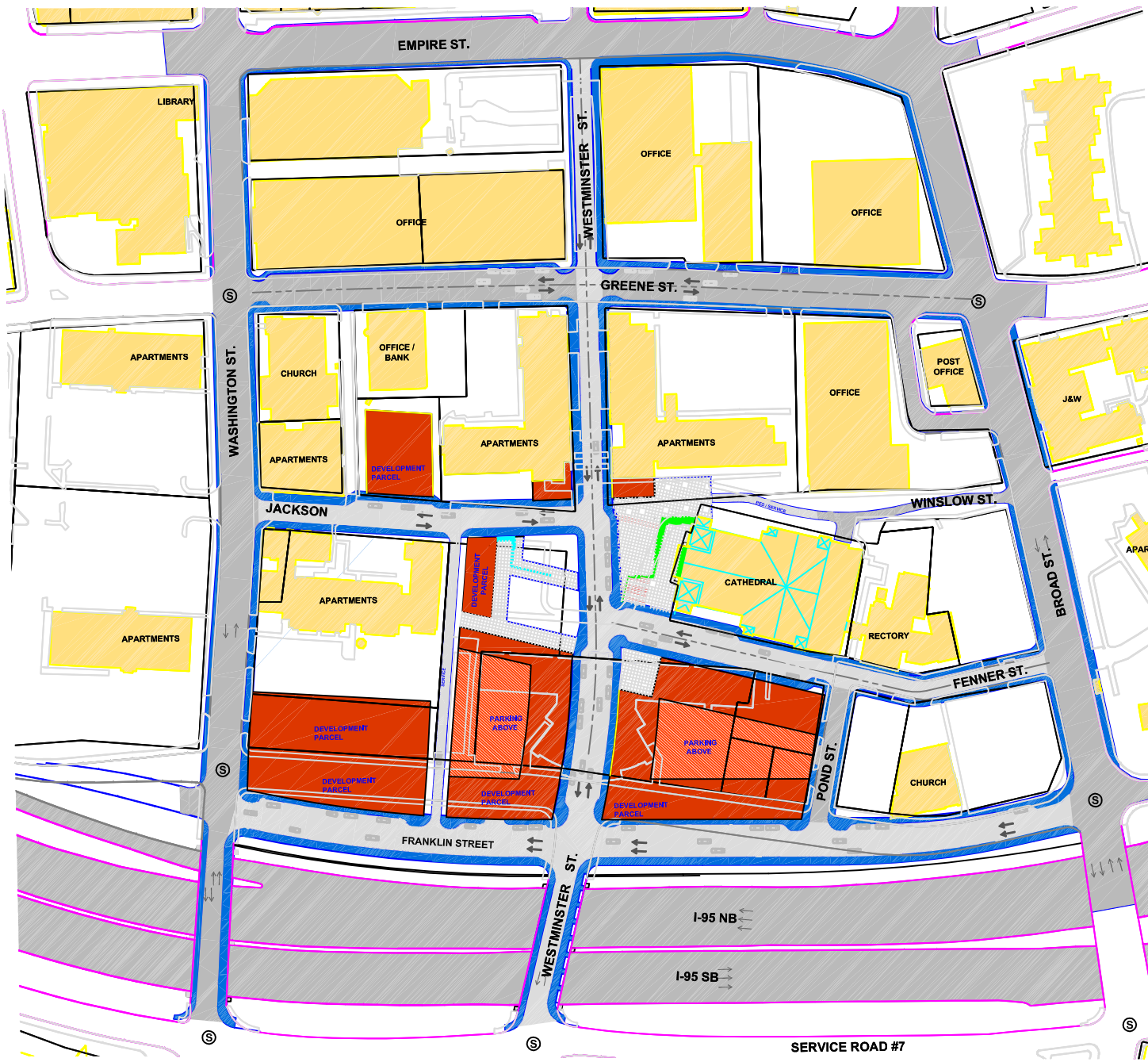


Figure 4

**Franklin Street - Relocated  
CATHEDRAL SQUARE FEASIBILITY STUDY**  
Providence, Rhode Island  
The Providence Foundation



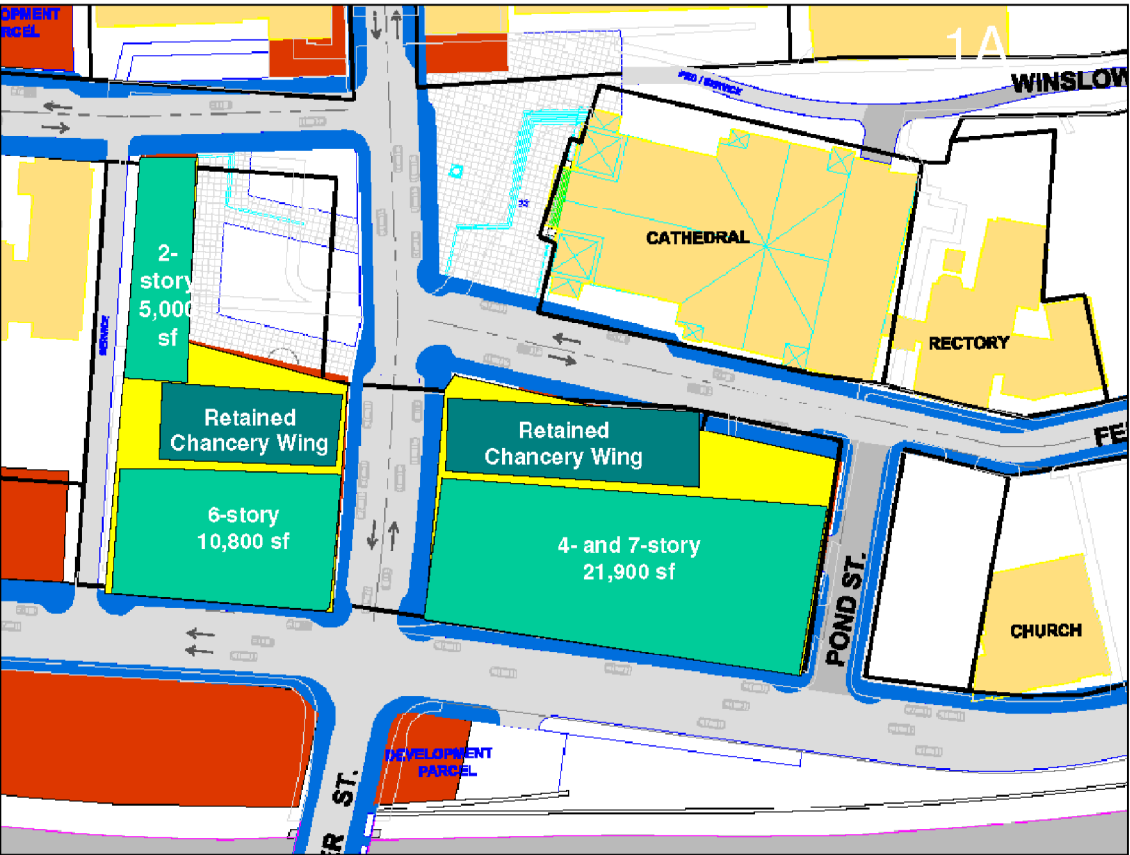
BRADFORD ASSOCIATES  
ARCHITECTURE - LANDSCAPE ARCHITECTURE

25 CREIGHTON STREET  
PROVIDENCE, RHODE ISLAND 02906-1518  
TEL. 401.521.6867 FAX 401.454.9491

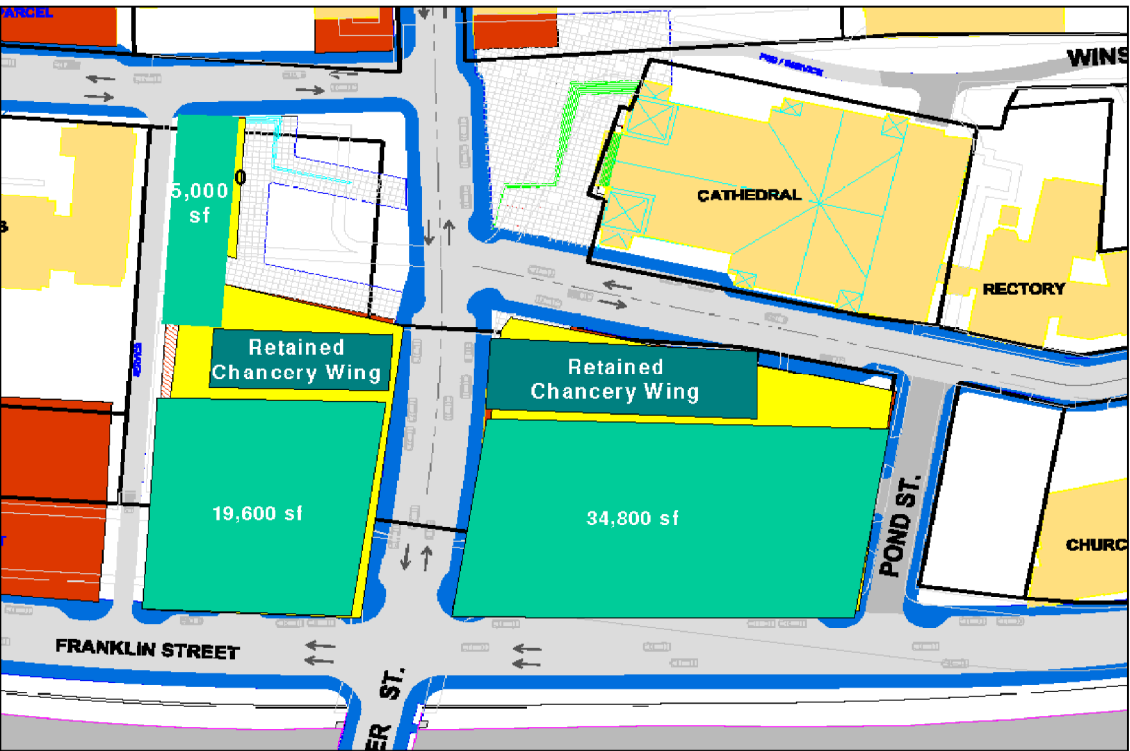
50' 25' 0' 50' 100' 200'

Date: March, 2007

Figure 5. Public Development Parcels with Chancery Wings Retained



Franklin Street Retained



Franklin Street Relocated

## SQUARE CONCEPT DESIGNS

For the immediate Square area, various strategies were explored for organizing vehicular circulation, responding to the geometric relationships of the Cathedral and other buildings and streets defining the square, as well as the grades, focal points and activity generators. There is a significant grade change from the Westminster Street Bridge to Greene Street. The reconstructed Westminster Street will slope approximately 5 percent from Franklin Street to Fenner Street, open to a more gentle slope across the Square and become steeper at 7 to 9 percent from the east edge of the Square to Greene Street. The main Cathedral entrance is several feet above the proposed Westminster Street and the apartment blocks at the east edge of the Square.

Various design options for the Square were explored recognizing that to succeed the design must take into account many factors. The Square is not an isolated destination but is a center of a community which will help shape the identity of the neighborhood and Providence. The following principles that can be used in evaluating successful squares<sup>1</sup> were considered in developing the various concepts for Cathedral Square.

- **Image and Identity**  
The image of a square should be tied to an identifiable element. In this case the Cathedral gives identity to the entire community.
- **Attractions and Destinations**  
People should be drawn to the square throughout the day. Numerous areas, both large and small, provide spaces for activities.
- **Amenities**  
The conceptual designs only begin to suggest amenities that would be provided but site furniture, lighting and art can all create a setting for social interaction.
- **Flexible Design**  
Flexibility is built into a design to respond to natural fluctuations and changes in the square's use.
- **Seasonal Strategy**  
The space can be adapted from one season to the next through displays, art, sculpture, outdoor markets, cafes and local retail activity.
- **Access**  
The square is easily accessible by foot as well as by vehicle. The reconnected Westminster Street will be a major east-west route and minor north-south routes are restored.
- **Reaching out like an Octopus**  
The influence of the square can start at least a block away so people are enticed to move toward the square. The Cathedral towers and the sense of the square are visible from a distance and streets, sidewalks and ground floors lead into it.
- **The Central Role of Management**  
The square design considers maintenance and the public/private roles involved in keeping it safe, clean and lively.

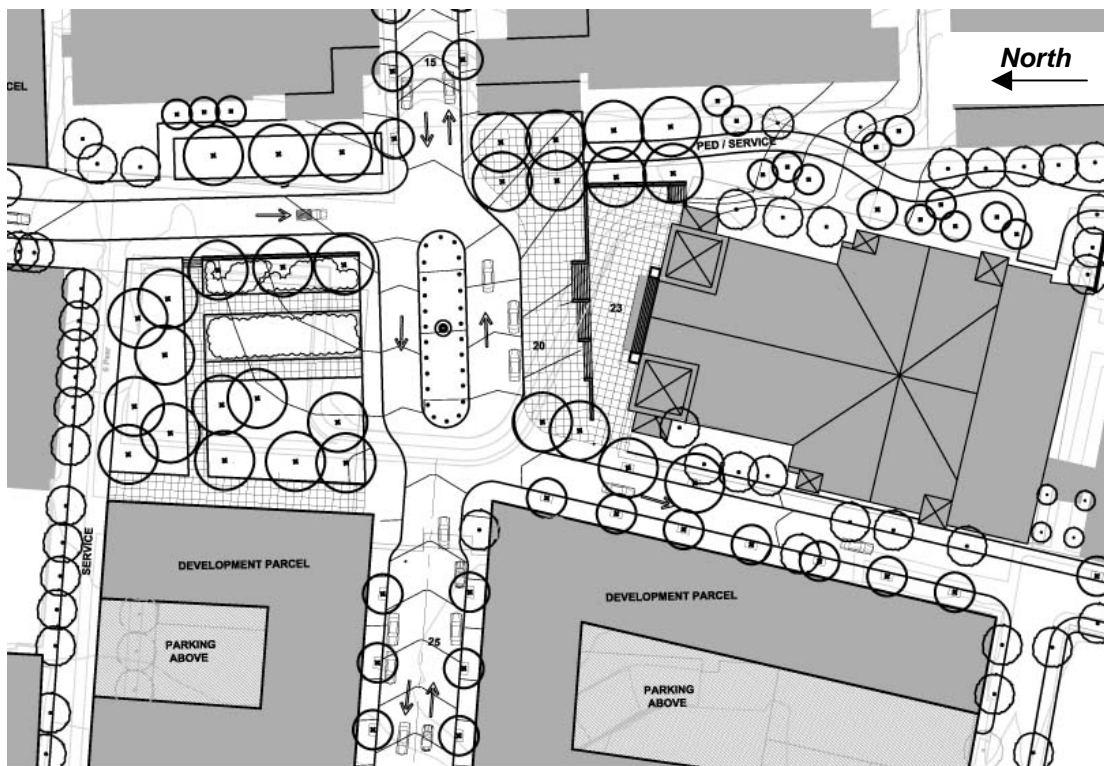
<sup>1</sup> Project for Public Spaces, "Ten Principles for Creating Successful Squares" 2006



In addition there has been concern for trees and other vegetation in the Square and the surrounding area. Trees are important elements of the streetscape for existing and new streets. Square concepts all include tree shaded plazas and other green spaces.

The following examples selected from the variety of schemes presented at the second stakeholder meeting illustrate different approaches to the conceptual design.

The Figure 6 design option has a central sculptural element in a median island in Westminster Street in front of the Cathedral, a large park area and new development on the west side. Streets, park and new development with street level retail would generate activity. Buildings to the north and east remain static with little transparency or outside activity but the side yards of the apartment buildings and a park-like Winslow walkway can provide attractive green spaces.

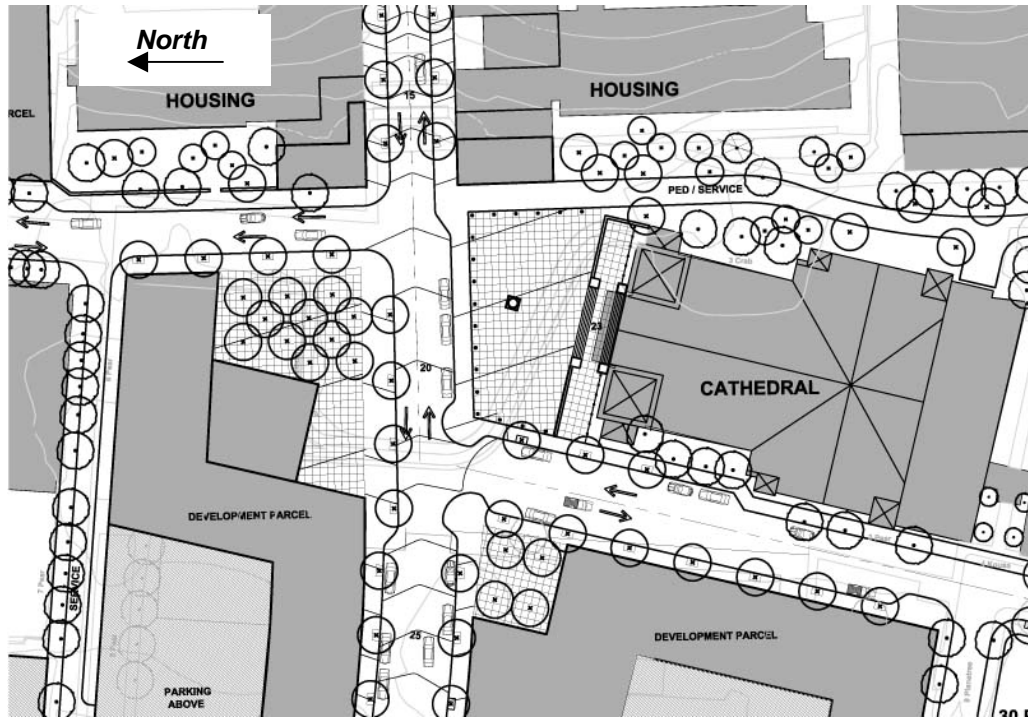


**Figure 6: Cathedral Square Urban Design Scheme 1**

The Figure 7 scheme transforms and vitalizes the Square with its architecture as well as urban plazas. Fenner Street focuses on a critical architectural component of the west side development. Additions to the existing apartment blocks on the east side are important architectural elements particularly from the west approach but generally for revitalizing the east side of the Square. A special entrance or plaza area at the south west corner is critical to the design of that development parcel and the setting of the Cathedral. Westminster Street transects the large plaza open on the Cathedral side and tree covered or more parks like on the north side.







**Figure 7: Cathedral Square Urban Design Scheme 2**

The Figure 8 scheme develops the design with grading and a variety of identifiable sections of the Square. Cathedral steps surround a large sculpture or large platform or planter. Treed plazas provide different sitting areas and views. New buildings on the west, additions on the east and a smaller building specifically related to the park and plaza can provide the necessary street level activity.



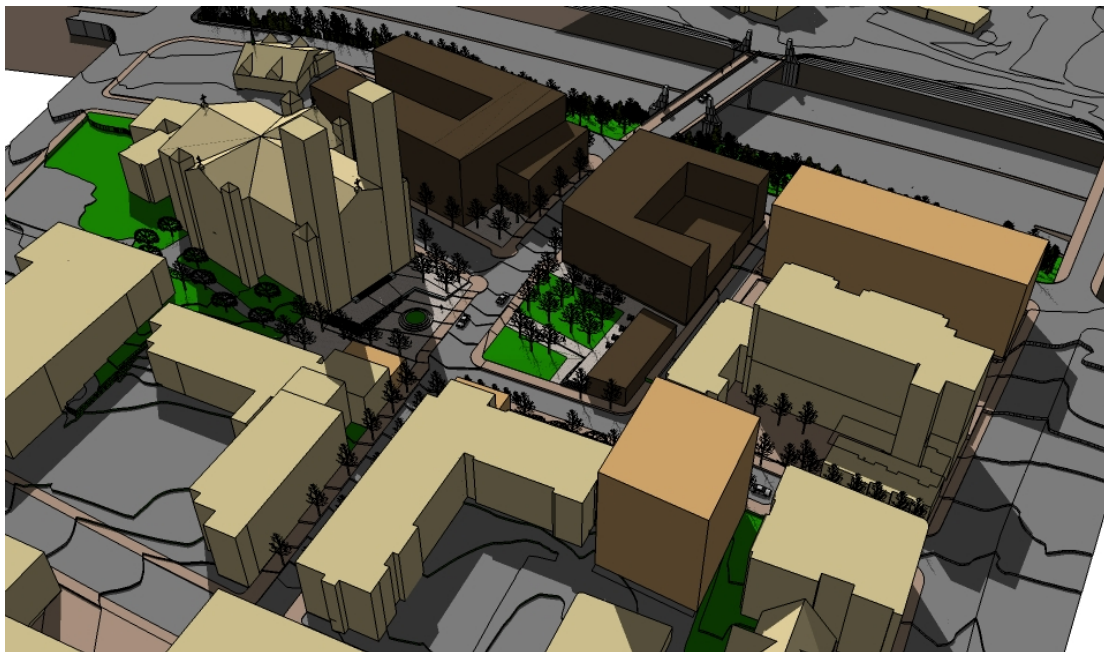
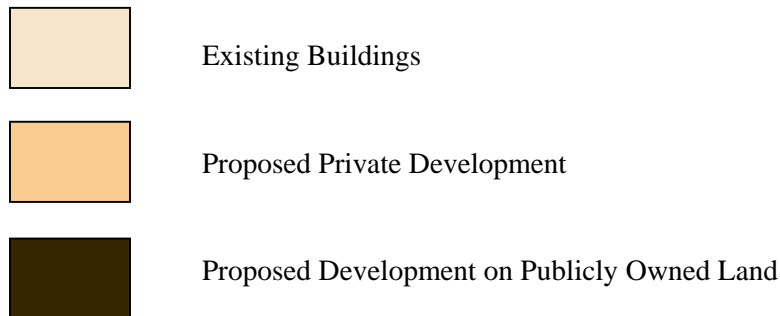
**Figure 8: Cathedral Square Urban Design Scheme 3**

## CONCEPT DESIGN STUDY WITH 3-D COMPUTER MODELING

A computer 3-D modeling program (SketchUp) was used to study and illustrate the organization and massing of buildings and other architectural elements in the Cathedral Square area. The program allows a designer to explore a space as it is being designed and to make changes based upon the space from external viewpoints as well as walking or driving positions. The result is an abstraction of the proposed development that is very helpful in understanding relationships and sizes.

The following eight images are stills depicting various views of and within Cathedral Square and the surrounding study area.

Note: The existing buildings (tan) close to the square are shown with rough but realistic wall and roof shapes but the proposed buildings are building envelopes. Grade changes are shown as contour lines that appear step-like but represent the sloped ground plane.



3-D Model Image 1





**Image 1: Aerial view looking SW**

- Central, prominent location of the Cathedral
- Westminster as the central through 2-way street
- Jackson as 2-way street from Washington to Westminster
- Fenner as 2-way street from Broad to Westminster
- Proposed buildings define the shape of the square and fill vacant parcels

**3-D Model Image 2****Image 2: Aerial view looking SE**

- Westminster Street curves from Franklin to the east side of the square
- Franklin Street in its existing location with large development parcels with 7-8 stories
- New south building steps back for view of the Cathedral towers
- Westminster Street Bridge with broader south sidewalk
- Special lighted bridge piers mark and identify the bridge from Westminster Street and from I-95
- Broad well landscaped slope of I-95





**3-D Model Image 3**

**Image 3: Aerial view looking NW**

- Winslow Street as a park-like walkway to the right (east) of the Cathedral.
- Jackson as a two-way street with some on street parking.
- A two-story building on the north side of the square is related to the park but does not block light to the existing apartments behind.



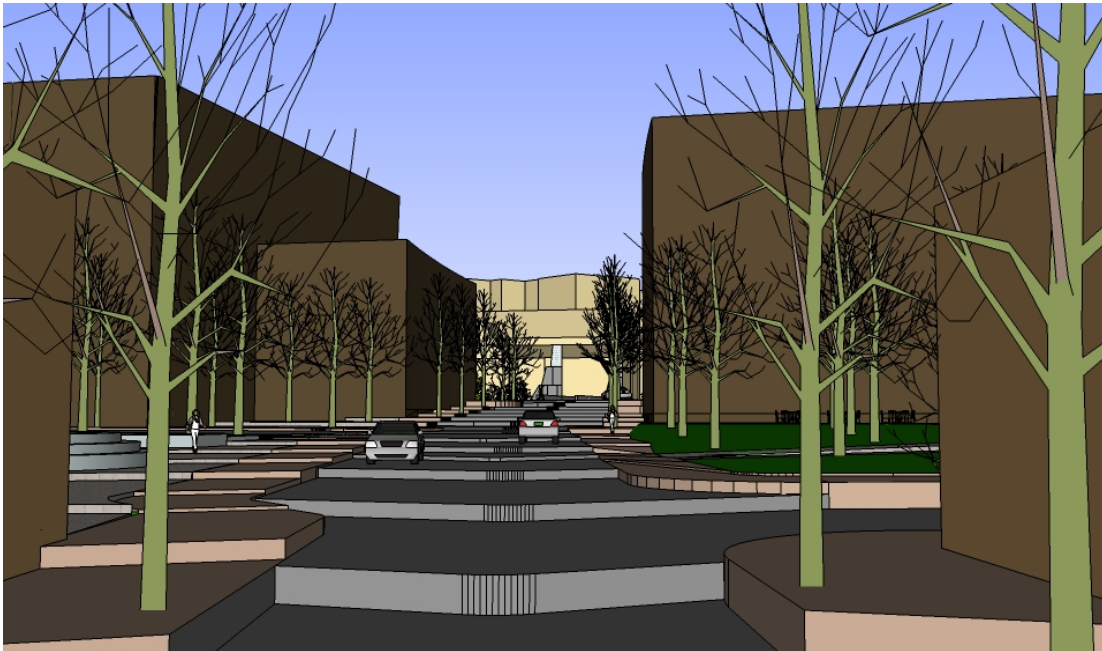
**3-D Model Image 4**

**Image 4: Eye-level view looking toward the park from Fenner Street**

- Fenner Street as a two-way street connecting Broad St to the Square.



- A two-story building on the north side of the square and park
- The Cathedral is out of view but directly to the right



**3-D Model Image 5**

**Image 5: Looking into the Square toward Westminster Bridge from Westminster Street**

- Westminster Street opens into the Square's urban and park-like plazas
- New development frames view to Westminster Street bridge and All Saints Church and Westminster Apartments on west side of I 95
- Bridge piers as special identifiable elements. Westminster Street curve so that only one pier is visible
- The Cathedral out of view but ahead and to the left.

*Note: contour lines appear as steps but represent sloping planes.*



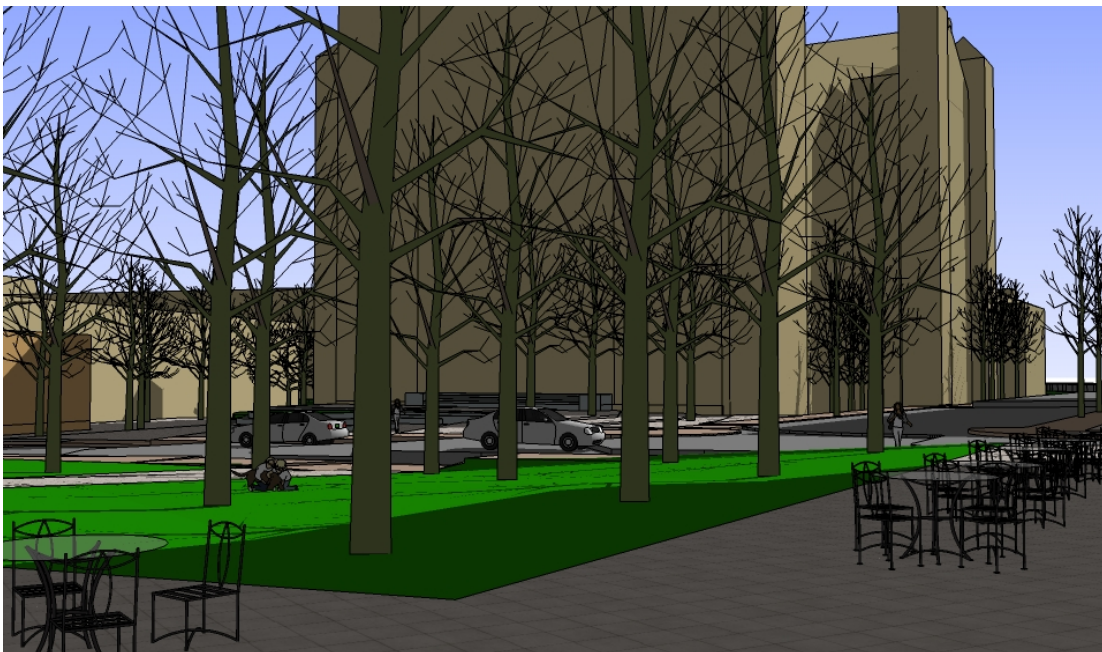




3-D Model Image 6

**Image 6: Looking toward the Cathedral from Jackson Street**

- Approaching the best front view of the Cathedral
- Jackson Walkway as a vehicular street continuing to Winslow as pedestrian way.
- Most of the existing street trees along Jackson Walkway are retained.

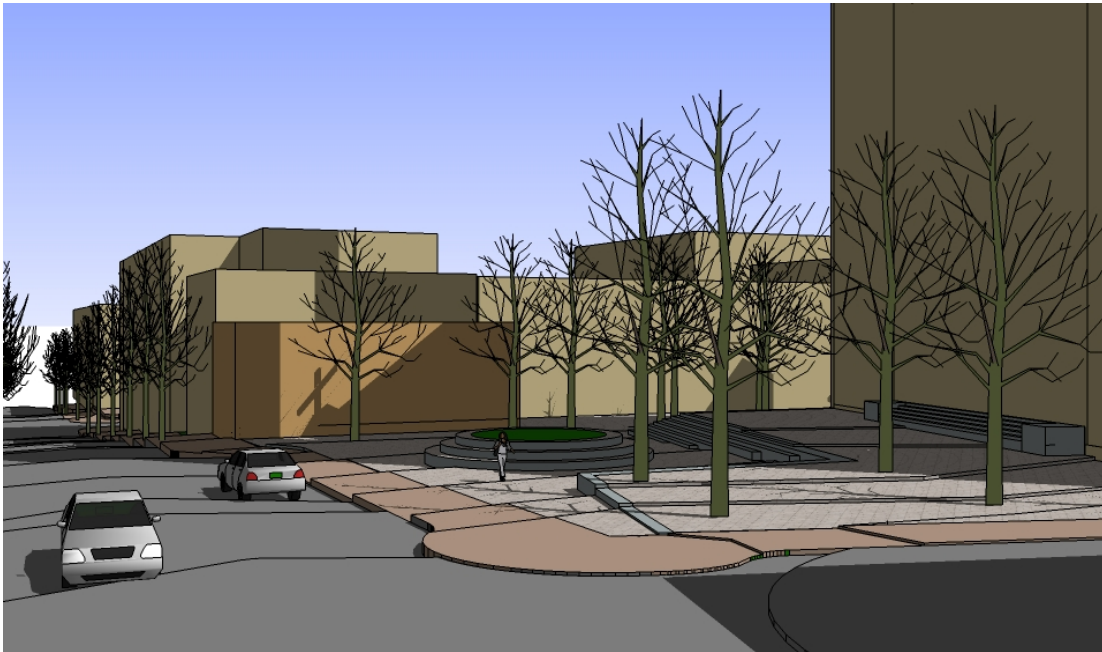


3-D Model Image 7



**Image 7: Looking toward the Cathedral from an outdoor cafe**

- The park at Cathedral Square is a mix of ‘green space’ and paved plaza areas.

**3-D Model Image 8****Image 8: Looking east past the Cathedral down Westminster Street**

- View down Westminster toward Downcity
- Steps up to the Cathedral make separate plaza areas
- Lower level plaza with planter, fountain or other sculptural focal point.

**PARKING**

Available on-street, surface and structured parking is limited in Downcity Providence. Although the stakeholder group indicated that two-way traffic circulation is more critical than on-street parking, the demand remains high, especially when weddings, funerals, and holiday masses are celebrated at the Cathedral. With projected development of mixed use, including residential units, the parking demand will increase. Three parcels currently used as surface parking by the Diocese, are recommended for consolidation with the Chancery/McVinney parcel. As the area becomes more attractive for development, a privately owned 75-car surface lot may be redeveloped, thereby reducing further the availability of parking in the project area.

On-street and off-street structured parking were considered as part of the Cathedral Square Feasibility Study. As indicated in Table 2, a net increase of 67 on-street parking spaces may be anticipated in the study area. It is likely that this number would be reduced during design phases to designate *No Parking* in drop off zones, at hydrants and within loading zones.



**Table 2: Existing and Proposed On-Street Parking**

	<b>Existing On-street Parking</b>	<b>Proposed On-Street Parking</b>
Greene Street	53	41
Jackson Walkway	0	4
Fenner Street	0	19
Westminster		
Franklin Street retained	0	19
Franklin Street relocated	0	25
Franklin Street		
Franklin Street retained	0	39
Franklin Street relocated	0	31
<b>TOTAL</b>	<b>53</b>	<b>120 to 122</b>

With two-way traffic on Greene Street, angled parking would be converted to parallel parking. On-street parking would be possible on Franklin Street with reduction of travel lanes from three to two. The burden of proof will be on the project proponent to demonstrate that on-street parking with two travel lanes would provide public benefit (see RIDOT coordination, below).

Several of the development parcels identified through this study may be suitable for construction of a parking garage, or may be suitable for construction of a mixed use building with underground parking, first floor retail, and upper level residential or office development. Direct garage access from Franklin Street and the I-95 ramp system, would reduce traffic volumes while encouraging dynamic pedestrian-oriented city streets. (See later section on Potential Development Parcels for more details)

Although an underground parking garage was considered at Cathedral Square, this option was dropped from further consideration. A 7-level, 1,400-car underground parking garage was constructed in 1991 at Post Office Square in Boston at the cost of \$45,000 per space. As construction costs have increased dramatically in the past 16 years, similar construction in Boston would cost significantly more in 2007. Construction of a similar structure in Providence would be less than the cost in Boston, however, as local land values are lower. Daily parking rates at the Post Office Square garage are \$33 for 2½ hours, a rate that is not cost effective compared to rates at Providence structured parking lots. Additional construction measures would be required to assure that the foundation of the Cathedral, a structure listed on the National Register of Historic Places, would not be adversely affected during construction. Increased traffic volumes would be required in Cathedral Square to access an underground garage as the site would not have an entrance on Franklin Street and the I-95 ramp system. The layout of the proposed plaza at Cathedral Square would be defined more by parking structure dimensions (minimum 242 feet by 122 feet in width), than on urban design initiatives to create a dynamic public space with lively street fronts. Parking garage ramp access would further decrease public plaza space. Construction of an underground parking facility beneath Cathedral Square is not considered feasible at this time.

Adequate minimum dimensions for a parking garage would be created by assembling a publicly-owned parcel created by relocation of Franklin Street with an adjacent privately-owned surface parking lot. A public-private partnership, acquisition, or other agreement would be required to construct a garage on these parcels. Approximately 290 spaces could be provided in a five-story parking garage with this dimension. A parking garage at this location



would have convenient I-95 access via the service road / ramp system and would be convenient to Downcity Washington Street destinations.

## **RIDOT COORDINATION**

The Rhode Island Department of Transportation is represented as a Cathedral Square stakeholder and will continue to be a key player in implementation of several components of Cathedral Square recommendations.

Robert Smith, PE, RIDOT Road Design Managing Engineer, indicated that the State would not be opposed to dispensing with public right of way for relocation of Franklin Street, but stressed that the applicant must satisfactorily document the benefit to the State. He further indicated that parking is prohibited on state bridges and that there is no prohibition of parking on service roads. Again, he reinforced that it would be up to the applicant or project proponent to demonstrate that Franklin Street and Westminster would adequately function with two travel lanes.

Several project features will require direct RIDOT participation through the funding, permitting and approval process. If Franklin Street is retained on the same location, project plans include streetscape improvements and on-street parking. If Franklin Street is relocated, maintenance and protection of traffic during construction will be a primary concern for RIDOT. Physical Alteration Permits will be required on Franklin Street for curb cuts to restore Westminster Street and to provide access to North and South Parcel development. Landscaping on I-95 side slopes will require RIDOT participation, funding and support for design, construction and maintenance. On the Westminster Street bridge, RIDOT participation will be required to reduce the number of travel lanes to two lanes, widen the eastbound sidewalk, install, plant and maintain planter boxes, construct pylons, and construct lighting installations.





## COSTS

One of the primary considerations in determining project feasibility is to determine the cost of implementation. The Pare Corporation and Bradford Associates have compiled opinions of probable costs for project recommendations. Costs are presented for demolition of the Roman Catholic Archdiocese of Providence's Chancery (office building) and attached McVinney Auditorium and for construction of roadway, plaza, and associated infrastructure improvements. Costs are NOT presented for property acquisition or for construction on designated redevelopment parcels.

### BUILDING DEMOLITION

Pare Corporation engineers have prepared opinions of probable cost for demolition of the Chancery office building and adjacent McVinney Auditorium. This opinion is based on a December 4, 2006 site investigation of the building, interview with the building superintendent, and review of building plans and an Odeh Engineers Inc. report. The report was prepared following a March, 2006 water main break on Franklin Street that caused substantial damage to the northwest parking lot but no significant damage to the building.

Three demolition costs were prepared at the request of the Providence Foundation. Opinions of probable costs are presented in Table 3. Costs also include grading as part of site restoration. The option to demolish the central section of the office building with demolition of the auditorium / parking garage includes the cost to restore the building façade and construct stairwells and elevators. The cost for this option does not include estimates to install new heating, ventilation and air conditioning, electrical installations to serve the facility (with demolition of National Grid's Vault 76), or to upgrade the sprinkler system in accordance with state building code requirements. Note that demolition of the auditorium and parking garage would not enable restoration of Westminster Street as a through way.

**Table 3: Chancery and McVinney Auditorium Opinion of Probable Demolition Cost**

<b>Project</b>	<b>Cost, Exclusive of Acquisition</b>
Demolition of entire office building and auditorium	\$2.18 million
Demolition of center portion of office building and auditorium, with façade restoration	\$2.35 million
Demolition of auditorium and parking garage only	\$930,000

### ROADWAY / PLAZA AND LANDSCAPING / BRIDGE TREATMENT

Opinions of probable costs have been developed for roadway and landscaping elements for the two proposed design concepts illustrated in Figures 3 and 4. These opinions of probable costs were based on the bids of recent RIDOT projects that are similar in nature. The unit prices were adjusted, based on differences in quantities, combined units of measurements, site-specific construction methods, as well as current industry prices. These opinions of



probable costs are for 2007 and must be escalated for future years with appropriate Consumer Price Indices or other accepted cost estimating methods.

Major items have been included in developing cost projections. For roadways, demolition of the existing surface, grading, roadway construction, sidewalk construction, granite curbing, utility relocation, ornamental lighting, and tree removal and planting were considered. For the plaza and other landscaped areas projected costs include concrete pavers, stone retaining wall, a sculpture, stone steps, site furnishings, and ornamental lighting. Costs were also developed to reduce the Westminster Street bridge to a two-lane roadway with a wide sidewalk on the south side, planters, pylons, and to install special lighting on the Westminster and Washington bridges. Costs were also developed for robust planting along the I-95 side slope.

A 25 to 35 percent contingency has been assigned to each item to account for unknowns and to more accurately project costs. A high contingency has been used for the Westminster Street segment between Empire Street and Greene Street because of the high number of utilities that could require relocation. A 25 percent contingency was used for the relocation of Franklin Street as this estimate considered wall construction in more detail than other roadway segments. Consistent with standard engineering practice for a project at the feasibility stage, a 30 percent contingency was used for the remainder of the project area. A 15 percent engineering and design fee has been included for each option.

Detailed cost estimates are presented in Appendix C. Table 4 presents a cost summary of the two options to retain Franklin Street in its current location or to relocate it adjacent to I-95. Costs do not include property acquisition.

**Table 4: Roadway and Plaza Opinions of Probable Costs**

	<b>Cathedral Square Options with Franklin Street Retained</b>	<b>Cathedral Square Options with Franklin Street Relocated</b>
Westminster Street - Empire to Greene	\$394,300	\$394,300
Westminster Street - Greene to Square	\$308,700	\$308,700
Westminster Street - Square	\$1,267,600	\$1,267,600
Winslow Street-Walkway	\$121,400	\$121,400
Westminster Street - Square to Bridge	\$220,500 (Franklin Street same alignment)	\$248,300 (Franklin Street relocated)
Westminster Street Bridge	\$399,600	\$399,600
Washington Street Bridge	\$93,600	\$93,600
Greene Street	\$322,400	\$322,400
Jackson Walkway - 2-way	\$136,500	\$136,500
Fenner Street - 2-way	\$262,500	\$262,500
Alley/ Service Road	\$58,000	\$58,000
Franklin Street	\$249,100 (same alignment)	\$3,703,200 (relocated)



	Cathedral Square Options with Franklin Street Retained	Cathedral Square Options with Franklin Street Relocated
<b>Total Construction</b>	<b>\$3,834,200</b>	<b>\$7,316,100</b>
Engineering and Design (15%)	\$575,130	\$1,097,415
<b>Construction and Design, TOTAL</b>	<b><u>\$4,409,330</u></b>	<b><u>\$8,413,515</u></b>

As indicated, the cost to restore roadways and to reconfigure the Cathedral Plaza while retaining Franklin Street on the same alignment is \$4.4 million (2007 dollars). The cost for similar roadway and plaza construction with the relocation of Franklin Street is \$8.4 million (2007 dollars).

## DEVELOPABLE PARCELS

Demolition of the Chancery and adjacent McVinney Auditorium and restoration of the Cathedral Square street network will create several parcels for both public and private development.

As indicated in Table 5, three parcels would be created for public development with retention of Franklin Street and four parcels would be created with relocation of Franklin Street. Two private development parcels are identified including a vacant parcel with frontage on Jackson Walkway and a surface parking lot on the corner of Washington and Franklin Streets. Parcels are identified in Figures 3 and 4 for options with demolition of the Chancery and auditorium. Table 5 also indicates the value of development parcels, at \$80 per square foot. Total gross floor area (building footprint \* proposed number of stories) is indicated. Proposed building heights are based on the urban design plans presented in Section 4 and are below the maximum in the D1-150 Zone.

**Table 5: Public and Private Development Opportunities**

	Building Footprint, sf	Land Value, \$80 sf <sup>1</sup>	Number of Stories <sup>2</sup>	Building GFA, sf
<b>Franklin Street retained: demolish Chancery / Auditorium, restore street network, landscape</b>				
Public Parcels				
Plaza Parcel	3,500	\$ 280,000	2	7,000
North Parcel <sup>3</sup>	21,800	\$ 1,744,000	6	130,800
South Parcel <sup>4</sup>	33,800	\$ 2,704,000	4 to 7	204,152
<b>Total public parcels</b>	<b>59,100</b>	<b>\$ 4,728,000</b>		<b>341,952</b>
Private Parcels				
Jackson Walkway <sup>5</sup>	8,300	\$ 664,000	10	83,000
Wash / Frank <sup>6</sup>	15,400	\$ 1,232,000	8	123,200
<b>Total private parcels</b>	<b>23,700</b>	<b>\$ 1,896,000</b>		<b>206,200</b>
<b>TOTAL</b>	<b>73,303</b>	<b>\$ 6,624,000</b>		<b>548,152</b>
<b>TOTAL (say)</b>	<b>73,000 sf</b>	<b>\$ 6.6 million</b>		<b>550,000 sf</b>



	Building Footprint, sf	Land Value, \$80 sf <sup>1</sup>	Number of Stories <sup>2</sup>	Building GFA, sf
<b>Franklin Street relocated: demolish Chancery / Auditorium, restore street network, landscape</b>				
Public Parcels				
Plaza Parcel	3,500	\$ 280,000	2	7,000
North Parcel <sup>7</sup>	31,100	\$ 2,488,000	6	120,600
South Parcel <sup>8</sup>	45,400	\$ 3,632,000	4-7	286,650
Franklin ROW <sup>9</sup>	14,000	\$ 1,125,360	8	112,536
<b>Total public parcels</b>	<b>94,000</b>	<b>\$ 7,525,360</b>		<b>526,786</b>
Private Parcels				
Jackson Walkway <sup>5</sup>	8,300	\$ 664,000	10	83,000
Wash / Frank <sup>6,9</sup>	15,400	\$ 1,232,000	8	123,200
<b>Total private parcels</b>	<b>23,700</b>	<b>\$1,896,000</b>		<b>206,200</b>
<b>TOTAL</b>	<b>105,178</b>	<b>\$ 9,421,360</b>		<b>732,986</b>
<b>TOTAL (say)</b>	<b>105,000 sf</b>	<b>\$ 9.4 million</b>		<b>730,000 sf</b>
<b>Franklin Street retained: retain Chancery as two buildings (demolish auditorium and Chancery center), restore roadway network, landscape</b>				
Public Parcels				
Plaza Parcel	5,000	\$ 400,000	2	10,000
North Parcel	15,800			
Chancery wing (existing)	5,000	\$ 400,000	3	15,000
Bldg (new)	10,800	\$ 864,000	6	64,800
South Parcel	28,725			
Chancery wing (existing)	7,200	\$ 576,000	3	21,600
Bldg (new)				
bldg: north end	5,525	\$ 442,000	4	
bldg: south end	16,000	\$ 1,280,000	7	112,000
<b>Total public parcels (new)</b>	<b>49,525</b>	<b>\$ 3,962,000</b>		<b>245,500</b>
Private Parcels				
Jackson Walkway <sup>5</sup>	8,375	\$ 670,000	10	83,000
Wash / Frank <sup>6</sup>	15,403	\$1,232,240	8	123,224
<b>Total private parcels</b>	<b>23,778</b>	<b>\$ 1,902,240</b>		<b>206,224</b>
<b>TOTAL</b>	<b>87,370</b>	<b>\$5,864,240</b>		<b>451,724</b>
<b>TOTAL (say)</b>	<b>87,000 sf</b>	<b>\$5.9 million</b>		<b>450,000 sf</b>
<b>Franklin Street relocated: retain Chancery as two buildings (demolish auditorium and Chancery center), restore roadway network, landscape</b>				
Public Parcels				
Plaza Parcel	5,000	\$ 400,000	2	10,000
North Parcel	24,400			
Chancery wing (existing)	5,000	\$ 400,000	3	15,000
Bldg (new)	19,400	\$1,552,000	6	116,400
South Parcel	38,000			
Chancery wing (existing)	7,200	\$ 576,000	3	21,600
Bldg (new)				
bldg: north end	8,450	\$ 676,000	4	33,800
bldg: south end	22,350	\$1,788,000	7	156,450
Franklin ROW <sup>9</sup>	14,000	\$ 1,125,360	8	112,536



	<b>Building Footprint, sf</b>	<b>Land Value, \$80 sf <sup>1</sup></b>	<b>Number of Stories <sup>2</sup></b>	<b>Building GFA, sf</b>
<b>Total public parcels (new)</b>	<b>81,400</b>	<b>\$ 6,517,360</b>		<b>465,786</b>
Private Parcels				
Jackson Walkway <sup>5</sup>	8,375	\$ 670,000	10	83,750
Wash / Frank <sup>6</sup>	15,403	\$ 1,232,240	8	123,224
<b>Total private parcels</b>	<b>23,778</b>	<b>\$ 1,902,240</b>		<b>206,974</b>
<b>TOTAL</b>	<b>105,245</b>	<b>\$8,419,600</b>		<b>672,760</b>
<b>TOTAL (say)</b>	<b>105,000 sf</b>	<b>\$8.4 million</b>		<b>670,000 sf</b>

<sup>1</sup> Source: Appraisal conducted by Integra Realty Resources, December 2006

<sup>2</sup> Parcels are zoned D1-150. Proposed number of stories is below maximum permitted building height.

<sup>3</sup> North parcel includes opportunity for an 11,000 sf on-site parking garage

<sup>4</sup> South parcel includes opportunity for an 11,100 sf on-site parking garage

<sup>5</sup> Parcel 25-405, 11,805 sf lot owned by Garden and Greene Assoc LLC (vacant)

<sup>6</sup> Parcel 25-437, 16,074 sf lot owned by Gilbane Building Company (\$7 parking lot)

<sup>7</sup> North parcel includes opportunity for an 11,000 sf on-site parking garage

<sup>8</sup> South parcel includes opportunity for a 15,000 sf on-site parking garage

<sup>9</sup> Two private and public Franklin / Washington Street parcels (Gilbane and Franklin Street ROW) could provide optimal parcel layout for a 122' x 242' 5-story parking garage for 290 vehicles.

By reconstructing the Cathedral Square street network and retaining Franklin Street on its current alignment, 59,100 square feet of land with a total value of \$4.7 million will be available for public development of three buildings. By relocating Franklin Street, a total of 94,000 square feet of land with a total value of \$7.5 million will be available for public development of four buildings.

Figure 5 presents a schematic of building footprints if the north and south wings of the Chancery are retained. If only the center section of the Chancery and the McVinney Auditorium were demolished, between 49,500 and 81,400 square feet of new private development parcels would be available for development with Franklin Street retained or relocated. The total value of those public development parcels and the value of the parcels with the Chancery wings ranges from \$4.0 to \$6.5 million. Total gross floor area of the retained Chancery wings, and proposed public and private development would range from 540,000 square feet to 670,000 square feet.

The concept of transferring the side slopes along I-95 northbound, between the Westminster and Washington Street bridges to the City of Providence for a development parcel was considered. This parcel would be bounded by I-95, Washington Street, Franklin Street, and Westminster Street. Construction would be very difficult on such a parcel due to the difficulty of construction adjacent to an interstate highway and an active interstate service road. This parcel does not have sufficient dimension to enable construction of a parking garage. Although it is unlikely that the difficulties of project construction could be returned in project benefit at this time, construction of a multistory building on this foot print could be considered in the future.

Table 6 presents a summary of project costs (excluding property acquisition) and development opportunities.



**Table 6: Summary of Public Development Opportunities and Probable Opinion of Costs**  
(exclusive of land acquisition)

	Number of Parcels	Total sf Footprint	Land Value <sup>1</sup>	Total bldg GFA, sf	Costs <sup>2</sup>
<b>Franklin Street retained: demolish Chancery / Auditorium, restore street network, landscape</b>					
Building Opportunities					
Public development parcels	3	59,100	\$ 4,728,000	341,952	
<i>say</i>			<b>\$4.7 million</b>		
Opinion of Probable Cost					
Bldg Demolition					\$2,180,000
Roadway / Landscaping					\$4,409,330
<b>Total Costs, say</b>					<b>\$6.6 million</b>
<b>Franklin Street relocated: demolish Chancery / Auditorium, restore street network, landscape</b>					
Building Opportunities					
Public development parcels	4	94,000	\$ 7,520,000	526,250	
<i>say</i>			<b>\$7.5 million</b>		
Construction Costs					
Bldg Demolition					\$2,180,000
Roadway / Landscaping					\$8,413,515
<b>Total Costs, say</b>					<b>\$10.6 million</b>
<b>Franklin Street retained: retain Chancery as two buildings (demolish auditorium and Chancery center), restore roadway network, landscape</b>					
Building Value and Development Opportunities					
Existing office buildings <sup>3</sup>		12,200	\$ 2,745,000	36,600	
Public development parcels	3	37,325	\$ 2,986,000	245,500	
<i>say</i>			<b>\$5.7 million</b>	<b>282,000</b>	
Construction Costs					
Bldg Demolition					\$2,350,000
Roadway / Landscaping					\$4,409,330
<b>Total Costs</b>					<b>\$6.8 million</b>
<b>Franklin Street relocated: retain Chancery as two buildings (demolish auditorium and Chancery center), restore roadway network, landscape</b>					
Building Value and Development Opportunities					
Existing office buildings <sup>3</sup>		12,200	\$ 2,745,000	36,600	
Public development parcels	4	69,200	\$ 5,536,000	428,650	
<i>say</i>			<b>\$8.3 million</b>	<b>465,000</b>	
Construction Costs					
Bldg Demolition					\$2,350,000
Roadway / Landscaping					\$ 8,413,515
<b>Total Costs</b>					<b>\$10.8 million</b>

<sup>1</sup> Value of developable land based on \$80/sf (appraisal conducted by Integra Realty Resources, December 2006); value of existing buildings based on \$75/sf GFA (Providence Foundation)

<sup>2</sup> Opinion of probable costs for Chancery and/or Auditorium demolition and cost of roadway construction and landscaping (2007 dollars). Does not include cost of land acquisition or building development.

<sup>3</sup> Retained 3-story north and south wings of existing Chancery office building, total 36,600 sf GFA.





## IMPLEMENTATION

During future project implementation the Providence Foundation and City of Providence should continue discussions with the Diocese of Providence regarding acquisition of four parcels. These parcels include the Chancery and McVinney Auditorium parcel and three adjacent surface parking lots.

Table 7 identifies parcels for development by either the City of Providence or private developers / property owners. With development as either apartments, mixed use, or commercial development, the tax class will change, yielding increased tax revenue for the City of Providence.

**Table 7: Cathedral Square Public and Private Development Parcels**

PL_	ADDRESS	AREA	CURRENT TAX CLASS	PROPOSED DEVELOPER
<a href="#">24 120</a>	15 Fenner St	8,233	Church	City of Providence South Parcel
<a href="#">24 123</a>	33 Franklin St	2,919	Church	City of Providence South Parcel
<a href="#">24 622</a>	43 Franklin St	45,956	Church	City of Providence North and South Parcels
<a href="#">24 623</a>	35 Franklin St	3,615	Church	City of Providence South Parcel
<a href="#">25 405</a>	58 Jackson Walkway	11,805	Vacant - Other	Garden and Greene Assoc LLC
<a href="#">25 434</a>	69 Franklin St	25,613	Municipal	City of Providence Plaza Parcel, North Parcel
<a href="#">25 437</a>	77 Franklin St	16,074	Vacant - Other	Gilbane Building Company

Potential funding opportunities to be explored by the City of Providence include utilization of Tax Increment Financing (TIF) for construction of infrastructure improvements including roadway reconstruction. By utilizing a portion of the delta between current tax revenues in the project area (potential TIF district) and anticipated tax revenue with privately-owned multistory multi-use buildings, the City of Providence would have an opportunity to fund general obligation bonds for project improvements.

The City of Providence Redevelopment Agency would likely issue a request for proposals for private development of assembled parcels, once roadway infrastructure projects are constructed.



## CONCLUSION

The Cathedral Square Feasibility Study is the culmination of previous recommendations to reconnect the street network and restore the importance of this crossroads as a prominent Providence landmark. Pare Corporation and Bradford Associates, under the direction of The Providence Foundation and the City of Providence Department of Planning and Development, and the guidance of the stakeholder group, has considered numerous options to recreate Cathedral Square as an accessible and attractive mixed use neighborhood. By reconnecting Westminster Street from Empire Street to Franklin Street as a two-way street and restoring side streets as part of the original grid system, both vehicular and pedestrian traffic and urban vitality will increase.



*By restoring connections to local streets and opening adjacent parcels to development, Cathedral Square will once again become an important Providence neighborhood and landmark.*  
*Rendering by D. Bradford*

Several options were considered in the development of this plan to achieve the objectives identified in the text box. The stakeholders and project directors emphasized the need to restore the two-way street system on Greene Street and Westminster Street. They also stipulated the importance of creating parcels for mixed use and mixed income development including affordable housing. By redesigning the square with urban plazas and public park spaces that effectively relate to the Cathedral, existing residential buildings and proposed development parcels, a more vibrant urban scene will be fostered. The proposed options also effectively reunite western neighborhoods with DOWNCITY by providing a wider I-95 bridge sidewalk on the side less

### **Cathedral Square Feasibility Study Objectives**

- Improve pedestrian, vehicular and biking connections between downtown and the western neighborhoods along Westminster Street
- Reduce the negative environmental effects of I-95 within the project boundaries.
- Connect Cathedral Square to its surroundings and redesign Cathedral Square making the square a vital, well-used center of a mixed income/mixed use neighborhood.
- Identify sites for mixed use and mixed income development including affordable housing.



exposed to cold winter winds from the north, and installation of dramatic pylons and landscape improvements on the I-95 banks. By implementing these recommendations, the perception of the bridge's length will be shortened and the bridge's distinctive identity will be visible from Westminster Street as well as from I-95. Although it was determined that a parking structure would not be a cost effective solution either under Cathedral Square or within the side slopes of the I-95 northbound right of way, increased on-street parking and opportunities to incorporate parking garages with private development may be achieved. Options addressed relocating Franklin Street to increase development parcel size or retaining Franklin Street to expedite project implementation and reduce infrastructure costs. The Rhode Island Department of Transportation would require that the public benefit be clearly defined for any option that would require use of state land including Franklin Street.

The Cathedral Square Feasibility Study has been undertaken to identify critical constraints to reconnect the street network and open up parcels for development. Based on physical features; topography; available right of way; and projected building demolition, roadway construction and landscaping costs, it appears to be feasible to redevelop Cathedral Square (with or without relocation of Franklin Street) to achieve study objectives. Assuming that McVinney Auditorium and the entire Chancery are demolished, the cost to restore the street network and implement project recommendations ranges from \$6.6 to \$10.8 million. Revenues to help fund the project could be obtained by sale of development parcels ranging in value from \$4.7 to \$7.5 million with demolition of the entire Chancery and McVinney Auditorium. The overall project could support a building gross floor area of new private and publicly developed parcels ranging from 450,000 (assuming the Chancery wings are retained) to 730,000 square feet (with total demolition of the Chancery and McVinney Auditorium and relocation of Franklin Street). Property tax revenue generated from development could potentially support a tax increment financed bond to help fund the project.



*Proposed view east on Westminster Street from I-95 bridge toward new mixed use development and Cathedral Square, Providence*  
*Rendering by D. Bradford*



Implementation, however, requires acquisition of four critical parcels from the Roman Catholic Bishop of Providence to reconnect Westminster Street and assemble redevelopment parcels. The costs associated with that acquisition have not been included in this study. Ultimate project feasibility must balance the cost of property acquisition and infrastructure improvements with future economic development opportunities for the City of Providence and quality of life for the Cathedral Square neighborhood.



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## Appendix A

### List of Stakeholders

Stakeholder Meeting #1- November 20, 2006

Stakeholder Meeting #2- January 4, 2007

Stakeholder Meeting #3- February 13, 2007





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## LIST OF STAKEHOLDERS

Alix Ogden, Providence Parks Dept.  
Ari Heckman, Cornish Associates, LP  
B. J. Dupre, Armory Revival Co.  
Bonnie Nickerson, Providence Planning Dept.  
Buff Chace, Cornish Associates, LP  
Carol Nelson, Diocese of Providence  
Christopher Ise, Providence Planning and Development  
Christopher Placco, Johnson & Wales University  
Clark Schoettle, PPS Revolving Fund  
Cliff Wood, Cornish Associates, LP  
Cncl John Lombardi, City Council  
Cncl. Balbina Young, City Council  
Dale Thompson, Providence Library  
Dan Austin, Providence Library  
David Farmer, Edwards & Kelcey  
Deborah Melino-Wender, Capital Center Commission  
Donna Cupelo, Verizon  
Donna Nesselbush/Joe Marasco, Marasco & Nesselbush  
Ed Parker, RIDOT  
Edward Broderick, Gilbane Development Co.  
Ernie Hutton, Hutton Associates, Inc.  
Fred Carpionato, 1890 House Associates  
Jack Gold, Providence Preservation Society  
Janet Keller, RI Dept. of Environmental Management  
Joan D'Agostino, Downtown Neighborhood Alliance  
Joel Boodon, Providence Parks Dept.  
Joelle Crane, The Providence Foundation  
John Bentz, Property Advisory Group, Inc.  
John Kent, Verizon  
John Nickelson, Providence Public Works Dept.  
Joseph R. Paolino, Jr., Paolino Properties  
Kari Nel Lang, West Broadway Neighborhood Association  
Kelly Coates, Carpionato Properties, Inc.  
Ken Burnett, Grace Church Apartments/c/o Bank RI Commercial Real Estate  
Laura Boulanger, Grace Church Apartments  
Lillian McGee, Verizon  
Linda Painter, Providence Planning & Development



Lisa Milano, PPS Revolving Fund  
Maria Ruggieri, Downtown Neighborhood Alliance  
Mario Olivelli  
Mark Therrien, RIPTA  
Maureen Krasnow, Providence Library  
Michael Sabatino, Diocese of Providence  
Monsignor Paul Theroux, Diocese of Providence  
Nancy Beattie, Office of Congressman James R. Langevin  
Nancy Langrall, Office of Senator Jack Reed  
Otty Westenfield, Perot Systems  
Paul Gonsalves, Statewide Planning  
Rev. Raymond Bastia, Diocese of Providence  
Rev. Robert Brooks, Grace Church  
Rev. W. Scott Axford, First Universalist Church of Providence  
Rich Blott, Office of Congressman James R. Langevin  
Richard Baccari, Sr., Churchill & Banks, Ltd.  
Richard Godfrey, Rhode Island Housing  
Richard Lappin, Regency Plaza/Chestnut Hill Realty Corp.  
Robert Gagliardi, Gilbane Development Co.  
Robert Gaudreau, Property Advisory Group, Inc.  
Robert Leaver, New Commons  
Robert McMahon, Providence Parks Dept.  
Russell Preston, Cornish Associates, LP  
Sara Cannata Emmenecker, Providence Preservation Society  
Thomas Bovis, Blue Cross/Blue Shield of RI  
Thomas Deller, Providence Planning & Development  
Thomas Niles, The Procaccianti Group  
Tony Avant, Rhode Island Housing  
Yvonne Graf, Providence City Council





## **Cathedral Square Feasibility Study**

### **Stakeholder Meeting 1**

**November 20, 2006**

### **Agenda**

#### **Dan Baudouin, Providence Foundation**

Project Introduction and Objectives

#### **Overview of Historic Survey – Jack Gold, PPS**

#### **Pamela Sherrill, AICP, Pare Corporation**

Meeting Objective

Existing Condition

#### **Sara Bradford, LA, Bradford Associates**

Past Studies/ Main Recommendations, comparisons and differences

#### **Stakeholder Discussion – Identify Components**

- Vehicular / Pedestrian / Bicycle Access Configuration
- Cathedral Square Park
- Potential Building Sites
- I-95 Slopes
- Parking Garage(s)
- Westminster Street Bridge Elements

#### **Next Steps**

Tour of McVinney Auditorium / Diocese Office Building

Thursday, January 4, 2007 - Stakeholder Meeting 2

Thursday, January 25, 2007 - Stakeholder Meeting 3

Final Plan – Mid February 2007



## MEMORANDUM OF MEETING

DATE: November 20, 2006

TO: Dan Baudouin, The Providence Plan

CC: Sara Bradford Associates

FROM: Kristin Pereira, Bradford Associates; Pam Sherrill, Pare Corporation

RE: Cathedral Square, Providence

The first stakeholder meeting for the Cathedral Square Feasibility Study was attended by 17 stakeholders, Dan Baudouin and Joelle Crane, The Providence Foundation; Pamela Sherrill and Ken DeCosta, Pare Corporation; and Sara Bradford and Kristin Pereira, Bradford Associates. Handouts included an agenda and copies of the PowerPoint presentation. A 50-scale board of existing conditions was displayed.

Dan Baudouin provided an overview of project objectives and Jack Gold, Providence Preservation Society, provided highlights of the historic survey conducted for this area. Copies of this report, 'Survey of Cathedral Square' compiled by Toby Stein, were available for distribution.

### Presentation

- See PowerPoint Presentation 'Cathedral Square Feasibility Study' 11.20.06, Pare Corporation and Bradford Associates (handout).
- Pam Sherrill explained the meeting objectives and outlined existing conditions.
  - When considering alterations to Westminster Bridge, potential constraints could include size and design of below grade bridge abutments and a possible below grade retaining wall along Franklin Street.
  - Potential subsurface parking constraints could include impacts on the structural foundation of the Cathedral and size requirements for efficient and safe parking design. Minimum efficient parking structure dimension are 242 feet in length by 122 feet in width.
  - Greene Street is approximately 42 feet wide (narrowing to 39 feet in width at the north end by the Universalist Church and New England Telephone).
  - Westminster Street walkway between the apartments is 50 feet in width (40 foot right of way).
  - Subsurface utilities, especially large CSO pipes and conduits, must be maintained at close to the current elevation. A 20" x 30" conduit on Jackson Walkway (north of the Cathedral) could be a constraint. Further information is needed on the profile of this line.

- Sara Bradford - Summary of three major recent Urban Design Studies concerned with Cathedral Square area:
  - New Cities/Westminster Crossing,
  - Connecting and Completing Downcity Providence, and
  - Congress of New Urbanism Urban Lab.

#### Discussion, Comments and Reactions regarding Six Meeting Objectives

##### Vehicular/ Pedestrian/ Bicycle Access Configuration

- There was strong interest in extending Westminster Street beyond Empire Street to Greene Street. This is currently outside of this feasibility study area. Thom Deller of Providence Planning and Development reported that that is an unfunded project in the current Transportation Improvement Program (TIP).
- Two-way traffic is preferred over one-way traffic to give motorist options. Current one-way traffic patterns severely constrain access to the area and result in more traffic on local roads. Do not be constrained with consideration of Empire and Greene Streets as one-way pairs.
- Consider Greene Street as a two-way road. Consider Westminster Street as a two-way road.
- How one- and two-way traffic patterns affect on-street parking is a major concern. It was noted that parking should not be the determining factor when considering traffic design.
- Although two-way traffic with parking appears to be preferred over one-way traffic with parking, both options should be explored.
- Opportunities for preserving additional on-street parking are preferred over bicycles lanes.
- The representative from the Diocese reports that a small (possibly 12-car) underground parking garage below the McVinney Auditorium is currently used by resident bishops. If the building is demolished, these spaces are requested to be replaced. Current grades and slope in Cathedral Square are not the 'historic' grades and slope. The Cathedral cornerstone is located in a pit.
- Minimum 10-foot wide sidewalks are encouraged and preferred by the group to both accommodate and encourage pedestrian activity such as walking, sitting and possible sidewalk cafes, etc. There is concern that adequate area be available for pedestrians, acknowledging that sidewalk space may be taken up by utilities, streetscape furniture, signage, parking meters, mailboxes, news racks, etc. In some instances, 8-foot sidewalks with minimal obstacles could be considered.

##### Cathedral Square Plaza

- The Cathedral is the center of religious life for the parish and the diocese.
- Chancery Offices are currently being used but operations may be relocated if an appropriate sales price can be negotiated.
- Cathedral and parish hall events should be considered by any future designs for the area. Funeral processions require particular traffic patterns, while weddings, graduations and ordinations may require both pedestrian and parking considerations. Funeral processions currently use the following streets: Fenner Street from Broad Street to front



of Cathedral, east side of Chancery and Cathedral Square, and north on Jackson Walkway, exiting on Washington Street.

- The Diocese owns the lot south of the Rectory and leases it to Gilbane for parking.
- Although the Cathedral is the center of religious life for a broad community, it is in need of parishioners. Higher density residential development within the area could help provide additional parishioners. Seating cathedral capacity and event schedules are available from Fr. Mancini.
- McVinney Auditorium is closed. The auditorium requires extensive renovations.
- A large transformer owned by National Grid is located in the Chancery basement.
- A heating plant for the Cathedral and Rectory is located in the basement of the Chancery. The Diocese would relocate this facility to the Rectory upon sale of the Chancery.
- The Cathedral is constructed of Portland Connecticut brownstone. Protective walkways and overhangs have been installed to protect passersby from any falling debris.
- Providence Parks Dept. now maintains the walkways within the Square. It was noted that the park is currently underutilized.
- A 1966-1967 I.M. Pei Plan is referenced and should be studied.
- There is interest in retaining as many existing 'mature' trees within the area as possible. Some concern was expressed that too many mature trees create 'dark, unsafe' areas. Adding lower (shrub and groundcover) vegetation was suggested.
- Consider making the public park a vest-pocket park similar to those in Boston's Back Bay. With visibility from adjacent roadways, use and perception of safety would increase.

#### Potential Building Sites

- Higher density, mixed income residential development is encouraged to support existing and proposed retail and to support the parish.
- Public housing financing restricts use of the two structures along Westminster Street walkway. Information will be requested.
- There is interest in exploring how existing residential buildings (facades, residents, uses, etc.) could be changed.
- Consider framing views of the Cathedral and framing streets and parks with mixed-use development.

#### Slopes (I-95)

- Highway slopes between Washington Street and Westminster Street bridges are approximately 5:1 slope (elevation drops 16 feet from Franklin Street to the NB travel lane). Site is approximately 80' x 380'. With construction of a retaining wall this could be a development parcel.
- There was a suggestion to make I-95 itself feel more 'Green,' as a Greenway into the city. It is important to consider operation and maintenance of any park or greenway concept to supervise the slopes between Franklin Street and I-95.
- Look at the option of moving Franklin Street closer to I-95 to create a larger developable site. Subsurface utilities maybe a consideration.

#### Westminster Bridge/ Connections to and from West

- Important to all.

- Suggestion to carry some kind of a pattern or design elements over Westminster Street Bridge. Structural elements at or on the bridge could act as 'gateway' elements and make the existing bridge appear shorter and more accessible.
- It was noted that decking over the bridge may be cost effective in the future, but for now 'greening' the area is suggested.

#### Parking Garage

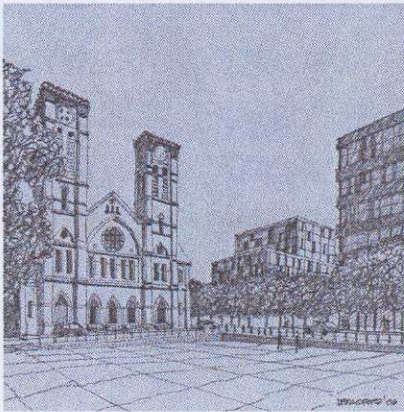
- Look at possibilities for underground parking beneath Cathedral Square. What is access?
- Identify sites for structured above ground parking.
  - Consider the current Chancery location for structured parking as it already sits higher than most of the site. This could frame the extension of Westminster Street.
  - Consider first floor retail with above ground parking levels.
- Consider subsurface parking below mixed-use development.

#### Further Comments and Concerns

- It was requested that sustainability be considered in future designs. These considerations may be beyond this feasibility study, but interest and consideration in sustainability should be noted.
- How do climactic factors such as wind, sun, rain, and snow affect how the site would be used? Where are people comfortable? Where would they gather? It was noted that north and northwest winds make crossing the Westminster Street bridge particularly unappealing in the winter. Windy conditions within Cathedral Square were also noted.
- The feasibility study should consider snow removal and how buildings are serviced (loading zones, trash).
- Increased residential use (especially higher end) will increase the need for parking.
- Will Jackson Walkway be vehicular, pedestrian, or multi-use?
- A concern was expressed over 16-story building heights purposed by Sasaki on the east side of the highway and 12-story heights proposed to the west. It was suggested that building heights within the Cathedral Square area relate to and accommodate the height of the historic Cathedral and its spires. Maximum building heights under current City zoning in the project area east of the highway is 175 feet.
- Consider less open space within Cathedral Square and more development.
- It is noted that there are approximately 1,200 to 1,400 residential units in the immediate area.

#### Next Stakeholder Meeting

- Thursday, January 4, 10:30 AM, Chancery conference room (to be confirmed).



# Cathedral Square Feasibility Study

## Stakeholder Meeting 1

November 20, 2006

Please Sign In!

Name	Address	E-mail
John Bentz	4 CATHEDRAL SQ	JBENTZ@PABINC.COM
MARIO OLIVELLI	5 CATHEDRAL SQ.	MOLIVELLI@GOANDIANPM.COM
Tony A Vant	44 Washington Street	Tavant@Rhousing.com
Janet Keller	50 Willow St	janet.keller3@verizon.net
Kari Lang	WBNA 1500 Westminster	Karid@wbna.org
Joelle crane	Prov Fdn. 30 Exchange Ter. Prov 02903	jcrane@provfoundation.org
Deborah Melino-Wender	Capital Center 30 Exchange Ter	dewender@capitalcentercommunity.com
NOEL BOODON	DEPT. PUBLIC PARKS	joclb25@earthlink.net
JACK GOLD	Prov Preservation Society	jgold@ppsr.org
BOB GALLAGHER	GILBANE	RGALLAGHER@Guerneville.com
Sara Emmenecker	Prov Preservation Society	semmecker@ppsr.org
RICHARD LAMARCA	RENEWAL ALAZA	RLAMARCA@ChestnutHillRENEW.com
Clark Schott	24 Meetej St	ppsr.org
B S Dupre	1570 Westminster st	BSDupre@ArmoryRenewal.com
Lisa Milano	24 Meetej St	Milano@ppsr.org
Arthur Lima	76 Dorrance St / 114 Westminster	Arthur@RadnorProperties.com
GREG SPIESS	FOUNDERS AND KEYES 166 KEYES ST BURGON, PROV. 02905	GSP1855@GMAIL.COM





## **Cathedral Square Feasibility Study**

### **Stakeholder Meeting 2**

**January 4, 2007**

### **Agenda**

**Dan Baudouin, Providence Foundation**

**Pamela Sherrill, AICP, Pare Corporation**

Summary of November 20, 2007 meeting

Meeting Objective

Data Collection

Cost Summary

**Sara Bradford, LA, Bradford Associates**

Options

### **Stakeholder Discussion - Selection of Preferred Option**

### **Next Steps**

Thursday, January 25, 2007 - Stakeholder Meeting 3

Final Plan – Mid February 2007

#### ***Cathedral Square Project Objectives***

- *Vehicular / Pedestrian / Bicycle Access Configuration*
- *Cathedral Square Park*
- *Potential Building Sites*
- *I-95 Slopes*
- *Parking Garage(s)*
- *Westminster Street Bridge Elements*



## MEMORANDUM OF MEETING

DATE: January 4, 2007

TO: Dan Baudouin, The Providence Plan

CC: Ken DeCosta

FROM: Kristin Pereira, Bradford Associates; Pam Sherrill, Pare Corporation

RE: Cathedral Square, Providence

The second stakeholder meeting for the Cathedral Square Feasibility Study was attended by over 25 stakeholders; Dan Baudouin, The Providence Foundation; Pamela Sherrill, Pare Corporation; and Sara Bradford and Kristin Pereira, Bradford Associates. Handouts included an agenda and copies of the PowerPoint presentation. Two 50-scale boards containing various options of three design alternatives were displayed. Sign up sheet (PDF), Agenda, and handouts are included by reference.

Dan Baudouin welcomed stakeholders and introduced team members.

### Presentation

See PowerPoint Presentation 'Cathedral Square Feasibility Study' 01.04.07, Pare Corporation and Bradford Associates (handout).

- Pam Sherrill, Pare Corporation project manager, presented the following:
  - Meeting objectives and project priorities developed from the last meeting
  - Information gathered during a tour of the Chancery building
  - RIDOT coordination including emphasis that for RIDOT to approve relocation of Franklin Street, an I-95 service road, the proponent must demonstrate the BENEFIT TO THE STATE
  - Data from Providence Police Department crime statistics, and updated utility information
  - Similar parks in Providence, Back Bay in Boston, Union Square in New York City, and Post Office Square in Boston (parking garage and park)
  - Preliminary cost estimates for Chancery demolition, roadway relocation/upgrade, landscaping, and bridge treatments under two alternatives, and parking garage construction
- Sara Bradford, Bradford Associates, presented design options outlined in the PowerPoint presentation and on the display boards.



#### Alternative 1

- Westminster Street straight through from Empire Street to the I-95 bridge as a two-way street
- Greene, Jackson and Fenner as two-way streets
- Winslow Street as a pedestrian/service path
- Franklin St. relocated to edge of I-95 as two-lane roadway with on-street parking
- Four plaza / Cathedral forecourt options
- Larger development parcels: residential with street level retail, structured parking with roof terraces
- Additional on-street parking
- Westminster Bridge reduced to two lanes, wider south sidewalk, large pylons and planters.

#### Alternative 2

- Westminster two-way with island in square (appropriate for monument or sculpture)
- Greene Street two-way
- Jackson and Fenner both one-way southbound
- Winslow as a pedestrian/ service way
- Two plaza / Cathedral forecourt options
- Franklin Street retained in current location as two-lane roadway with on-street parking
- Development parcels west of Franklin are commercial and or parking. Buildings frame Westminster and Washington Bridges to reduce the apparent length for pedestrians
- Additional on-street parking
- Westminster and Washington Bridges are reduced to two travel lanes, wider south sidewalk, special light poles and spectacular lighting for both
- I-95 landscape buffer

Key points presented for each alternative included the following:

- The approximate size, nature and locations for potential development parcels
- The implementation of on-street parking
- Two way vs. one way circulation
- Possibilities and limitations concerning the relocation of Franklin Street
- Explanation of various options for making Westminster Bridge more pedestrian friendly as well as more visually appealing and recognizable from both I-95 and east/ west approaches on Westminster Street
- Importance of framing Cathedral Square with appropriately designed development parcels to add vitality, safety and create a beautiful, comfortable public/private space
- How designs were developed using geometry based upon orientation with the Cathedral and/or with the proposed Westminster alignment

#### Discussion, Comments and Reactions

- It is noted that \$30,000 per parking space be used in cost estimation for above-grade parking structures.
- Requested that information be presented in the future as to what percentage of potential development parcels would be public vs. private and how would this affect the economic viability of the site.

- Developability of the parcel between I-95 and Franklin Street was discussed based on its small size, awkward shape and isolation from the square itself. Additional concerns are site access and maintenance and protection of traffic during construction.
- Would redesign of Franklin Street mandate a redesign or replacement of the Westminster Bridge? Would the abutments of the bridge be affected?  
*Response:* No, not based on information to date.
- Where would Cathedral parking be? Will this parking be adequate?  
*Response:* There is an actual net increase of on-street parking from 43 to over 100 spaces with new roadway construction.
- There is interest in stakeholders being able to ask questions and put forth comments between meetings.  
*Response:* Email questions should be directed to either Dan Baudouin ([dbaudouin@provchamber.com](mailto:dbaudouin@provchamber.com)) or Pam Sherrill ([psherrill@parecorp.com](mailto:psherrill@parecorp.com)).
- What are the future plans of the Diocese for the Cathedral? Any designs must be sensitive to Cathedral uses and assist in rekindling vibrancy for the parish. What will the Cathedral be losing and/or gaining by the redesign of the square? There is concern for accessibility to the church. What are the Church's plans for relocation?  
*Response:* The Vicar for Planning and Finance indicated that the Diocese does not have plans for relocation at this time.  
*Response:* Access to the Cathedral would improve, staging area would be provided for funeral processions on Jackson and Fenner Street, a vibrancy in the square would positively affect the parish.
- Response to the Westminster Street alignment with a median was mixed. Some find it to create a division between the Cathedral plaza and the park area. Others see it as a traffic calming device and focal point in front of the Cathedral which would be visible from Franklin Street and from Empire and Mathewson Street.
- The Cathedral itself is identified and emphasized as the desired focal point of the square.
- One speaker prefers Alternative 1 as the preferred option, including relocating Franklin Street. This would allow for superior developability to maximize revenue and development options for parcels. The 'European' feel of Alternative 1 was also noted and regarded as positive. The long distance view of the Cathedral towers is not critical to the European feel. Need to think about maximizing residential density to assure that there is 'liveliness' in the square 24/7.
- Building heights for the possible development parcels were discussed. The Cathedral towers must be seen from a distance. If building heights are lower, buildings footprints may need to increase. Current zoning dictates maximum 150-foot building heights.
- High activity levels for long periods of time within the square would increase safety as well as vitality.
- Discussion focused on the public and private aspects of park spaces. Smaller park spaces may become more private in use, precluding a comfort level with the general public. The 'notch' within the development parcels on the corner of Westminster and Fenner had mixed reaction. It is suggested that it is not large enough to have a function and may become a dark, dangerous, dirty nook. Another requested that that setback be maintained along Westminster Street to expand views from Franklin Street.  
*Response:* It is important to keep buildings as close to the Westminster sidewalk as possible to frame views of the Cathedral, to make it more inviting for pedestrians. The Fenner Street notch is a positive design feature to increase views of the Cathedral and 'carry' the plaza across Fenner Street.

- It is questioned whether an option was considered with Fenner NOT as a through street.  
*Response:* This may allow for unauthorized/illegal parking. Through traffic is important to the vitality of the square and provides access and serviceability to the Cathedral. By having a through street, parcels fronting on Fenner immediately across from the Cathedral would have doorways that contribute to the vitality of the square.
- There is much interest in further exploring options for the Westminster Bridge. Interesting, easily identifiable lighting was discussed as well as pylons that reflect the history of the area. Consider example of the Thread Bridge in Willimantic CT with frog pylons as an opportunity to provide an interesting and monumental scale “sculpture” for the Westminster Street bridge.
- It is questioned whether an option for stalls or shops on the bridge itself was looked at. Is there room for this type of treatment?  
*Response:* Designs would not preclude future consideration of this type treatment.
- It is suggested that someone with knowledge re: the design and use requirements for street cafes be consulted. What do they need to work?
- Connectivity with the West End is very important. It is important to make the bridge more attractive as a pedestrian destination. It is important to extend vibrant development from Cathedral Square to the bridge.
- Private vs. public space. By surrounding public spaces with private uses the area will be safer and better maintained with an added element of ‘ownership’. Supports Option 1A with café space, like Jackson as a two-way street. This provides the most public space since the buildings don’t look to ‘claim ownership’ of adjacent parks.
- The size of the plaza directly associated with the Cathedral should be appropriate to the size of the Cathedral itself.
- It is important to provide the value of development parcels. RFP process should be considered for development of parcels.
- Summary: More support for Alternative 1 with Westminster Street straight through, with two-way streets, and with relocation of Franklin Street/Service Road. Strong support for focusing on the costs and benefits of moving Franklin Street. Is the cost of relocating the service road offset by the benefit of the resulting large development parcels?

#### Next Stakeholder Meeting

- Thursday, February 1, 10:30 AM, Chancery conference room.



## **Cathedral Square Feasibility Study**

### **Stakeholder Meeting 2**

**January 4, 2007**

#### **Agenda**

Dan Baudouin, Providence Foundation

Pamela Sherrill, AICP, Pare Corporation

Summary of November 20, 2007 meeting

Meeting Objective

Data Collection

Cost Summary

Sara Bradford, LA, Bradford Associates

Options

Stakeholder Discussion - Selection of Preferred Option

Next Steps

Thursday, January 25, 2007 - Stakeholder Meeting 3 NOTE: RESCHEDULED FEBRUARY 1  
Final Plan – Mid February 2007

#### ***Cathedral Square Project Objectives***

- *Vehicular / Pedestrian / Bicycle Access Configuration*
- *Cathedral Square Park*
- *Potential Building Sites*
- *I-95 Slopes*
- *Parking Garage(s)*
- *Westminster Street Bridge Elements*



# CATHEDRAL SQUARE

FEASIBILITY STUDY -

JAN. 4, 2007

Please Sign In

NAME	AFFILIATION
SUSAN DOWD	Building Commission Office
KRISTIN PERCEIRA	Bradford Associates
Sara Emmenecker	Providence Preservation Society
JACK GOLD	"
GEORGE CIOE	"
BOB GALLIARDI	Churchill & Banks Companies, LLC
CHRIS PLACCO	GILBAM
Deborah Melino-Wender	JEW UNIV
Kari Lang	Capital Center
Lambri Zerva	WBNA
Paul Consalves	RIDOT
Anthony A'Vant	Statewide Planning
Sara Bradford	RI Housing
Janet Keller	Bradford Associates
Ryan Lavey	
Jocelyn Crant	Churchill & Banks
CHRISTOPHER ISE	The Providence Foundation
Thomas Deller	Providence Planning Dept.
DAVID FARMER	Providence Planning
Richard Baccari	EDWARDS AND KELCEY
	Churchill & Banks Co. LLC





## **Cathedral Square Feasibility Study**

### **Stakeholder Meeting 3**

**February 13, 2007**

### **Agenda**

**Dan Baudouin, Providence Foundation**

**Pamela Sherrill, AICP, Pare Corporation**

Construction Costs

Developable Land

**Sara Bradford, LA, Bradford Associates**

Refined Option

Sketch-up 3-D Model

### **Stakeholder Discussion - Refined Option**

Discussion of revenue sources

Advocacy

Benefits

### **Next Steps**

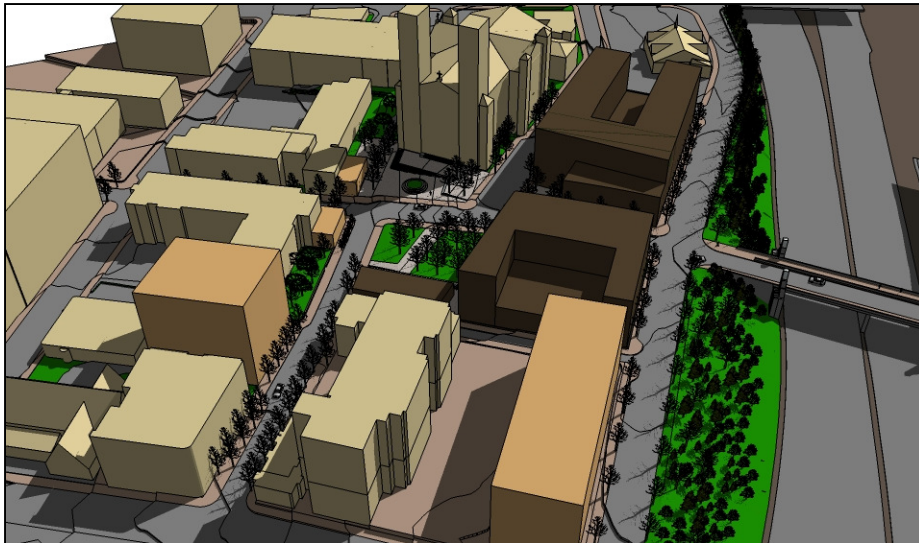
Final Plan – End of February 2007

### ***Feasibility Study Objectives***

- Improve pedestrian, vehicular and biking connections between downtown and the western neighborhoods along Westminster Street
- Reduce the negative environmental effects of I-95 within the project boundaries.
- Connect Cathedral Square to its surroundings and redesign Cathedral Square making the square a vital, well-used center of a mixed income/mixed use neighborhood.
- Identify sites for mixed use and mixed income development including affordable housing.



**Aerial view looking south.**



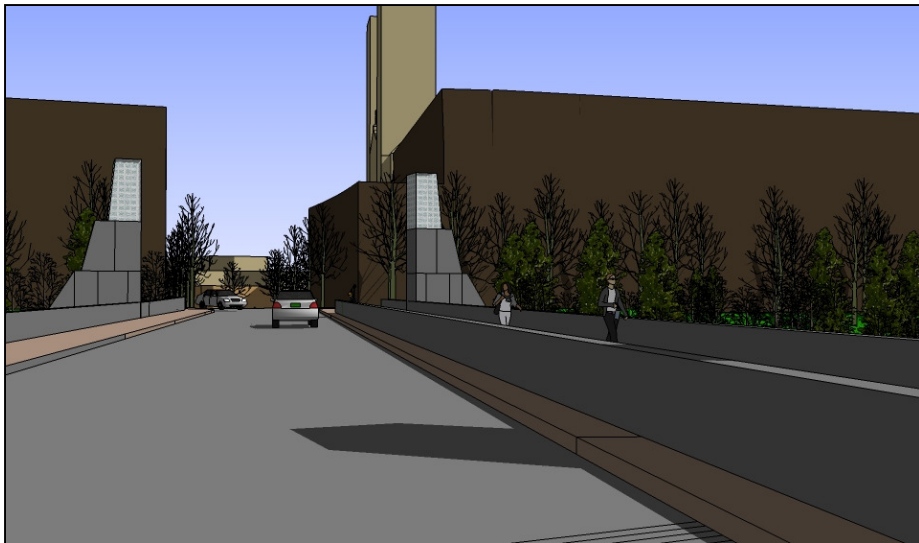
**Aerial view looking east.**



**Aerial view of Westminster Bridge.**



**Westminster Bridge looking east.**



**Westminster Bridge street level.**



**Aerial view looking north.**

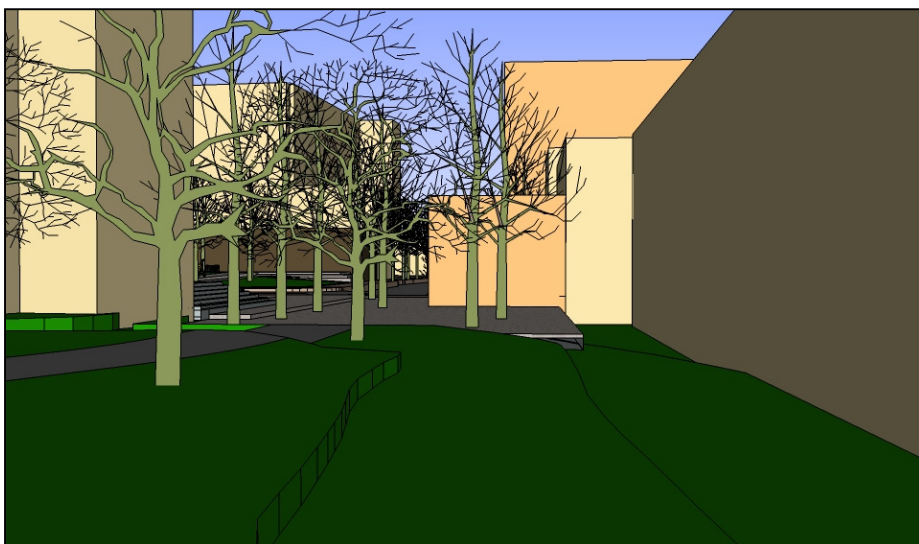




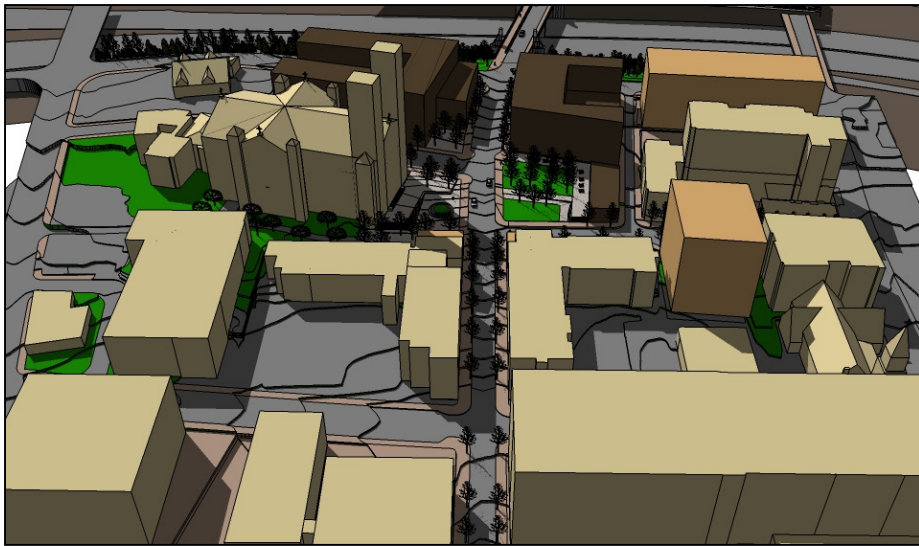
**Fenner Street at Cathedral Plaza.**



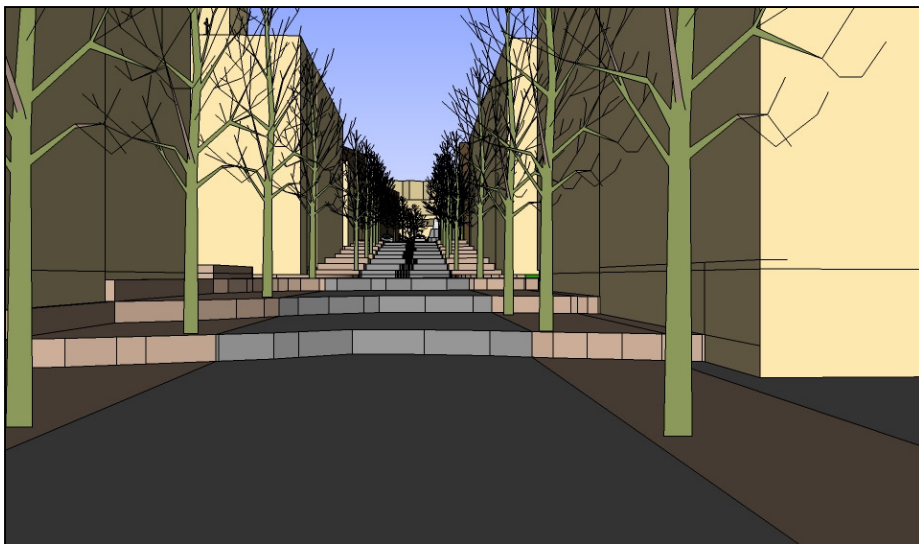
**Aerial view from Winslow Street.**



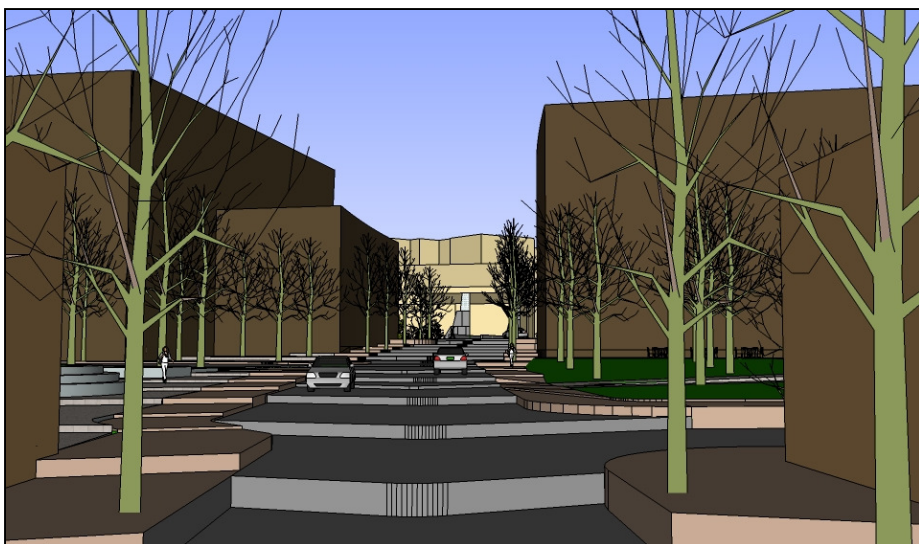
**Winslow Street.**



**Aerial view from Greene Street, looking west.**

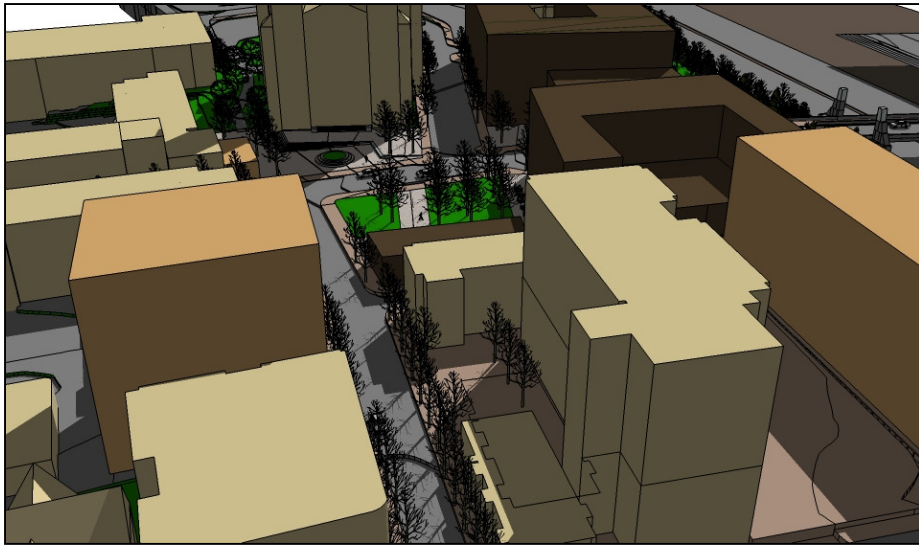


**Street level looking up Westminister, from Greene Street.**



**Westminster Street at Jackson.**

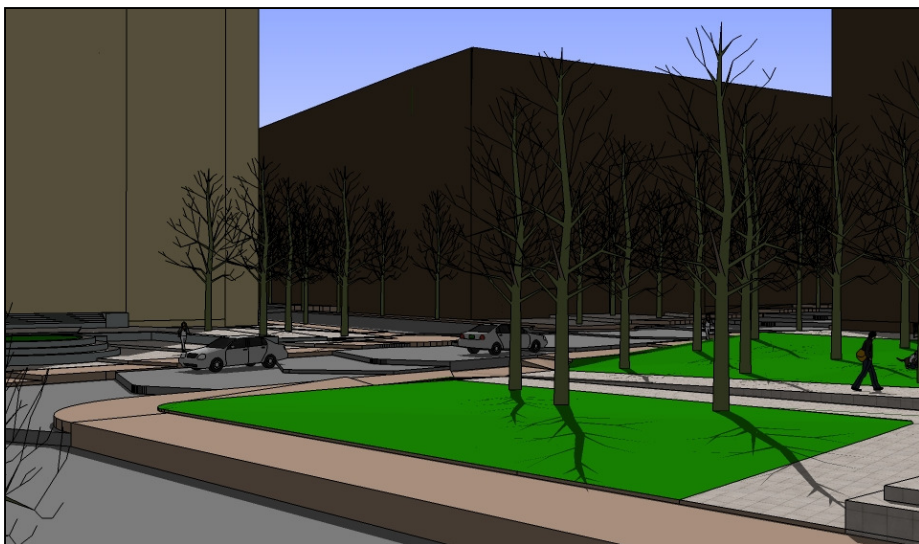




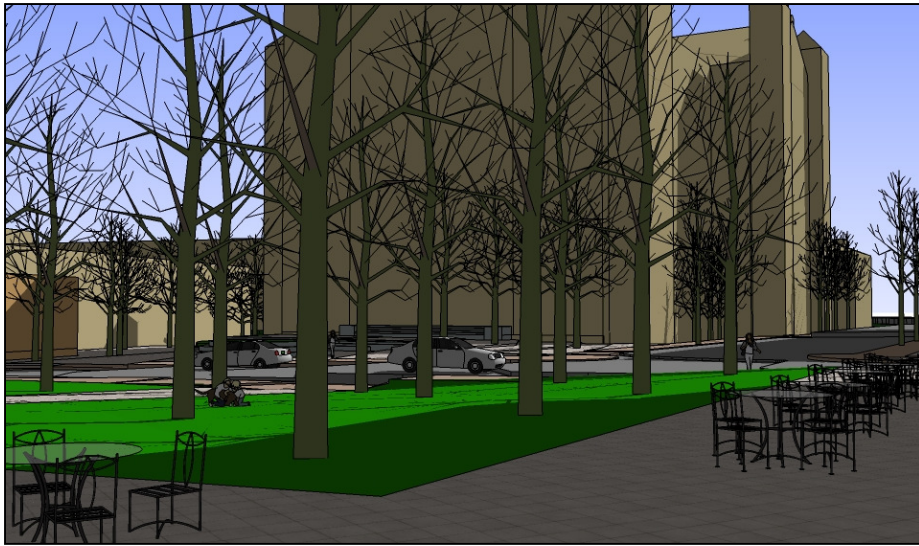
**Aerial view of Jackson looking south.**



**Street level on Jackson looking south.**



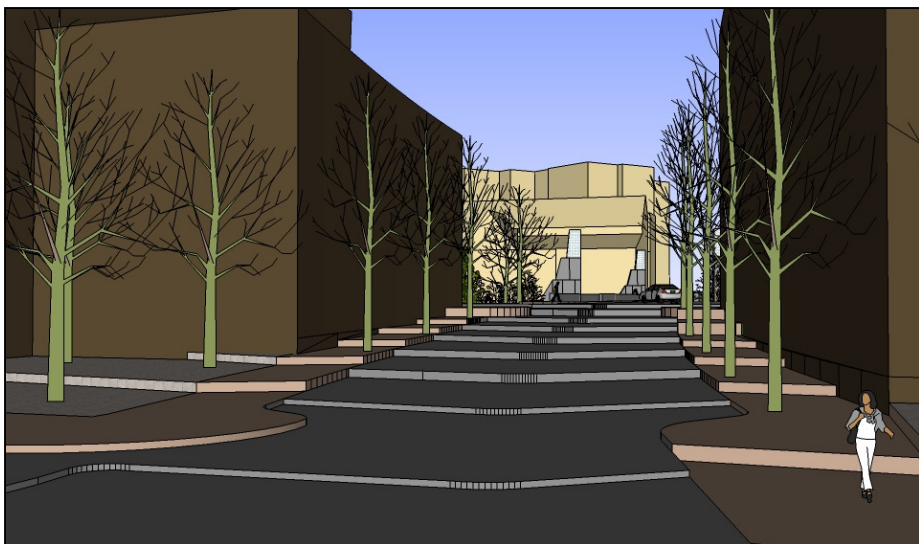
**Street level on Jackson looking through park.**



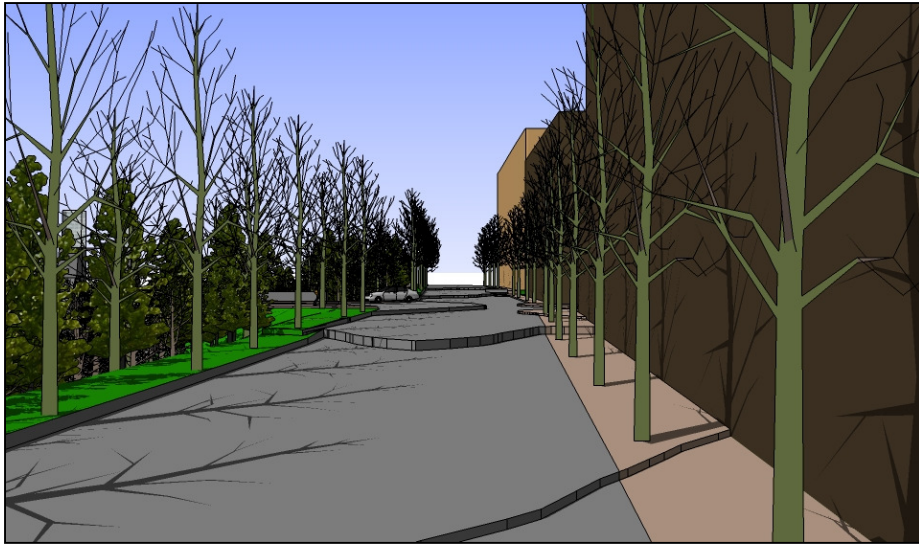
**Close- up, inside park.**



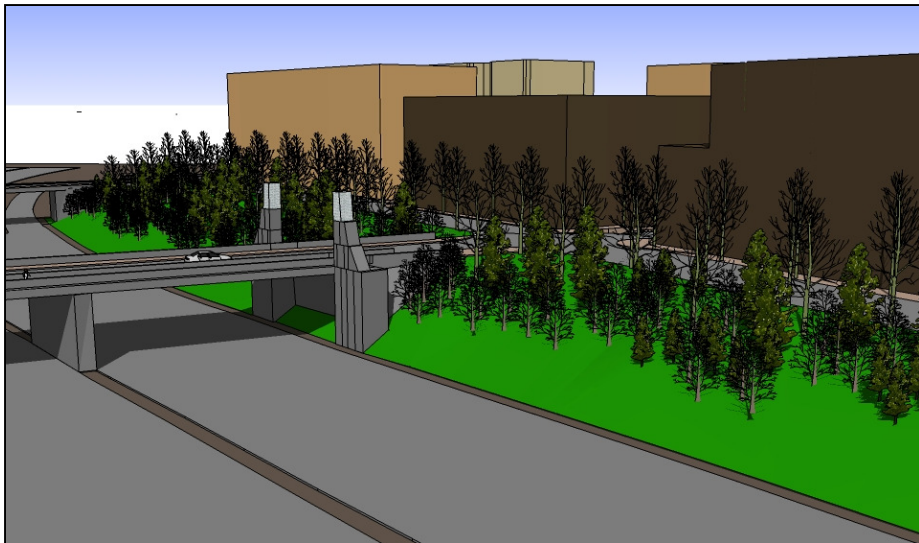
**Cathedral Plaza.**



**Westminster Bridge from park.**



**Franklin Street looking north.**



**Westminster Bridge from I-95.**





## MEMORANDUM OF MEETING

DATE: February 13, 2007

TO: Dan Baudouin, The Providence Plan

CC: Ken DeCosta

FROM: Kristin Pereira, Bradford Associates; Pam Sherrill, Pare Corporation

RE: Cathedral Square, Providence

The third stakeholder meeting for the Cathedral Square Feasibility Study was attended by over 25 stakeholders; Dan Baudouin, The Providence Foundation; Pamela Sherrill and Ken DeCosta, Pare Corporation; and Sara Bradford and Kristin Pereira, Bradford Associates.

Sara Bradford presented two options under consideration: restore roadway network with and without Franklin Street relocation. She presented a 3-D model of the proposed alternative retaining Franklin Street in its current alignment. Pam Sherrill presented information on demolition costs, costs to restore the roadway, and information on buildable parcels.

Attached are the agenda, meeting sign-in sheet, copies of cost handouts, and a copy of the revised handout with clarification on parcel value and footprints available for development (submitted to The Providence Foundation for distribution to meeting attendees on February 14, 2007).

### Discussion, Comments and Reactions

- The initial question was related to the use of \$80/SF for land costs.  
*Response:* That number came from an appraiser.
- It was suggested that the square footage of the plaza be reviewed as meeting 'Open Space and Recreation' needs for adjacent residential uses.  
*Response:* Density and the vitality of the square are a higher priority than open space and recreation.
- It was noted that 'Garden Street' label be added to any plans. (Garden Street runs between Jackson and Greene Street.)  
*Response:* Plans will be updated.

- Concern was expressed regarding the limited size of the small building parcel within the park area. Is it too small compared to the cost to build it? Can the building be higher? What is its use?

*Response:* A 2-story building has been identified to be compatible with existing land use including the adjacent apartment building.

- Concern was expressed regarding the required maintenance of the proposed landscaped slopes along I-95.

*Response:* This is a concern that will be noted.

- A suggestion was made that Fenner Street run thru the 'Park' area and that vehicular circulation is needed in this area.

*Response:* A vehicular traffic pattern around the park was considered in previous schemes and dropped from further consideration in favor of one that includes more development.

- A suggestion was made that more be spent on landscaping within the (public) plaza area and less on the I-95 slopes.

*Response:* That is a design detail to be addressed at a later stage.

- There is a discrepancy in numbers regarding footprints vs. sq. footage/ etc. Pam Sherrill to revise and send via email to meeting attendees.

- Dan Baudouin asked meeting attendees if they still think the project is worth it. Dan emphasizes that he is not discouraged by the numbers. Project has been well received by stakeholders who continue to support the project.

- Interest in further exploration of 'activity' on Westminster Bridge was expressed.

*Response:* The options presented do not preclude future consideration of building construction or other similar activity on the bridge.

- Concern is expressed for safety on Westminster Bridge. Are the lane widths too narrow?

*Response:* The 3-D image looks a little distorted. Eleven-foot lane widths are sufficient for urban streets.

- Future implementation? Who will have this responsibility?

*Response:* The City Redevelopment Agency.

- Concern was expressed for where the Chancery will go.

*Response:* An equitable agreement on relocation costs and building value must be reached between the City and the Diocese. The Diocese is responsible for determining their new office location and space needs





# Cathedral Square Feasibility Study

## Stakeholder Meeting 3

February 13, 2007

Please Sign In!

Name	Address	E-mail
Susan David	One Cathedral Sq.	sdavid@dioceseofprov.org
Lambert Zervas	RIDOT - 2 Capitol Hill	LZERVA@DOT.RI.GOV
Cory Pirolli (POL DMV UNIT)	RI Housing	cpirollierihousing.com
Sarah C. Emmenecker	PPS, 21 Meeting St.	semmenecker@ppsi.org
MARIA RUGGERI	DNA	DNA - PROVIDENCE @ HOTMIL
Rob Gardneau	5 Cathedral Sq	RGardneau@Guardianpm.com
John Benitz	4 Cathedral	PROPERTY ADVISORY GUARDIAN PROPERTY
MARIO OLIVELLI	5 Cathedral Sq	MOLIVELLI@GUARDIANPM.COM
<del>Kelley Webb Ford, 1st UNIVERSALIST CHURCH, 250 Washington St.</del>		
JOEL BORDON	RIVER PARK - PARKS DEPT	joel6125@earthlink.net
Tom Bous	BLUE CROSS + BLUE SHIELD	bous.+ebcbsri.org
DAVID FARMER	EDWARDS AND KELCEY	dfarmer@ekmail.com
Deborah Melnikoff	Capitol Center	dmelnikoff@capitolcenter.com
Christopher Ise	DPD 400 Westminster St Prov RI	cise@providence.com
Chris Placco	JWU UNIV	cplacco@jwu.edu
Jocile crane	Providence Foundation	jcrane@providencefoundation.com
Paul Gonzalez	Statewide Planning	pgonzalez@admin.ri.gov
Cliff Wood	Prov. City Council	Cliffwood06@cox.net
BUFF CHACE	CORNISH ASSOC	BUFF.CHACE@CORNISHLA.COM
Kari Lang	WBNA	Kari@wbna.org
Thomas E. Oller	city of Providence	toller@providence.ri.com
ARI HECKMAN	CORNISH ASSOC.	ARI.HECKMAN@CORNISHLA.COM
RICHARD BLOTT	Cap. Langemi's office	rich.blott@mail.house.gov

**Crime Statistics**

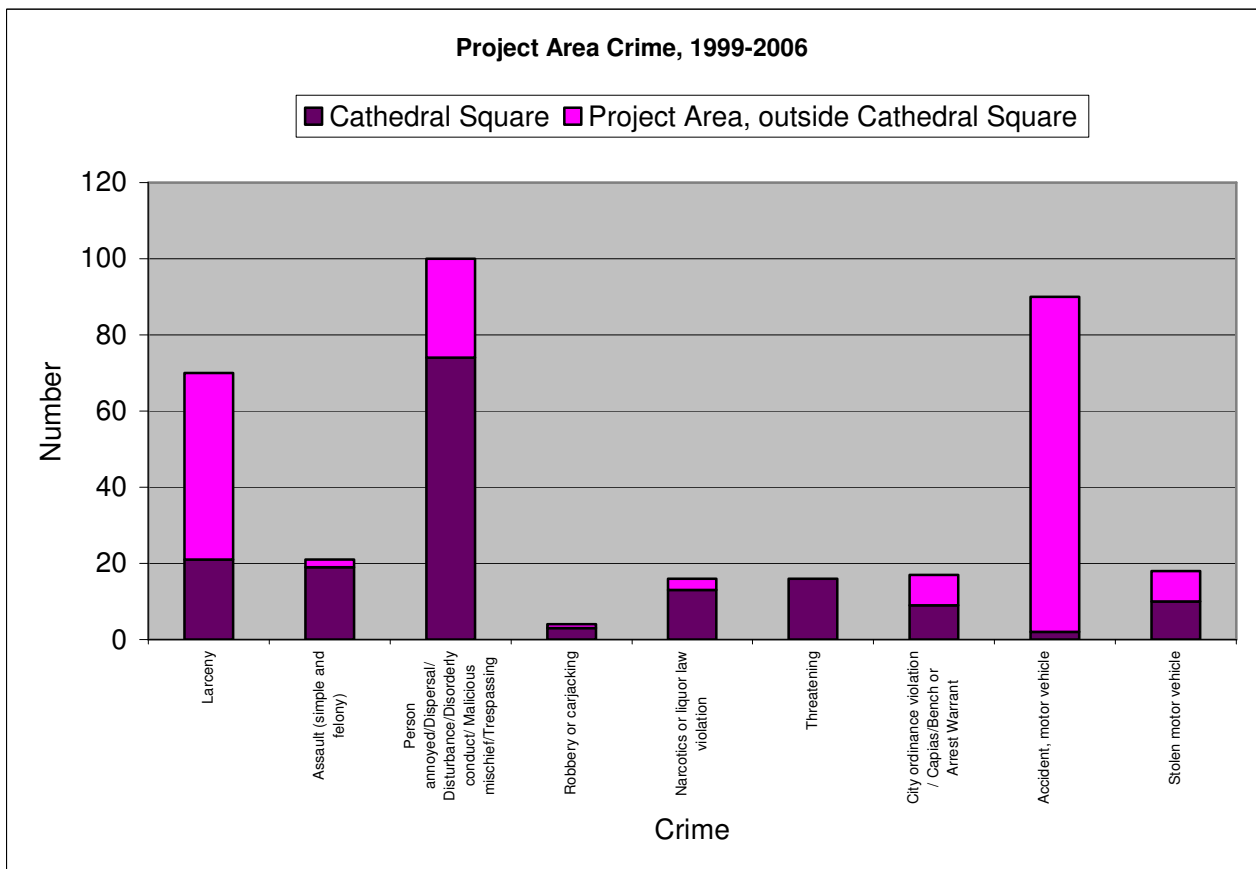




## CATHEDRAL SQUARE AREA CRIME, 1999-2006

Source: Providence Police Department

	Cathedral Square	Project Area, outside Cathedral Square	TOTAL	Cathedral Square as percent of total
Larceny	21	49	70	0.30
Person annoyed/Dispersal/ Disturbance/Disorderly conduct/ Malicious mischief/Trespassing	19	2	21	0.90
Robbery or carjacking	3	1	4	0.75
Narcotics or liquor law violation	13	3	16	0.81
Threatening	16	0	16	1.00
City ordinance violation / Capias/Bench or Arrest Warrant	9	8	17	0.53
Accident, motor vehicle	2	88	90	0.02
Stolen motor vehicle	10	8	18.00	0.56
Other	85	31	116	0.73
<b>TOTAL</b>	<b>252</b>	<b>216</b>	<b>468</b>	<b>0.54</b>



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## Appendix C

### Costs



## ALTERNATIVE # 1 - McVinney Auditorium &amp; Parking Garage

Item	Description	Estimated Cost	Comments
1	McVinney Auditorium & Pkg Garage	\$183,400.00	
2	Footings & Foundation Walls	\$258,600.00	
3	Slab-on Grade	\$93,250.00	
4	Retaining Walls	\$91,300.00	
5	Façade Restoration	\$114,750.00	
6	Backfill with Common Borrow	\$69,800.00	
	<b>SUBTOTAL</b>	<b>\$811,100.00</b>	
	<b>CONTINGENCIES @ 15%</b>	<b>\$121,665.00</b>	
	<b>TOTAL ESTIMATE</b>	<b>\$930,000.00</b>	Rounded to the Nearest \$10,000.

## ALTERNATIVE # 2 - McVinney Auditorium, Parking Garage, &amp; Chancery Building

Item	Description	Estimated Cost	Comments
1	Alternative # 1 (above)	\$811,100.00	
	Chancery Building	\$321,400.00	
2	Footings & Foundation Walls	\$487,500.00	
3	Slab-on Grade	\$94,550.00	
4	Backfill with Common Borrow	\$184,850.00	
	<b>SUBTOTAL</b>	<b>\$1,899,400.00</b>	
	<b>CONTINGENCIES @ 15%</b>	<b>\$284,910.00</b>	
	<b>TOTAL ESTIMATE</b>	<b>\$2,180,000.00</b>	Rounded to the Nearest \$10,000.

## ALTERNATIVE # 3 - McVinney Auditorium, Parking Garage, &amp; Middle Section of Chancery Building (1)

Item	Description	Estimated Cost	Comments
1	Alternative # 1 (above)	\$811,100.00	
	Middle Section of Chancery Building	\$92,950.00	
2	Footings & Foundation Walls	\$305,750.00	
3	Slab-on Grade	\$27,350.00	
4	Backfill with Common Borrow	\$53,450.00	
5	New Façades including Stairwells & Elevators	\$755,000.00	
	<b>SUBTOTAL</b>	<b>\$2,045,600.00</b>	
	<b>CONTINGENCIES @ 15%</b>	<b>\$306,840.00</b>	
	<b>TOTAL ESTIMATE</b>	<b>\$2,350,000.00</b>	Rounded to the Nearest \$10,000.

(1) Costs are exclusive of mechanical, electrical, plumbing and fire code upgrades and does not include any rehabilitation or upgrade of layout for future programming.



Cathedral Square Feasibility Study  
Composite Options: Opinion of Probable Construction Cost  
Pare Corporation - Bradford Associates

Costs are exclusive of land acquisition

2007 DOLLARS

<b>Composite Options: Two-way streets, bridge treatments, and Franklin Street options</b>							
<b>Item</b>	<b>Segment/ Description</b>	<b>Unit</b>	<b>Unit of Measure</b>	<b>Unit Price</b>	<b>Estimated Cost</b>	<b>Contingency</b>	<b>Total Cost</b>
<b>Composite Option: Franklin Street retained</b>							
<b>1</b>	<b>Westminster Street - Empire to Greene</b>					<b>35%</b>	
	Demolition of pedestrian walkway	14,500	SF	\$5.00	\$72,500.00	\$25,375.00	\$97,900.00
	Fill	540	CY	\$15.00	\$8,100.00	\$2,835.00	\$10,900.00
	Roadway	300	TON	\$60.00	\$18,000.00	\$6,300.00	\$24,300.00
	Sidewalk - 2 @ 12 feet wide	516	LF	\$37.00	\$19,092.00	\$6,682.20	\$25,800.00
	Granite Curbing	520	LF	\$40.00	\$20,800.00	\$7,280.00	\$28,100.00
	Electric relocation	320	LF	\$120.00	\$38,400.00	\$13,440.00	\$51,800.00
	Water relocation	305	LF	\$120.00	\$36,600.00	\$12,810.00	\$49,400.00
	Storm	305	LF	\$90.00	\$27,450.00	\$9,607.50	\$37,100.00
	Sanitary / Combined (R&D Only)	305	LF	\$15.00	\$4,575.00	\$1,601.25	\$6,200.00
	Gas relocation	305	LF	\$90.00	\$27,450.00	\$9,607.50	\$37,100.00
	Ornamented Lighting	8	EA	\$1,500.00	\$12,000.00	\$4,200.00	\$16,200.00
	Tree Removal and new Street Trees	10	EA	\$700.00	\$7,000.00	\$2,450.00	\$9,500.00
						<b>Total:</b>	<b>\$394,300.00</b>
<b>2</b>	<b>Westminster Street - Greene to Square</b>					<b>30%</b>	
	Demolition of pedestrian walkway	17,000	SF	\$5.00	\$85,000.00	\$25,500.00	\$110,500.00
	Fill	540	CY	\$15.00	\$8,100.00	\$2,430.00	\$10,500.00
	Roadway	300	TON	\$60.00	\$18,000.00	\$5,400.00	\$23,400.00
	Sidewalk - 2 @ 12 feet wide	596	LF	\$37.00	\$22,052.00	\$6,615.60	\$28,700.00
	Granite Curbing	580	LF	\$40.00	\$23,200.00	\$6,960.00	\$30,200.00
	Electric relocation	345	LF	\$120.00	\$41,400.00	\$12,420.00	\$53,800.00
	Water relocation	70	LF	\$120.00	\$8,400.00	\$2,520.00	\$10,900.00
	Sanitary / Combined (R&D Only)	190	LF	\$15.00	\$2,850.00	\$855.00	\$3,700.00
	Ornamented Lighting	12	EA	\$1,500.00	\$18,000.00	\$6,300.00	\$24,300.00
	Street Trees	14	EA	\$700.00	\$9,800.00	\$2,940.00	\$12,700.00
						<b>Total:</b>	<b>\$308,700.00</b>
<b>3</b>	<b>Westminster Street - Square</b>					<b>30%</b>	
	Demolition of pedestrian walkway	50,500	SF	\$5.00	\$252,500.00	\$75,750.00	\$328,300.00
	Fill	3,740	CY	\$15.00	\$56,100.00	\$16,830.00	\$72,900.00
	Roadway - 50 feet wide total	420	TON	\$60.00	\$25,200.00	\$7,560.00	\$32,800.00
	Sidewalk at Square (Varies)	372	LF	\$50.00	\$18,600.00	\$5,580.00	\$24,200.00
	Granite Curbing	480	LF	\$40.00	\$11,700.00	\$3,510.00	\$15,200.00
	Tree Removal and new Street Trees	62	EA	\$700.00	\$43,400.00	\$13,020.00	\$56,400.00
	concrete pavers	13,660	SF	\$18.00	\$245,880.00	\$73,764.00	\$319,600.00
	Sculpture	1	EA	\$80,000.00	\$80,000.00	\$24,000.00	\$104,000.00
	Stone Retaining Wall	480	SFF	\$200.00	\$96,000.00	\$28,800.00	\$124,800.00
	Stone Steps	500	LF	\$110.00	\$55,000.00	\$16,500.00	\$71,500.00
	Site Furnishings	40	EA	\$1,800.00	\$72,000.00	\$21,600.00	\$93,600.00

Cathedral Square Feasibility Study  
Composite Options: Opinion of Probable Construction Cost  
Pare Corporation - Bradford Associates

Item	Segment/ Description	Unit	Unit of Measure	Unit Price	Estimated Cost	Contingency	Total Cost
	Ornamented Lighting	12	EA	\$1,500.00	\$18,000.00	\$6,300.00	\$24,300.00
						<b>Total:</b>	<b>\$1,267,600.00</b>
4	<b>Winslow Street-Walkway</b>					<b>30%</b>	
	Tree Removal and new Street Trees	12	EA	\$700.00	\$8,400.00	\$2,520.00	\$10,900.00
	Sidewalk-10 to 12 feet wide	450	LF	\$35.00	\$15,750.00	\$4,725.00	\$20,500.00
	Granite Curbing	800	LF	\$40.00	\$32,000.00	\$9,600.00	\$41,600.00
	Ornamented Lighting	12	EA	\$1,500.00	\$18,000.00	\$6,300.00	\$24,300.00
	Misc. Landscaping	1	EA	\$17,000.00	\$17,000.00	\$5,100.00	\$22,100.00
	Fill	100	CY	\$15.00	\$1,500.00	\$450.00	\$2,000.00
						<b>Total:</b>	<b>\$121,400.00</b>
5	<b>Westminster Street - Square to Bridge</b>					<b>30%</b>	
	Fill	3,330	CY	\$15.00	\$49,950.00	\$14,985.00	\$64,900.00
	Roadway	220	TON	\$60.00	\$13,200.00	\$3,960.00	\$17,200.00
	Sidewalk - 2 @ 8 feet wide	400	LF	\$25.00	\$10,000.00	\$3,000.00	\$13,000.00
	Granite Curbing	390	LF	\$40.00	\$11,700.00	\$3,510.00	\$15,200.00
	New Electric	200	LF	\$80.00	\$16,000.00	\$4,800.00	\$20,800.00
	New Water	200	LF	\$90.00	\$18,000.00	\$5,400.00	\$23,400.00
	New Sewer	200	LF	\$80.00	\$16,000.00	\$4,800.00	\$20,800.00
	New Storm	200	LF	\$80.00	\$16,000.00	\$4,800.00	\$20,800.00
	Ornamented Lighting	8	EA	\$1,500.00	\$12,000.00	\$4,200.00	\$16,200.00
	Street Trees	9	EA	\$700.00	\$6,300.00	\$1,890.00	\$8,200.00
						<b>Total:</b>	<b>\$220,500.00</b>
6	<b>Westminster Street Bridge</b>					<b>30%</b>	
	South Sidewalk - 15 feet wide	5,000	SF	\$40.00	\$200,000.00	\$60,000.00	\$260,000.00
	Granite Curbing	380	LF	\$40.00	\$11,400.00	\$3,420.00	\$14,800.00
	Special Street Lighting	6	EA	\$12,000.00	\$72,000.00	\$21,600.00	\$93,600.00
	Concrete Planters w/ Planting	8	EA	\$3,000.00	\$24,000.00	\$7,200.00	\$31,200.00
						<b>Total:</b>	<b>\$399,600.00</b>
7	<b>Washington Street Bridge</b>						
	Special Street Lighting	6	EA	\$12,000.00	\$72,000.00	\$21,600.00	\$93,600.00
						<b>Total:</b>	<b>\$93,600.00</b>
8	<b>Greene Street</b>					<b>30%</b>	
	1-R, no utility relocation	770	LF	\$280.00	\$215,600.00	\$64,680.00	\$280,300.00
	Ornamented Lighting	14	EA	\$1,500.00	\$21,000.00	\$7,350.00	\$28,400.00
	Street Trees	15	EA	\$700.00	\$10,500.00	\$3,150.00	\$13,700.00
						<b>Total:</b>	<b>\$322,400.00</b>
9	<b>Jackson Walkway - 2-way</b>					<b>30%</b>	
	Demolition of Pedestrian Walkway Edges	3,200	SF	\$6.00	\$19,200.00	\$5,760.00	\$25,000.00
	2-way, roadway widening / no utility relocation	210	TON	\$60.00	\$12,600.00	\$3,780.00	\$16,400.00
	Sidewalk with 2-way - 10 feet wide	800	LF	\$31.00	\$24,800.00	\$7,440.00	\$32,200.00
	Ornamented Lighting	6	EA	\$1,500.00	\$9,000.00	\$3,150.00	\$12,200.00
	Granite Curbing	800	LF	\$40.00	\$32,000.00	\$9,600.00	\$41,600.00
	Tree Removal and new Street Trees	10	EA	\$700.00	\$7,000.00	\$2,100.00	\$9,100.00

Cathedral Square Feasibility Study  
Composite Options: Opinion of Probable Construction Cost  
Pare Corporation - Bradford Associates

Item	Segment/ Description	Unit	Unit of Measure	Unit Price	Estimated Cost	Contingency	Total Cost
						<b>Total:</b>	<b>\$136,500.00</b>
10	<b>Fenner Street - 2-way</b>					<b>30%</b>	
	Demolition of Pedestrian Walkway	15,000	SF	\$6.00	\$90,000.00	\$27,000.00	\$117,000.00
	2-way, roadway widening / no utility relocation	330	TON	\$60.00	\$19,800.00	\$5,940.00	\$25,700.00
	Sidewalk with 2-way - 8 feet wide	1,040	LF	\$25.00	\$26,000.00	\$7,800.00	\$33,800.00
	Granite Curbing	1,000	LF	\$40.00	\$40,000.00	\$12,000.00	\$52,000.00
	Ornamental Lighting	6	EA	\$1,500.00	\$9,000.00	\$3,150.00	\$12,200.00
	Tree Removal and new Street Trees	24	EA	\$700.00	\$16,800.00	\$5,040.00	\$21,800.00
						<b>Total:</b>	<b>\$262,500.00</b>
11	<b>Service Road</b>					<b>30%</b>	
	Demolition of Pedestrian Walkway	7,000	SY	\$5.00	\$35,000.00	\$10,500.00	\$45,500.00
	Pavement, 10 feet wide	160	TON	\$60.00	\$9,600.00	\$2,880.00	\$12,500.00
						<b>Total:</b>	<b>\$58,000.00</b>
12	<b>Franklin Street - same alignment</b>					<b>30%</b>	
	Neck-downs, same alignment	260	LF	\$280.00	\$72,800.00	\$21,840.00	\$94,600.00
	Tree Removal and Street Trees	44	EA	\$700.00	\$30,800.00	\$9,240.00	\$40,000.00
	Ornamental Lighting	18	EA	\$1,500.00	\$27,000.00	\$9,450.00	\$36,500.00
	I-95 Landscape Buffer Westminster to Broad	1,311	SY	\$25.00	\$32,775.00	\$9,832.50	\$42,600.00
	I-95 Landscape Buffer Wash to West	1,089	SY	\$25.00	\$27,219.44	\$8,165.83	\$35,400.00
						<b>Total:</b>	<b>\$249,100.00</b>
<b>Composite Option: Franklin Street retained</b>							
<b>Total Construction:</b>							<b>\$3,834,200.00</b>
<b>Engineering and Design (15%):</b>							<b>\$575,130.00</b>
<b>Construction and Design, TOTAL:</b>							<b>\$4,409,330</b>

<b>Composite Option: Franklin Street relocated</b>							
1	<b>Westminster Street - Empire to Greene</b>					<b>35%</b>	
						<b>Total:</b>	<b>\$394,300.00</b>
2	<b>Westminster Street - Greene to Square</b>					<b>30%</b>	
						<b>Total:</b>	<b>\$308,700.00</b>
3	<b>Westminster Street - Square</b>					<b>30%</b>	
						<b>Total:</b>	<b>\$1,267,600.00</b>
4	<b>Winslow Street-Walkway</b>					<b>30%</b>	
						<b>Total:</b>	<b>\$121,400.00</b>
5	<b>Westminster Street - Square to Bridge</b>					<b>30%</b>	
	Fill	3,330	CY	\$15.00	\$49,950.00	\$14,985.00	\$64,900.00
	Roadway	220	TON	\$60.00	\$13,200.00	\$3,960.00	\$17,200.00
	Sidewalk - 2 @ 8 feet wide	400	LF	\$25.00	\$10,000.00	\$3,000.00	\$13,000.00
	Granite Curbing	540	LF	\$40.00	\$21,600.00	\$6,480.00	\$28,100.00
	New Electric	200	LF	\$100.00	\$20,000.00	\$6,000.00	\$26,000.00
	New Water	200	LF	\$110.00	\$22,000.00	\$6,600.00	\$28,600.00

**Cathedral Square Feasibility Study**  
**Summary of Public Development Opportunities and Opinions of Probable Costs (REV)**  
**Pare Corporation and Bradford Associates**

*Project costs do not include include property acquisition.*

	Public Development Parcels				Costs (2)
	Number of Parcels	Total Footprint, sf	Value (1)	Total bldg GFA, sf	
Franklin Street retained: demolish Chancery / Auditorium, restore street network, landscape					
Building Opportunities					
Public development parcels	3	59,100	\$ 4,728,000	341,952	
say			\$4.7 million		
Opinion of Probable Cost					
Bldg Demolition					\$ 2,180,000
Roadway / Landscaping					\$ 4,409,330
Total Costs, say					\$6.6 million
Franklin Street relocated: demolish Chancery / Auditorium, restore street network, landscape					
Building Opportunities					
Public development parcels	4	94,000	\$ 7,520,000	526,250	
say			\$7.5 million		
Construction Costs					
Bldg Demolition					\$ 2,180,000
Roadway / Landscaping					\$ 8,413,515
Total Costs, say					\$10.6 million
Franklin Street retained: retain Chancery as two buildings (demolish auditorium and Chancery center), restore roadway network, landscape					
Building Value and Development Opportunities					
Existing office buildings (3)		12,200	\$ 2,745,000	36,600	
Public development parcels	3	37,325	\$ 2,986,000	245,500	
say			\$5.7 million	282,000	
Construction Costs					
Bldg Demolition					\$ 2,350,000
Roadway / Landscaping					\$ 4,409,330
Total Costs					\$6.8 million
Franklin Street relocated: retain Chancery as two buildings (demolish auditorium and Chancery center), restore roadway network, landscape					
Building Value and Development Opportunities					
Existing office buildings (3)		12,200	\$ 2,745,000	36,600	
Public development parcels	4	69,200	\$ 5,536,000	428,650	
say			\$8.3 million	465,000	
Construction Costs					
Bldg Demolition					\$ 2,350,000
Roadway / Landscaping					\$ 8,413,515
Total Costs					\$10.8 million

(1) Value of developable land based on \$80/sf (appraisal conducted by Integra Realty Resources, December 2006); value of existing buildings based on \$75/sf GFA (Providence Foundation)

(2) Opinion of probable costs for Chancery and/or Auditorium demolition and cost of roadway construction and landscaping (2007 dollars). Does not include cost of land acquisition or building development.

(3) Retained 3-story north and south wings of existing Chancery office building, total 36,600 sf GFA.

Cathedral Square Feasibility Study  
Composite Options: Opinion of Probable Construction Cost  
Pare Corporation - Bradford Associates

Item	Segment/ Description	Unit	Unit of Measure	Unit Price	Estimated Cost	Contingency	Total Cost
	New Sewer	200	LF	\$80.00	\$16,000.00	\$4,800.00	\$20,800.00
	New Storm	200	LF	\$80.00	\$16,000.00	\$4,800.00	\$20,800.00
	Ornament Lighting	8	EA	\$1,500.00	\$12,000.00	\$4,200.00	\$16,200.00
	Street Trees	14	EA	\$700.00	\$9,800.00	\$2,940.00	\$12,700.00
						<b>Total:</b>	<b>\$248,300.00</b>
6	Westminister Street Bridge					30%	
						<b>Total:</b>	<b>\$399,600.00</b>
7	Washington Street Bridge						
						<b>Total:</b>	<b>\$93,600.00</b>
8	Greene Street					30%	
						<b>Total:</b>	<b>\$322,400.00</b>
9	Jackson Walkway - 2-way					30%	
						<b>Total:</b>	<b>\$136,500.00</b>
10	Fenner Street - 2-way					30%	
						<b>Total:</b>	<b>\$262,500.00</b>
11	Service Road					30%	
						<b>Total:</b>	<b>\$58,000.00</b>
12	Franklin Street Relocation					25%	
	Roadway - New Alignment	2,170	TON	\$60.00	\$130,200.00	\$32,550.00	\$162,800.00
	Fill	18,200	CY	\$15.00	\$273,000.00	\$68,250.00	\$341,300.00
	New sidewalk - 8 feet wide	2,100	LF	\$25.00	\$52,500.00	\$13,125.00	\$65,600.00
	Granite Curbing	2,700	LF	\$40.00	\$108,000.00	\$27,000.00	\$135,000.00
	Electric relocation	1,200	LF	\$120.00	\$144,000.00	\$36,000.00	\$180,000.00
	Water relocation	1,200	LF	\$120.00	\$144,000.00	\$36,000.00	\$180,000.00
	Storm	240	LF	\$100.00	\$24,000.00	\$6,000.00	\$30,000.00
	Gas relocation	830	LF	\$100.00	\$83,000.00	\$20,750.00	\$103,800.00
	Retaining Wall	1	LS	\$1,930,500.00	\$1,930,500.00	\$482,625.00	\$2,413,100.00
	Ornament Lighting	18	EA	\$1,500.00	\$27,000.00	\$6,750.00	\$33,800.00
	Tree Removal and new Street Trees	66	EA	\$700.00	\$46,200.00	\$11,550.00	\$57,800.00
						<b>Total:</b>	<b>\$3,703,200.00</b>
<b>Composite Option: Franklin Street relocated</b>							
<b>Total Construction:</b>							<b>\$7,316,100.00</b>
<b>Engineering and Design (15%):</b>							<b>\$1,097,415.00</b>
<b>Construction and Design, TOTAL:</b>							<b>\$8,413,515</b>

Delta for Franklin Street Relocation      \$4,004,185



**Cathedral Square Feasibility Study**  
**Public and Private Development Opportunities**  
**Pare Corporation and Bradford Associates**

	Building Footprint, sf	Land Value, \$80 sf (1)	Number of Stories (2)	Building GFA, sf
<b>Public Parcels</b>				
Plaza Parcel	3,500	\$ 280,000	2	7,000
North Parcel (3)	21,800	\$ 1,744,000	6	130,800
South Parcel (4)	33,800	\$ 2,704,000	4 to 7	204,152
<b>Total public parcels</b>	<b>59,100</b>	<b>\$ 4,728,000</b>		<b>341,952</b>
<b>Private Parcels</b>				
Jackson Walkway (5)	8,300	\$ 664,000	10	83,000
Wash / Frank (6)	15,400	\$ 1,232,000	8	123,200
<b>Total private parcels</b>	<b>23,700</b>	<b>\$ 1,896,000</b>		<b>206,200</b>
<b>TOTAL</b>	<b>82,800</b>	<b>\$ 6,624,000</b>		<b>548,152</b>
<b>TOTAL (say)</b>	<b>83,000 sf</b>	<b>\$6.6 million</b>		<b>550,000 sf</b>
<b>Franklin Street relocated: demolish Chancery / Auditorium, restore street network, landscape</b>				
<b>Public Parcels</b>				
Plaza Parcel	3,500	\$ 280,000	2	7,000
North Parcel (7)	31,100	\$ 2,488,000	6	120,600
South Parcel (8)	45,400	\$ 3,632,000	4-7	286,650
Franklin ROW (9)	14,000	\$ 1,120,000	8	112,000
<b>Total public parcels</b>	<b>94,000</b>	<b>\$ 7,520,000</b>		<b>526,250</b>
<b>Private Parcels</b>				
Jackson Walkway (5)	8,300	\$ 664,000	10	83,000
Wash / Frank (6)(9)	15,400	\$ 1,232,000	8	123,200
<b>Total private parcels</b>	<b>23,700</b>	<b>\$ 1,896,000</b>		<b>206,200</b>
<b>TOTAL</b>	<b>117,700</b>	<b>\$ 9,416,000</b>		<b>732,450</b>
<b>TOTAL (say)</b>	<b>118,000 sf</b>	<b>\$9.4 million</b>		<b>730,000 sf</b>
<b>Franklin Street retained: retain Chancery as two buildings (demolish auditorium and Chancery center), restore roadway network, landscape</b>				
<b>Public Parcels</b>				
Plaza Parcel	5,000	\$ 400,000	2	10,000
North Parcel	15,800			
Chancery wing (existing)	5,000	\$ 400,000	3	15,000
Bldg (new)	10,800	\$ 864,000	6	64,800
South Parcel	28,725			
Chancery wing (existing)	7,200	\$ 576,000	3	21,600
Bldg (new)				
bldg: north end	5,525	\$ 442,000	4	22,100
bldg: south end	16,000	\$ 1,280,000	7	112,000
<b>Total public parcels</b>	<b>49,525</b>	<b>\$ 3,962,000</b>		<b>245,500</b>
<b>Private Parcels</b>				
Jackson Walkway (5)	8,375	\$ 670,000	10	83,000
Wash / Frank (6)	15,403	\$ 1,232,240	8	123,224
<b>Total private parcels</b>	<b>23,778</b>	<b>\$ 1,902,240</b>		<b>206,224</b>
<b>TOTAL</b>	<b>73,303</b>	<b>5,864,240</b>		<b>451,724</b>
<b>TOTAL (say)</b>	<b>73,000 sf</b>	<b>\$5.9 million</b>		<b>450,000 sf</b>

**Cathedral Square Feasibility Study**  
**Public and Private Development Opportunities**  
**Pare Corporation and Bradford Associates**

	Building Footprint, sf	Land Value, \$80 sf (1)	Number of Stories (2)	Building GFA, sf
<b>Franklin Street relocated: retain Chancery as two buildings (demolish auditorium and Chancery center), restore roadway network, landscape</b>				
Public Parcels				
Plaza Parcel	5,000	\$ 400,000	2	10,000
North Parcel	24,400			
Chancery wing (existing)	5,000	\$ 400,000	3	15,000
Bldg (new)	19,400	\$ 1,552,000	6	116,400
South Parcel	38,000			
Chancery wing (existing)	7,200	\$ 576,000	3	21,600
Bldg (new)				
bldg: north end	8,450	\$ 676,000	4	33,800
bldg: south end	22,350	\$ 1,788,000	7	156,450
Franklin ROW (9)	14,000	\$ 1,120,000	8	112,000
<b>Total public parcels</b>	<b>81,400</b>	<b>\$ 6,512,000</b>		<b>465,250</b>
Private Parcels				
Jackson Walkway (5)	8,375	\$ 670,000	10	83,750
Wash / Frank (6)	15,403	\$ 1,232,240	8	123,224
<b>Total private parcels</b>	<b>23,778</b>	<b>\$ 1,902,240</b>		<b>206,974</b>
<b>TOTAL</b>	<b>105,178</b>	<b>8,414,240</b>		<b>672,224</b>
<b>TOTAL (say)</b>	<b>105,000 sf</b>	<b>\$8.4 million</b>		<b>670,000 sf</b>

(1) Source: Appraisal conducted by Integra Realty Resources, December 2006

(2) Parcels are zoned D1-150. Proposed number of stories are below maximum permitted building height.

(3) North parcel includes opportunity for an 11,000 sf on-site parking garage

(4) South parcel includes opportunity for an 11,100 sf on-site parking garage

(5) Parcel 25-405, 11,805 sf lot owned by Garden and Greene Assoc LLC (vacant)

(6) Parcel 25-437, 16,074 sf lot owned by Gilbane Building Company (\$7 parking lot)

(7) North parcel includes opportunity for an 11,000 sf on-site parking garage

(8) South parcel includes opportunity for a 15,000 sf on-site parking garage

(9) Two private and public Franklin / Washington Street parcels (Gilbane and Franklin Street ROW) could provide optimal parcel layout for a 122' x 242' 5-story parking garage for 290 vehicles.