# MEMORANDUM

**DATE:** May 28, 2026
Updated October 23, 2026
*Updated October 26, 2026*

**TO:** Mr. John Aharonian
Aharonian and Associates, Inc.

**FROM:** Herman Peralta, P.E.

**RE:** Parking Analysis Update – RIPHI

---

Pare Corporation (Pare) has completed an updated parking analysis for a proposed medical office building at the southeast corner of Cargill Street and West Street in Providence, Rhode Island. A locus map identifying the project site is provided in **Figure 1**. The proposed four-story building will contain approximately 35,467 square feet of gross floor area (GFA). The first three floors are anticipated to accommodate medical office uses, with the third floor consisting of a mixture of 40% medical use and 60% office use, while the fourth floor is planned for administrative staff offices.

Site access is proposed via an entrance-only driveway on Dean Street and a full-access driveway on West Street. As part of the updated development plan, the proposed on-site parking supply has increased from 20 to 24 spaces in an effort to better accommodate the anticipated parking demand associated with the medical office building. In addition to the 24 on-site spaces, Pare understands that the City of Providence intends to provide 10 designated parking spaces for the development within the parking garage located at the corner of Dean Street and West Fountain Street. Accordingly, a total of 34 parking spaces is anticipated to be available to serve the proposed development. This parking supply does not satisfy the requirements of the City of Providence Zoning Ordinance.

The purpose of this parking analysis is to estimate the anticipated parking demand associated with the proposed medical office building using the Institute of Transportation Engineers (ITE) *Parking Generation Manual*, compare the estimated demand with the parking supply available to serve the development, and determine whether sufficient off-site public parking is available within the surrounding study area to accommodate any parking shortfall.

As part of the original parking analysis, Pare completed a parking generation estimate and an initial inventory of public parking within the surrounding study area. For this updated analysis, Pare conducted a supplemental parking inventory after obtaining information regarding the anticipated peak weekday operating period of the proposed medical office building. The supplemental inventory was conducted during this period to evaluate existing parking occupancy and the availability of public on-street and off-street parking. The results of both parking inventories were considered in conjunction with the estimated parking demand to assess the availability of off-site parking to accommodate any parking demand exceeding the supply available to the development.




PROJECT NO. 26092.00 DATE: MAY 2026

PARE

# FIGURE 1

## LOCUS MAP

CARGILL MEDICAL BUILDING PARKING STUDY

PROVIDENCE, RHODE ISLAND

## EXISTING CONDITIONS

The project site is situated at the southeast corner of intersection of Cargill Street at West Street in Providence, Rhode Island. The previous building at the site was demolished in December 2024 and the site now remains empty and gated from public use. The northern edge of the site is currently used as an unpaved parking lot that fits approximately eight vehicles.

### *Data Collection*

An initial field inventory of publicly available parking spaces within one-eighth mile of the project site was conducted on May 19, 2026, between 9:30 AM and 11:30 AM. An additional field observation was conducted on Wednesday, October 14, 2026, at one-hour intervals between 9:00 AM and 3:00 PM. The supplemental observation period was selected based on the anticipated peak weekday operating period of the proposed medical office building to evaluate existing parking demand and availability within the study area. The hourly observations provide a basis for assessing variations in parking occupancy and availability throughout the day and evaluating parking conditions during the proposed medical office building's anticipated peak operating period.

The following is a brief description of the significant roadways within the project area:

**Cargill Street:** Cargill Street is a local roadway owned and maintained by the City of Providence. The roadway runs generally in a north-south direction within the study area. Cargill Street is a 22-foot-wide roadway with 9-foot-wide sidewalks present at certain sections throughout its length. Two-hour on-street parking is permitted along its eastern side between West Street and W. Fountain Street. Land uses surrounding Cargill Street are a mix of residential and commercial.

### *Public Parking Review*

As mentioned previously, a parking inventory was initially conducted within one-eighth mile of the project site on May 19, 2026, at approximately 10:30 AM. An additional parking inventory was conducted on Wednesday, October 14, 2026, at one-hour intervals between 9:00 AM and 3:00 PM to evaluate public on-street and off-street parking availability and occupancy within the study area. The roadways and parking facilities included in the review are listed below:

- West Street Lot
- Dean Street
- Ringgold Street
- Pallas Street
- Broadway
- Carpenter Street
- West Fountain Street
- Winter Street
- Cargill Street
- Washington Street
- West Fountain Street Lot
- West Fountain Street & Dean Street Parking Garage (6 Levels)

**Table 1** and **Table 2** below shows the location of public parking spaces, estimated total spaces, and occupied spaces during the parking review conducted May 19, 2026, and on October 14, 2026, respectively.

***Table 1: Public Parking Summary – May 19, 2026***

| Parking Location | Total Spaces[1] | Occupied | Vacant |
|---|---|---|---|
| **West Street Lot** | 13 | 8 | 5 |
| **Dean Street** | No Parking | | |
| **Ringgold Street** | 10 | 10 | 0 |
| **Pallas Street** | 9 | 9 | 0 |
| **Broadway** | 32 | 32 | 0 |
| **Carpenter Street** | 17 | 13 | 4 |
| **W. Fountain Street** | 28 | 21 | 7 |
| **Winter Street** | 18 | 16 | 2 |
| **Cargill Street** | 10 | 9 | 1 |
| **Washington Street** | 8 | 3 | 5 |
| **W. Fountain Street Parking Lot** | 32 | 28 | 4 |
| **W. Fountain Street/Dean Street Parking Garage** | 340 | 301 | 39 |
| **TOTAL** | **517** | **450** | **67** |

**1.** Estimated assuming on-street parking space length of 22 feet.

***Table 2: Public Parking Summary – October 14, 2026***

| Parking Location | Total Spaces[1] | 9–10 AM Occupied / Vacant | 10–11 AM Occupied / Vacant | 11–12 AM Occupied / Vacant | 12–1 PM Occupied / Vacant | 1–2 PM Occupied / Vacant | 2–3 PM Occupied / Vacant |
|---|---|---|---|---|---|---|---|
| **West Street Lot[2]** | No Parking | | | | | | |
| **Dean Street** | No Parking | | | | | | |
| **Ringgold Street** | 10 | 10 / 0 | 10 / 0 | 10 / 0 | 10 / 0 | 10 / 0 | 10 / 0 |
| **Pallas Street** | 9 | 9 / 0 | 9 / 0 | 9 / 0 | 8 / 1 | 7 / 2 | 7 / 2 |
| **Broadway[3]** | No Parking | | | | | | |
| **Carpenter Street** | 17 | 16 / 1 | 17 / 0 | 16 / 1 | 13 / 4 | 13 / 4 | 13 / 4 |
| **W. Fountain Street** | 28 | 19 / 9 | 21 / 7 | 24 / 4 | 19 / 9 | 22 / 6 | 22 / 6 |
| **Winter Street** | 18 | 17 / 1 | 17 / 1 | 17 / 1 | 17 / 1 | 17 / 1 | 16 / 2 |
| **Cargill Street** | 10 | 6 / 4 | 8 / 2 | 7 / 3 | 5 / 5 | 4 / 6 | 3 / 7 |
| **Washington Street** | 8 | 4 / 4 | 3 / 5 | 3 / 5 | 3 / 5 | 3 / 5 | 2 / 6 |
| **W. Fountain Street Lot** | 32 | 29 / 3 | 23 / 9 | 28 / 4 | 26 / 6 | 23 / 9 | 28 / 4 |
| **W. Fountain Street/Dean Street Parking Garage** | 340 | 305 / 35 | 298 / 42 | 294 / 46 | 304 / 36 | 291 / 49 | 306 / 34 |
| **TOTAL** | **472** | **415 / 57** | **406 / 66** | **408 / 64** | **405 / 67** | **390 / 82** | **407 / 65** |

**1.** Estimated assuming on-street parking space length of 22 feet.
**2.** Public Parking for the West Street Lot at the time of the October 14, 2026, Parking review was fenced in and closed off; No public parking available.
**3.** Broadway between Pallas Street to Dean Street during the time of the October 14, 2026, parking inventory was under active roadway construction. The Providence Police Department posted temporary no parking signage along both sides of Broadway starting October 14 through November 20 between 7:00 AM to 7:00 PM. Accordingly, the parking spaces along this section of Broadway were excluded from the October 14 public parking inventory.

On-street parking spaces along the roadways included in the study area were not delineated. Therefore, the total number of available parallel parking spaces was estimated based on an assumed parking space length of approximately 22 feet.

On-street parking was available along various roadway segments throughout the study area during the May 19, 2026, field review. Most roadways had post-mounted signs indicating parking restrictions ranging from 30 minutes to two hours. Residential roadways, including Pallas Street and Ringgold Street, were observed to have faded post-mounted signs prohibiting parking between 2:00 AM and 5:00 AM, except for residents. Additionally, several on-street parking spaces were designated for accessible parking. These accessible spaces were included in the estimated parking counts.

The majority of publicly available parking spaces within one-eighth mile of the project site are located within the parking garage at 349 West Fountain Street, at the northwest corner of West Fountain Street and Dean Street, approximately a two-minute walk from the project site. The six-level garage provides approximately 340 free parking spaces available for public use. At the time of the field review, more than half of the rooftop level was secured behind a gate and inaccessible to the public. The restricted area displayed "DO NOT ENTER" and Police Department signage and was therefore excluded from the parking inventory.

During the October 14, 2026, hourly parking observations, between 291 and 306 spaces were occupied within the garage's estimated 340-space public parking inventory, leaving approximately 34 to 49 spaces available. In addition, the City has granted the property owner the use of 10 designated parking spaces within the public parking garage at the northwest corner of Dean Street and West Fountain Street.

On-street parking along Broadway could not be included in the October 14, 2026, inventory due to active roadway construction and temporary no-parking restrictions. However, parking demand and availability at the remaining study locations were generally consistent with the conditions documented during the May 19, 2026, field review. This consistency suggests that, under typical conditions without temporary construction-related parking restrictions, parking demand and availability within the study area would likely be generally comparable to those observed during the May inventory.

**Figure 2** on the following page illustrates the total parking capacity and the number of occupied spaces within each parking area inventoried on May 19, 2026, and October 14, 2026.

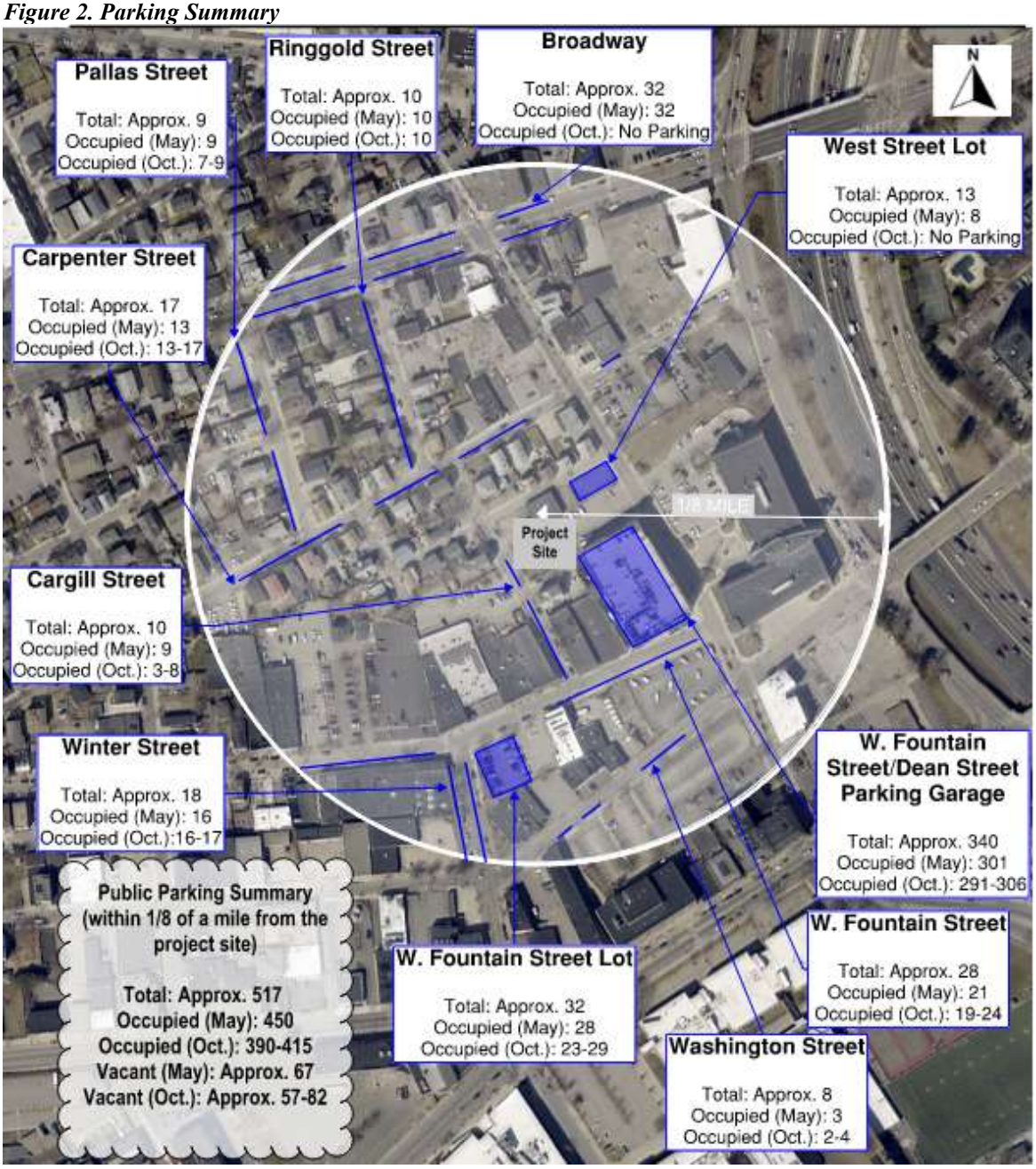
***Parking Generation***

Parking generation for the proposed medical office building was completed using the industry standard *Institute of Transportation Engineers (ITE) Parking Generation Manual, 6th Edition*. The Parking Generation Manual provides parking generation information for various land uses compiled from studies conducted by members nationwide. The ITE-based estimates provide a conservative assessment of anticipated parking demand. For comparison, the proposed development is required to provide 71 parking spaces in accordance with the Providence Zoning Ordinance.

The proposed project has a total of 35,467 square feet of outpatient care and administrative office space distributed across four floors. The first through third floors are anticipated to accommodate medical outpatient care services, with the third floor being a mixture of 40% medical use and 60% office space, with a combined floor area of approximately 19,186 square feet. The fourth floor is anticipated to be for administrative office space with a floor area of approximately 14,267 square feet.

Parking demand for the proposed development was calculated using ITE Land Use Code (LUC) 710 – General Office Building, and LUC 720 – Medical-Dental Office Building. The *Dense Multi-Use Urban* setting was used for LUC 710. However, because of the limited sample size available for LUC 720 within the same setting, parking demand for the medical office component was evaluated using the *General Urban/Suburban* setting, which provides a more conservative estimate of required parking spaces.

***Figure 2. Parking Summary***



A summary of the anticipated weighted average parking demand from the proposed site is provided in **Table 3** below. Copies of the parking generation worksheets are enclosed.

***Table 3: ITE Parking Generation Summary***

| | **Weighted Average Parking Space Demand** |
|---|---|
| LUC: 710 – General Office Building – 14.27 GFA | 23 |
| LUC: 720 – Medical-Dental Office Building – 19.19 GFA | 50 |
| **TOTAL** | **73** |

As shown in **Table 3** above, *ITE's Parking Generation Manual* estimates a total demand of 73 parking spaces for the proposed medical office use.

**Table 4** below summarizes the existing public parking availability observed within one-eighth mile of the project site, together with the proposed on-site parking spaces. The May 19, 2026, inventory identified 67 vacant public parking spaces, which, when combined with the 24 proposed on-site parking spaces, results in a total available supply of approximately 91 spaces. Comparing the parking demand values presented in **Table 3** with the available parking supply summarized in **Table 4**, Pare estimates that approximately 18 surplus parking spaces would be available to accommodate the anticipated demand based on the parking generation estimates.

The October 14, 2026, inventory provides an additional assessment of parking availability throughout the day. During this survey, the number of vacant public parking spaces within the study area ranged from approximately 57 to 82 spaces, with the lowest availability observed between 1:00 PM and 2:00 PM. When the 24 proposed on-site parking spaces are included, the combined available supply would range from approximately 81 to 106 spaces. These observations indicate that public parking availability varied throughout the survey period and was affected by the temporary closure of the West Street Lot and the no-parking restrictions along Broadway during roadway construction.

It is important to note that the parking generation analysis for LUC 720 was conducted using the *General Urban/Suburban* setting instead of *Dense Multi-Use Urban* because of limited available data for the latter. As a result, the estimated parking demand may overstate actual conditions at the site, as the analysis does not fully account for alternative transportation modes commonly associated with dense urban environments including walking, biking, public transit, and ride-sharing services.

***Table 4: Total Parking Spaces Available***

| | **Parking Spaces** |
|---|---|
| Existing Public Parking Available (within 1/8 mile) | 67 |
| Proposed On-Site Parking | 24 |
| **TOTAL – May 19, 2026** | 91 |
| Existing Public Parking Available (within 1/8 mile) | 57-82 |
| Proposed On-Site Parking | 24 |
| **TOTAL – October 19, 2026** | **81-106** |

***Conclusions***

Based on the parking study conducted for the proposed medical office building, the following conclusions can be made regarding anticipated parking demand and existing parking availability within the study area:

- **Estimated Parking Demand:** Parking demand for the proposed medical office building was estimated using the ITE Parking Generation Manual. Based on the proposed land uses, the analysis estimated an average parking demand of approximately 73 spaces. Per the city's zoning ordinance, 71 parking spaces are required for the proposed development. The project is anticipated to have a total of 34 parking spaces available to serve the development, consisting of 24 on-site spaces and 10 designated spaces within the West Fountain Street/Dean Street parking garage, which the City of Providence has granted for the property's use. Assuming these spaces primarily accommodate patients and visitors, approximately 39 additional spaces may be needed to accommodate employee parking and any overflow demand during peak operating periods based on the parking generation estimates.

- **May 19, 2026, Parking Inventory:** The initial inventory identified approximately 517 public parking spaces within one-eighth mile of the project site. Of these, approximately 450 spaces were occupied, representing an occupancy rate of approximately 87 percent, with approximately 67 spaces available at the time of the survey. When the 24 proposed on-site parking spaces are included, the combined available supply would be approximately 91 spaces, excluding the 10 designated garage spaces as they are already included in the public parking inventory.

- **October 14, 2026, Parking Inventory:** The supplemental inventory identified approximately 472 public parking spaces within the study area during the survey period. This reduced inventory reflects the temporary closure of the West Street Lot and temporary no-parking restrictions along Broadway due to active roadway construction. During the October 14 survey, approximately 390 to 415 spaces were occupied, leaving approximately 57 to 82 spaces available throughout the observation period. Parking availability varied by time of day, with the lowest availability observed between 1:00 PM and 2:00 PM. When the 24 proposed on-site parking spaces are included, the combined available supply ranged from approximately 81 to 106 spaces, excluding any designated garage spaces already counted in the public inventory.

- **Public Parking Garage:** The West Fountain Street/Dean Street parking garage represents the largest source of public parking within the study area, with approximately 340 spaces estimated to be available for public use. The City of Providence has also granted the property owner the use of 10 designated spaces within this garage to support the proposed medical office building.

In summary, based on the results of the May 19, 2026, and October 14, 2026, parking inventories, Pare Corporation concludes that off-site public parking appears to be available within the study area to accommodate the anticipated parking demand associated with the proposed medical office building. The May inventory identified approximately 67 vacant public parking spaces, while the October inventory documented approximately 57 to 82 vacant spaces throughout the observation period, despite the temporary closure of the West Street Lot and parking restrictions along Broadway due to roadway construction. When considered in conjunction with the 24 proposed on-site parking spaces and the 10 designated spaces within the West Fountain Street/Dean Street parking garage, the available parking supply appears sufficient to accommodate the estimated peak demand of approximately 73

spaces and meet the 71-space requirement under the Providence Zoning Ordinance. Although parking availability fluctuates throughout the day, the results of both inventories suggest that existing off-site parking resources are expected to provide adequate capacity to support the proposed development under typical operating conditions.

We appreciate the opportunity to assist with this project. Please feel free to contact us if you have any questions or require additional information.

HP/SR/AB/kls

Enclosure
Parking Generation Worksheets

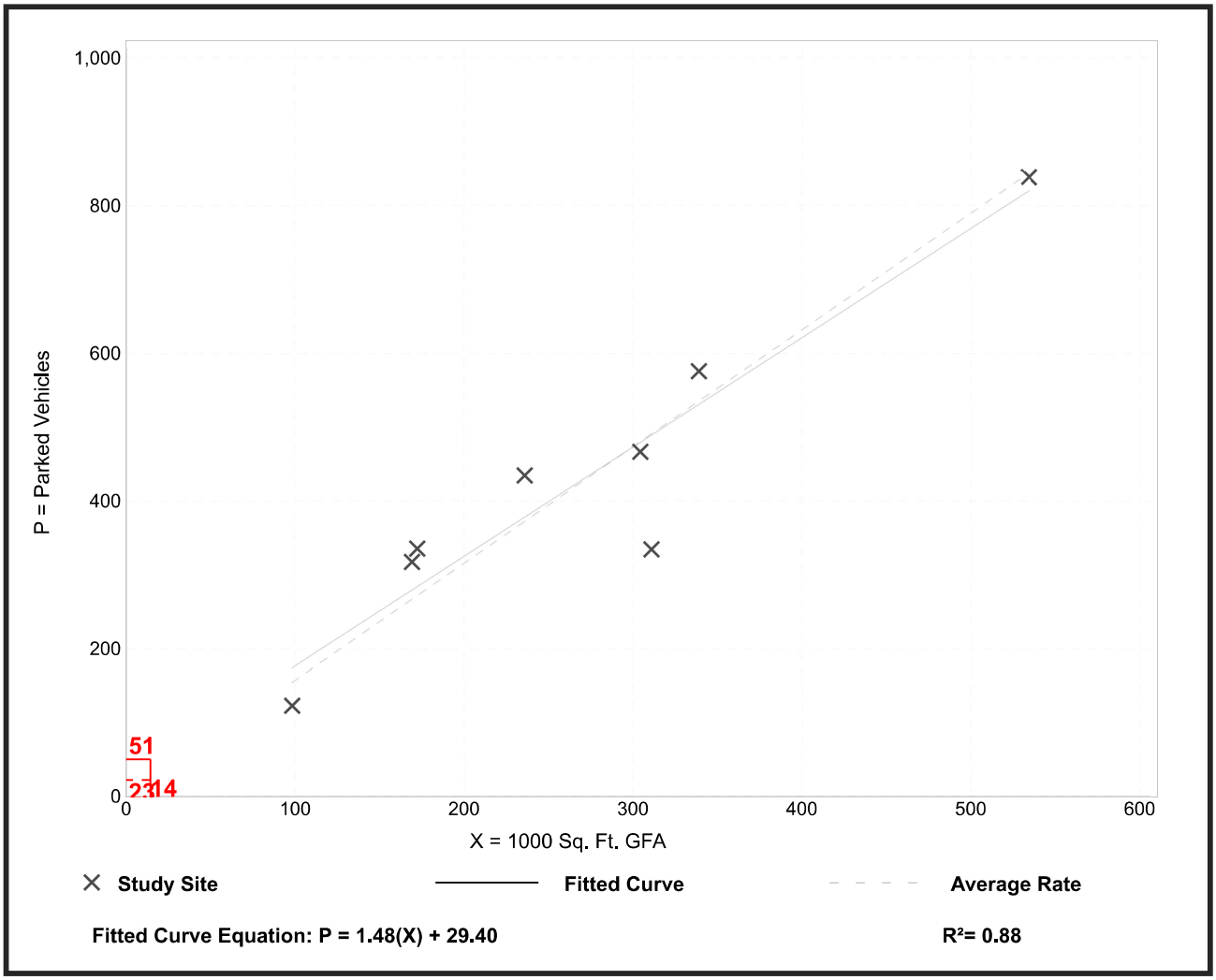
# General Office Building
(710)

**Peak Period Parking Demand vs:** **1000 Sq. Ft. GFA**
**On a:** **Weekday (Monday - Friday)**
**Setting/Location:** **Dense Multi-Use Urban**
Number of Studies: 8
Avg. 1000 Sq. Ft. GFA: 271

## Peak Period Parking Demand per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | 33rd / 85th Percentile | 95% Confidence Interval | Standard Deviation (Coeff. of Variation) |
|---|---|---|---|---|
| 1.58 | 1.08 - 1.95 | 1.53 / 1.92 | *** | 0.28 (18%) |

## Data Plot and Equation




**Fitted Curve Equation: P = 1.48(X) + 29.40**

**$R^2$= 0.88**

# Medical-Dental Office Building - Standalone
(720)

**Peak Period Parking Demand vs:** **1000 Sq. Ft. GFA**
**On a:** **Weekday (Monday - Friday)**
**Setting/Location:** **General Urban/Suburban**
Number of Studies: 41
Avg. 1000 Sq. Ft. GFA: 27

## Peak Period Parking Demand per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | 33rd / 85th Percentile | 95% Confidence Interval | Standard Deviation (Coeff. of Variation) |
|---|---|---|---|---|
| 2.63 | 1.02 - 5.97 | 2.38 / 4.28 | 2.28 - 2.98 | 1.15 (44%) |

## Data Plot and Equation

