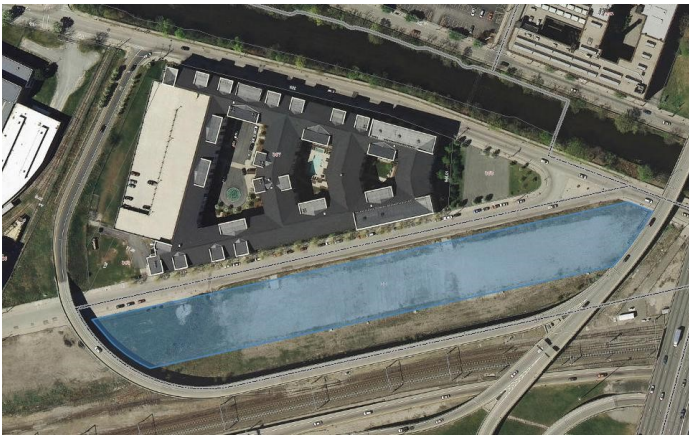


Providence City Plan Commission

February 12, 2019



AGENDA ITEM 6 ■ 2-100 HARRIS AVE



Aerial views of 2 and 100 Harris Ave



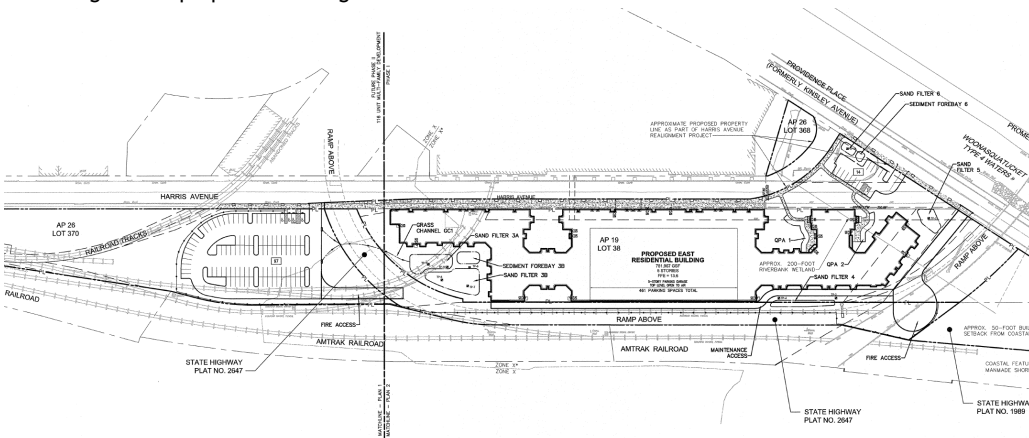
View of a portion of the lot from 100 Harris Ave

OVERVIEW

OWNER/APPLICANT:	Shops at Providence Place LLC, Owner and Applicant	PROJECT DESCRIPTION:	The applicant is requesting preliminary plan approval to construct a residential development that will provide a total of 353 residential units with associated lobby, leasing offices, parking garage and a total of 572 parking spaces. The applicant is seeking a waiver from submission of state approvals at the preliminary plan stage. The applicant is seeking a special use permit pursuant to unified development review to maintain a surface parking lot in the M-MU 90 zone.
CASE NO./ PROJECT TYPE:	16-054 MA Preliminary Plan Approval and Unified Development Review		
PROJECT LOCATION:	2-100 Harris Ave AP 26 Lot 368 and 370; AP 19 Lot 38; M-MU 90 zone	RECOMMENDATION:	Approval of the Preliminary Plan
NEIGHBORHOOD:	Olneyville	PROJECT PLANNER:	Choyon Manjrekar



Renderings of the proposed building



Proposed site plan

PROJECT OVERVIEW

The subject property is zoned M-MU 90, it is currently vacant and composed of three lots. The applicant is requesting preliminary plan approval to construct a multifamily building providing structured parking and leasing offices as part of a residential development that will provide 353 dwelling units and a total of 572 parking spaces. Four hundred and seventy five spaces will be provided in a five story parking garage and 97 will be provided in a surface lot to the west of the building. The applicant is seeking a special use permit pursuant to unified development review to maintain a surface parking lot in the M-MU 90 zone. A waiver from submission of all state approvals at the preliminary plan stage is also being requested.

ANALYSIS AND IDENTIFICATION OF POTENTIAL ISSUES

Use

The subject property is zoned M-MU 90, which permits multifamily residential development by right. A special use permit is being requested for the surface parking lot to the west of the building.

Dimensions and site design

The proposed building will have a height of 75 feet and is adjacent to a highway ramp. It will provide a total of 353 dwelling units over five stories and be built around a 475

space parking garage. Approximately 7,000 SF of office space will also be included. The building will meet the design requirements of the C-2 zone as it is set close to Harris Ave with varying articulations in the building façade and a recess for a landscaped plaza. A unifying architectural theme is evident based on the variety of building materials, provision of fenestration and bay window projections on the roof line, which provide variety to the façade.

Per the site plan, the applicant has extended the sidewalk running along the development to Providence Place as was suggested by the CPC at the master plan stage.

Parking

One space is required for every dwelling unit and one space is required for every 500 SF of commercial development for a total of 367 spaces. In addition to the 475 spaces in the garage, the applicant is proposing a 97 space surface parking lot to the west of the building, which requires a special use permit. A 14 space lot to the east of the building is also proposed. The applicant will meet and exceed the parking requirement providing a total of 572 spaces. Forty nine long term bicycle parking spaces will be provided, fulfilling the bike parking requirement.

Landscaping

The development area measures approximately 4.3 acres, requiring approximately 28,000 SF of canopy coverage. Plans show that the applicant will plant street trees, landscape areas at the eastern and western portions of the

development in addition to landscaping the parking lot. The applicant will meet the canopy coverage requirement as 29,000 SF of coverage is provided. A mix of 64 small, medium and large trees will be planted around the site in addition to bushes and shrubs. The applicant will also meet the parking requirement for the surface parking lot where a total of 20,836 SF of canopy coverage is required but 21,737 SF of coverage will be provided, including required internal parking lot plantings.

Lighting and Signage

The lighting plan conforms to the requirements of the ordinance with the applicant employing downward facing light fixtures in the parking areas to the east and west of the building. As required by the ordinance, light intensity at the lot lines will not exceed one footcandle and there will be no light trespass onto neighboring property.

Drainage and stormwater management

The project will employ low impact development and best management practices for stormwater mitigation. The drainage system will include five infiltrating sand filters and one structural water quality unit. Stormwater will be pre-treated using sediment forebays and a grass channel. Runoff will drain into the Woonasquatucket river, a city sewer, and a closed drainage system in the Providence Place Mall that directs flow to the Woonasquatucket River. Calculations indicate that the amount of runoff will be reduced for 2-100 year storm events. A stormwater management and maintenance plan has also been submitted outlining a maintenance schedule for the stormwater system.

Traffic Impacts

Per the City Engineer's request, the applicant submitted has submitted a traffic study. The study assesses current traffic conditions, travel demand forecasts based on the proposed development and other projects in the vicinity, and recommendations for future traffic operations. The impacts were projected for the year 2022. The study area included Providence Place (formerly Kinsley Ave), Harris Ave, Park Street and Promenade Street. It also focused on the intersections of Providence Place with Harris Ave and the mall entrance and exit at Park Street. Based on the land use code for multifamily development, the study projects an increase of 2,550 trips per day. The study evaluated the impact of the increase on the level of service offered by intersections around the site. A level of 'A' represents the best operating conditions and F is the worst. The level of service at the intersection of Harris Ave and Providence Place is expected to go from 'C' to 'D'. The change represents an increase of approximately 5 seconds which is considered acceptable. Delays at other intersections are expected to remain about the same.

The study recommends that the intersection between Harris Ave and Providence Place be realigned to form a 'T' shape instead of a 'Y' to encourage cars to come to a complete stop. New signage should be installed on the relocated Harris Ave and Providence Place roadways. The change would eliminate on-street parking, but reduce conflicts between vehicles and pedestrians. The study concludes that the development's effect on traffic will be minimal.

Waiver from submission of state approvals

The applicant has requested a waiver from the requirement that all state approvals be presented to the CPC at the preliminary plan stage. This includes approvals from Rhode Island Department of Environmental Management (RI DEM), Narragansett Bay Commission (NBC), Coastal Resources Management Council (CRMC), and Rhode Island Department of Transportation (RI DOT). The DPD recommends that the CPC grant the waiver finding that it would be in the best interest of good planning practice as response times from state bodies vary. Granting the waiver would allow the applicant to proceed with the development review process as permits are being obtained. The waiver should be granted subject to the applicant submitting all state approvals at the final plan stage. The applicant shall return to the CPC for final plan review if any of the approvals requires a change to the submitted plan. These conditions would ensure that granting of the waivers is consistent with the comprehensive plan and zoning ordinance.

DISCUSSION—Special Use Permit

Pursuant to Unified Development Review, the applicant is requesting a special use permit to maintain the 97 space surface parking lot on lot 370 which is separated from the main building on lot 368 by a highway ramp. As the lots cannot be merged, the parking lot is considered a principal use parking lot which requires a special use permit in the M-MU 90 zone.

FINDINGS—Special Use Permit

Section 1901 of the zoning ordinance requires that the CPC find evidence of the following standards in order to grant a special use permit:

- i. *The proposed special use permit is set forth specifically in this Ordinance, and complies with any conditions set forth therein for the authorization of such special use permit, including those listed in Article 12.*

The ordinance allows for operation of principal use parking lots in the M-MU 75 zones, which may be approved through a special use permit.

- ii. *Granting the proposed special use permit will not substantially injure the use and enjoyment of nor significantly devalue neighboring property.*

Based on plans provided, it is the DPD's opinion that the parking lot is not expected to have a negative effect on neighboring property. The development abuts a railway line and a highway which are not expected to be affected by the parking lot. The enjoyment and value of a residential development across Harris Ave and surrounding businesses is also not expected to be affected as the parking lot will serve residents of the proposed development and would not affect use of the existing residential development. It is the DPD's opinion that the parking lot may enhance the value of neighboring property by providing parking as an amenity and reducing reliance on on-street parking.

- iii. *Granting the proposed special use permit will not be detrimental or injurious to the general health or welfare of the community.*

The site is currently undeveloped and overgrown with vegetation. Provision of parking as well as residential development

would enhance the site compared to what currently exists. Surplus parking space could be used as an amenity for neighboring businesses and residences. Based on the DPD's analysis, the site will conform to environmental regulations like drainage and provision of landscaping and is not expected to negatively affect the health and welfare of the community. The traffic study submitted by the applicant also demonstrates that there will be no negative effects on the surrounding neighborhood.

RECOMMENDATION—Special Use Permit

Based on the foregoing discussion, the DPD recommends that the CPC approve the request for a special use permit for operation of principal use parking lot.

FINDINGS

Section 806 of the Commission's *Development Review Regulations* requires that the City Plan Commission make the following findings as part of their approval of all land development project applications. Based on the analysis contained herein and subject to the conditions contained in this report, staff has prepared the following findings regarding the request for approval of the Preliminary Plan stage:

1. *Consistency—The proposed development is consistent with the Comprehensive Plan and/or has satisfactorily addressed the issues where there may be inconsistencies.*

The subject property is located in an area that the future land use map of *Providence Tomorrow: The Comprehensive Plan* intends for Business/Mixed Use development. The plan describes these areas as ones intended to foster the expansion of business and residential uses including multifamily development.

Construction of the development would be in conformance with objectives H-2 and H-3 which encourages expansion of housing stock and creation of new housing opportunities in the City.

2. *Compliance with Zoning Ordinance—The proposed development is in compliance with the standards and provisions of the Zoning Ordinance.*

Use: The property is zoned M-MU 90 which permits multifamily residential development by right. Pursuant to unified development review, the principal use parking lot will be permitted through a special use permit.

Dimension: The development conforms to the dimensional requirements of the M-MU 90 zone and the design requirements for multifamily development.

Parking: The applicant will meet the parking requirement for the site. The parking lot will be permitted subject to a special use permit being granted by the CPC.

Landscaping: The applicant will meet the landscaping requirement.

3. *Environmental Impact—There will be no significant environmental impacts from the proposed development as shown on the final plan, with all required conditions for approval.*

The applicant has submitted a drainage plan, erosion control plan, a site maintenance plan and traffic impact study.

No negative environmental impacts are foreseen as the applicant is expected to come into compliance with applicable environmental regulations.

4. *Buildable Lot—The subdivision or development project, as proposed, will not result in the creation of individual lots with such physical constraints to development that building on those lots according to pertinent regulations and building standards would be impracticable.*

There are no physical constraints that impact development of this property as the development will conform to applicable zoning regulations and there are no other impediments to development.

5. *Street Access—All proposed development projects and all subdivision lots shall have adequate and permanent physical access to a public street. Lot frontage on a public street without physical access shall not be considered compliance with this requirement.*

Adequate vehicular and pedestrian access is provided from Harris Ave. Plans show that the sidewalk will run along the length of the development and terminate at Providence Place.

RECOMMENDATION

The CPC should vote to approve the preliminary plan finding it to be in conformance with the comprehensive plan and zoning ordinance subject to the following conditions:

1. The CPC should grant a waiver from submission of all state approvals at the preliminary plan stage. The applicant shall return to the CPC if the waivers result in a change to the submitted plan.
2. Final Plan approval should be delegated to DPD staff.