

Providence City Plan Commission

May 19, 2020



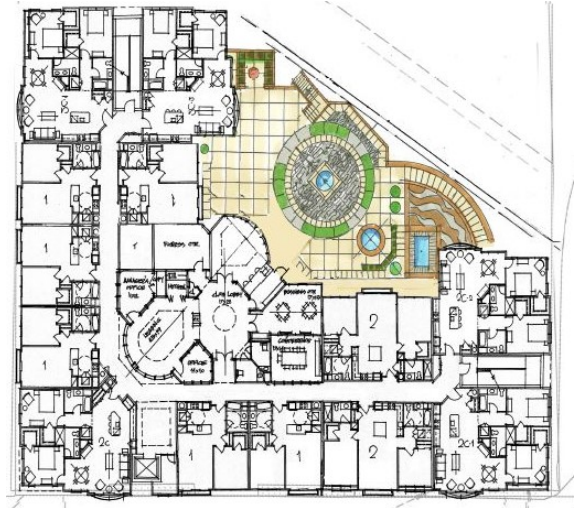
AGENDA ITEM 6 ■ 99-101 GANO STREET



View of the site from Beach and from Gano Streets



Aerial view of the site



SECOND FLOOR
Proposed plan 2nd floor

OVERVIEW

OWNER/APPLICANT: HV Collins Company

PROJECT DESCRIPTION: The applicant is requesting preliminary plan approval to construct a 61 unit residential building with internal parking, located in the C-2 zone. The applicant is seeking dimensional adjustments for height and parking. The height limit in the C-2 zone is 50 feet and four stories and a height of 60 feet and five stories is proposed. Sixty one parking spaces are required but a dimensional adjustment is being requested to provide 58. The plan has been revised since it was last presented to the CPC in November 2019.

CASE NO./ PROJECT TYPE: 19-066MI
Preliminary Plan Approval

PROJECT LOCATION: 99-101 Gano Street
AP 17 Lot 416

RECOMMENDATION: Approval of the Preliminary Plan subject to the noted findings and conditions

NEIGHBORHOOD: Fox Point

PROJECT PLANNER: Choyon Manjrekar



Building elevations

PROJECT OVERVIEW

The subject property is zoned C-2 and occupied by two commercial buildings that will be demolished. The applicant is proposing to construct a 61 unit, 5 story building with internal parking on the ground floor. The applicant is seeking dimensional adjustments for height and parking. The height limit in the C-2 zone is 50 feet and four stories and a height of 60 feet and five stories is proposed. Sixty one parking spaces are required but a dimensional adjustment is being requested to provide 58.

ANALYSIS AND IDENTIFICATION OF POTENTIAL ISSUES

Use

The subject property is zoned C-2, which permits multifamily development by right.

Dimensions and site design

The lot measures approximately 32,468 SF. The building is oriented toward Gano Street to the West with the Gano interstate exit to the South and East transit Street to the north. The building will be set to lot lines at Gano Street, East Transit Street and the southern lot line. An outdoor hardscaped area will be located at the rear of the building on the second floor. There is an easement owned by the Narragansett Bay Commission (NBC) that runs diagonally through the rear of the site. The development will not encroach into the easement. A height of five stories and 60

feet is proposed. A dimensional adjustment has been requested as this exceeds the 50' four-story height limit of the C-2 zone.

Internal parking will be provided on the first floor with 61 residential units on the upper stories. Sixty one parking spaces are required but a dimensional adjustment has been requested to provide 58. The parking area will be accessible from East Transit Street.

Long term bicycle parking will also be provided. Twelve bicycle spaces are required based on the requirement of one per 5 dwelling units. The applicant will meet and exceed this requirement, providing 27 spaces.

The building's exterior is composed of brick, stucco and cementitious panels, which are materials permitted by right in the C-2 zone. The building's exterior conforms to the design guidelines for multifamily development in the C-2 zone as it utilizes a common architectural theme throughout the façade and incorporates projections and articulations, providing a variety of dimensional elements. Encroachment permits for the overhangs as well as the building footings are required prior to final plan submission. Direct entry to the lobby is provided from Gano Street as required by the ordinance.

Based on provided elevations, the parking area on Gano Street will be screened with a metal mesh, wire fabric or punched metal screens, reducing the impact of parking from the street. Transparency on the upper levels exceeds 10

percent. Bike storage and trash collection areas will also be located on the first floor. A raised courtyard with a common gathering area will be provided in the rear yard facing the Seekonk river. A concierge, office and business center will be located on the second floor with apartments and other residential amenities. Most of the units are one bedroom units but there are some two bedroom units on each floor.

Landscaping

The development measures approximately 32,500 SF requiring approximately 4,875 SF of canopy coverage. The applicant could meet this requirement by planting five large trees. Plans show that the applicant will exceed that amount by making plantings in the rear of the property and within the outdoor common space using a mix of large, medium and small trees, totaling 7,100 SF of canopy coverage. The plantings are in addition to a 25 foot landscaped buffer strip between the river and the property.

Drainage and erosion control

Site drainage will be facilitated through a bioretention area and drainage facilities on the rear of the property. The drainage plan describes how the plan conforms to minimum standards required by Rhode Island Department of Environmental Management (RIDEM). They include use of low impact development, groundwater recharge and pollution prevention. The plan indicates that these measures will reduce runoff from the site for one, ten and one hundred year events.

An erosion control plan which outlines erosion control mechanisms and measures to be taken during construction has been submitted. They include installation of erosion control barriers, area for soil stockpile and maintenance measures to be taken during construction.

Traffic Memo

The applicant has submitted a traffic memo which details the impacts of the development on traffic. The site currently has 10 employees which generates 12 vehicle trips with 11 entering and one exiting during weekday mornings and one entering and 12 exiting during evening peak hours. The memo finds that with the new development, this number will increase to a total of 28 trips during the morning peak with six vehicles entering and 22 exiting. Vehicles will access the site from a driveway off East Transit Street. During the evening peak, there will be 22 vehicles entering and 13 exiting for a total of 35 trips generated. The memo concludes that a negative effect on traffic flow is not expected as a result of the development as the increase is within the daily fluctuation of peak hour traffic on Gano Street.

Dimensional Adjustments

The applicant is requesting dimensional adjustments from the height and parking requirements of the C-2 zone. A height of 60 feet is requested, which exceeds the 50' height limit of the zone. Sixty one parking spaces are required but 58 will be provided. Both requests represent a decrease in magnitude from when the plan was first reviewed. Adjustments of 18 feet and one story, and 17 parking spaces were previously requested. Based on plans provided, it appears that the adjustments are required due to the physical characteristics of the property, which is influenced by the presence of the NBC easement at the rear of the property. The easement prevents any development at the rear of the lot and reduces the area for parking. The height increase is also related to the easement as it requires the building to be built higher to compensate for the unusable land in the rear of the lot.

Public transit as well as bicycle infrastructure are available in proximity to Gano Street. Given the excess bicycle parking, it is conceivable that some residents will not own cars, which would reduce the need for parking. The applicant will be providing structured parking on the first floor, provision of which supports the request for an adjustment, and increases the building's height.

It is the DPD's opinion that the CPC should grant the requested adjustments per sections 1904.E.1.b and h of the ordinance, finding that they are needed due to the physical character of the property and because the applicant is providing structured parking as an amenity.

Public Outreach

Public notice is not required for a minor land development project, but the applicant has made efforts to inform the community of the project. The applicant is in communication with the Fox Point Neighborhood Association and scheduled a virtual meeting to discuss the project on May 11.

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 Master 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* designates for Neighborhood Commercial/Mixed Use development, where high density housing is an encouraged use.

Provision of housing would conform to objective H-2 of the plan which encourages creation of new housing throughout 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 C-2 which permits multifamily development by right.

Dimension: The development largely conforms to the dimensional and design requirements of the C-2 zone. The CPC should grant the requested dimensional adjustments for additional height and reduced parking finding that they are required due to the unique conditions of the property and for provision of structured parking as an amenity.

Parking: The applicant will meet the parking requirement subject to the CPC granting a dimensional adjustment for reduced parking.

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.*

Drainage and erosion control plans have been submitted. No negative environmental impacts are expected as the applicant is expected to come into conformance with all 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.*

A right of way encroachment permit is required for the building footings and roof canopy. There are no physical constraints that impact development of this property as it will conform to the dimensional requirements of the zoning ordinance.

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 Gano Street. An existing curb cut on Gano Street will be closed and a curb cut for vehicular access on East Transit Street will be opened to service the development.

RECOMMENDATION

The CPC should grant the dimensional adjustments for additional height and reduced parking.

The CPC should vote to approve the preliminary plan subject to the following conditions:

1. The applicant shall apply for permits for the above-ground and underground encroachments.
2. Final plan approval should be delegated to DPD staff



Memorandum

To: Mr. Patrick G. Collins
Vice President
H. V. Collins
99 Gano Street
Providence, RI 02906

Date: May 14, 2020

Project #: 73077.00

From: Robert J. Clinton, PE
Project Manager - Transportation

Re: 99 Gano Street
Providence, Rhode Island
Traffic Assessment

VHB has performed a qualitative traffic assessment of the impacts associated with the proposed redevelopment of the existing 99 Gano Street property in Providence, Rhode Island. The subject property is located on the east side of Gano Street and is currently occupied by H. V. Collins. There are currently two buildings (1,250 sf and 1,500 sf) and a storage building on the site. The proposed redevelopment program consists of demolishing the existing buildings and constructing 61± residential units with 61± parking spaces.

This memorandum shows that the proposed redevelopment will result in a minor increase in peak hour traffic; however, the minor increase is well within the daily fluctuation in traffic on Gano Street. Traffic operations are projected to be comparable to existing conditions along Gano Street with the proposed modifications to site access.

The final RIDOT concept plan has been revised to maintain both the Gano Street on-ramp and off-ramp. The I-195 West on-ramp is still proposed to be relocated across from Trenton Street adjacent to the reconstructed I-195 West off-ramp. There will continue to be a traffic signal at the I-195 Ramps/Gano Street/Trenton Street intersection (with traffic signal improvements/upgrades). The traffic signal will continue to create gaps in the Gano Street northbound traffic which allows vehicles to exit East Transit Street.

Existing Conditions

The site is currently occupied by H. V. Collins consisting of two buildings (1,250 sf and 1,500 sf) and a storage building located at 99 Gano Street. Access to the existing site is provided through a driveway located on the east side of Gano Street, approximately 120 feet north of the I-195 West off-ramp and approximately 75 feet south of East Transit Street. There is an existing traffic signal at the I-195 West off-ramp intersection with Gano Street. The traffic signal creates gaps in the Gano Street northbound traffic which allows vehicles to exit the existing site driveway. The queues on the Gano Street southbound approach to the traffic signal often extend past the driveway blocking vehicles trying to make left-turns out of the site driveway during peak periods; however, queued vehicles on the southbound approach were observed to leave gaps to allow vehicles to make left turns out of the site driveway. The East Transit Street eastbound and westbound approaches to Gano Street are under stop control. This intersection operates similar to the site driveway where gaps are created on the northbound approach by the traffic signal and queued vehicles on the southbound approach leave gaps to allow vehicles to exit East Transit Street. The posted speed limit on Gano Street and East Transit Street is 25 miles per hour.

H. V. Collins currently has 10 employees and currently generates traffic during the weekday morning and weekday evening peak hours. The Traffic generated during the peak periods by the existing use is shown in **Table 1**.



As shown in **Table 1**, the existing use generates 12 (11 entering/1 exiting) vehicle trips during the weekday morning and 12 (1 entering/11 exiting) vehicle trips during the weekday evening peak hours.

Future Conditions

The proposed redevelopment program consists of demolishing the two existing buildings and the storage building and constructing 61 residential units with 61 parking spaces. As shown in **Table 1**, the proposed residential development is projected to generate 28 (6 entering/22 exiting) vehicle trips during the weekday morning and 35 (22 entering/13 exiting) vehicle trips during the weekday evening peak hours. There will be a minor increase in vehicles exiting the site (traveling north and south on Gano Street) during the morning and evening peak periods (21 and 1 vehicles, respectively). It should be noted that the minor increase in traffic is well within the daily fluctuation in peak hour traffic on Gano Street.

Access to the proposed redevelopment will be provided by a new driveway located on the south side of East Transit Street. The critical traffic movements associated with the site will be left-turn movements out of East Transit Street onto Gano Street. The existing driveway located between the I-195 West off-ramp and East Transit Street will be closed. The elimination of the driveway and relocation of site access to East Transit Street will provide improved access/egress to the site because the turning movements will occur further from the traffic signal at the I-195 West off-ramp. The relocation of the site access turning movements to East Transit Street and the proposed closure of the existing driveway will mitigate the projected minor increase in peak hour traffic.

As discussed in the Existing Conditions section, the traffic signal creates gaps in the Gano Street northbound traffic. The queues on the Gano Street southbound approach to the traffic signal can extend past the East Transit Street intersection making it difficult to make left turns from the westbound approach during peak periods. Queued vehicles on the southbound approach to the signal were observed to leave gaps which allowed vehicles to make left turns out of East Transit Street.

RIDOT was considering eliminating the I-195 West off-ramp to Gano Street and relocating the I-195 West on-ramp from its current location to across from Trenton Street (where the current I-195 West off-ramp is); however, the proposed concept plan has been revised to maintain both the Gano Street on-ramp and off-ramp. The I-195 West on-ramp is still proposed to be relocated across from Trenton Street adjacent to the reconstructed I-195 West off-ramp. There will continue to be a traffic signal at the I-195 Ramps/Gano Street/Trenton Street intersection (with traffic signal improvements/upgrades). The traffic signal will continue to create gaps in the Gano Street northbound traffic which allows vehicles to exit East Transit Street. The relocation of the I-195 West on-ramp will result in some increased queues on the southbound approach to the traffic signal; however, these impacts can be mitigated by installing a left-turn arrow on the southbound approach to add a southbound left turn advance phase to the traffic signal.



Conclusions

This memorandum assesses the traffic impacts of the proposed redevelopment plan which focuses on trip generation of the existing site and projected traffic of the redeveloped site. As shown in **Table 1**, there will be a minor increase in vehicles exiting the site during the morning and evening peak periods (21 and 1 vehicles, respectively). It should be noted that the minor increase in traffic is well within the daily fluctuation in peak hour traffic on Gano Street. The existing Gano Street intersection at the I-195 West off-ramp traffic signal will continue to create gaps in the Gano Street northbound traffic allowing vehicles to exit the site from East Transit Street, where the proposed new access driveway will be located. Queued vehicles on the southbound approach to the signal will continue to leave gaps which allows vehicles to make left turns out of East Transit Street. The elimination of the driveway and relocation of site access to East Transit Street will provide improved access/egress because the turning movements will occur further from the traffic signal at the I-195 West off-ramp. The relocation of the site access turning movements to East Transit Street and the proposed closure of the existing driveway will mitigate the projected minor increase in traffic.

RIDOT was considering eliminating the I-195 West off-ramp to Gano Street and relocating the I-195 West on-ramp from its current location to across from Trenton Street (where the current I-195 West off-ramp is); however, the proposed concept plan has been revised to maintain both the Gano Street on-ramp and off-ramp. The I-195 West on-ramp is still proposed to be relocated across from Trenton Street adjacent to the reconstructed I-195 West off-ramp. There will continue to be a traffic signal at the I-195 Ramps/Gano Street/Trenton Street intersection (with traffic signal improvements/upgrades). The traffic signal will continue to create gaps in the Gano Street northbound traffic which allows vehicles to exit East Transit Street.

Table 1 Trip Generation Summary

	Existing	Proposed
Time Period/Movement	H.V. Collins Empirical Data ¹	Multi-Family Housing (LUC 220) ²
Morning Peak³		
Enter	11	6
Exit	1	22
Total	12	28
Evening Peak³		
Enter	1	22
Exit	12	13
Total	13	35

Source: Trip Generation, 10th Edition; Institute of Transportation Engineers (ITE); Washington, D.C.

- 1 Based on empirical data at the existing H. V. Collins buildings with 10 employees and one visitor.
- 2 Based on ITE Land Use Code (LUC) 220 (Multi Family Housing Low Rise - 1-2 Story) for 61 units.
- 3 Traffic volumes expressed in trips per hour

Residential Development

AP 17, LOT 416
99/101 Gano Street
Providence, RI

OWNER/APPLICANT:
HV COLLINS COMPANY
99/101 GANO STREET
PROVIDENCE, RI

CIVIL ENGINEER:



PARE CORPORATION
ENGINEERS - SCIENTISTS - PLANNERS
8 BLACKSTONE VALLEY PLACE
LINCOLN, RI 02865
401-334-4100

LANDSCAPE ARCHITECT:

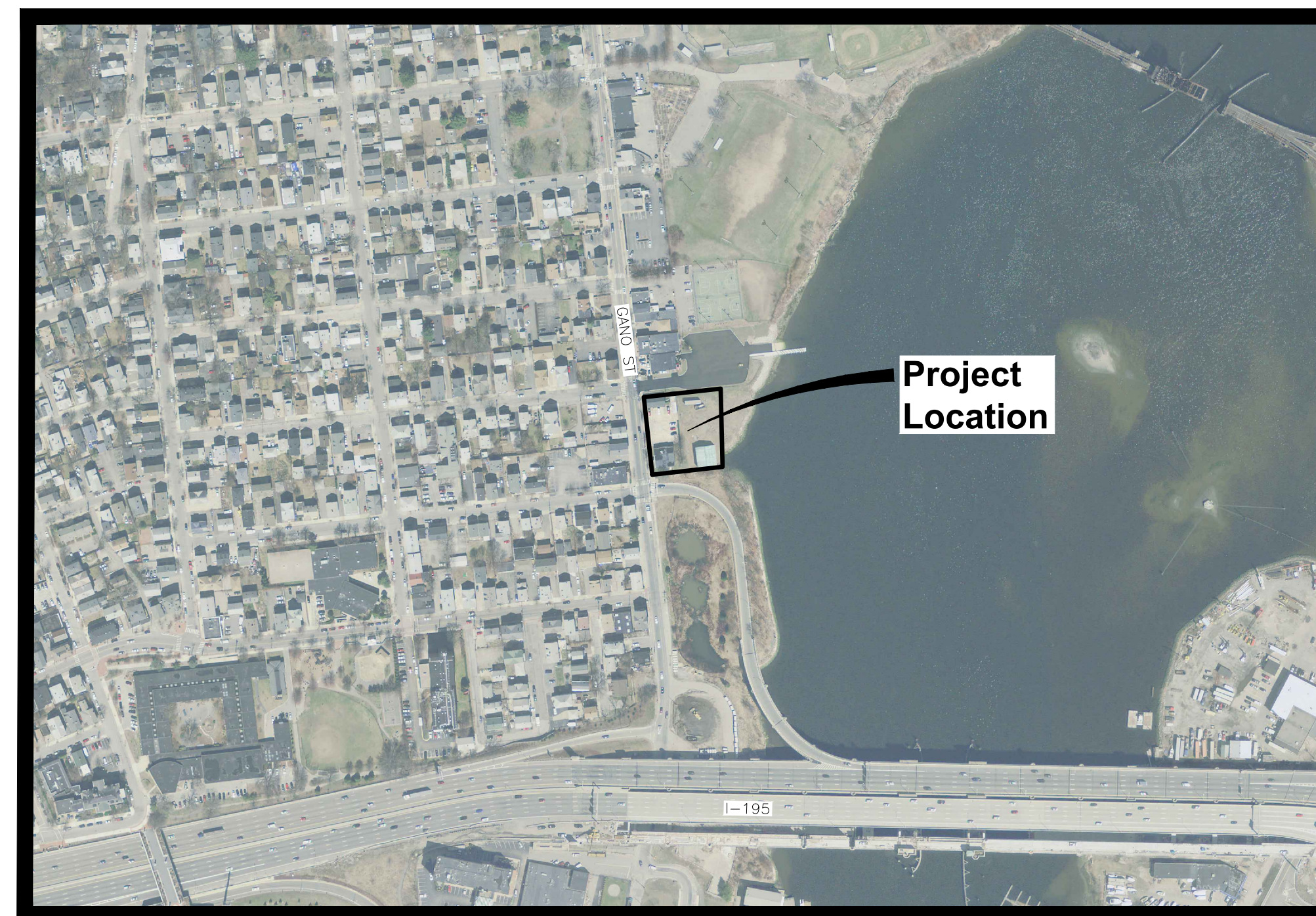


150 Chestnut Street, 4th Floor
Providence, RI 02903

SURVEYOR:



ARCHITECT:



Scale : N.T.S.

INDEX OF DRAWINGS

DRAWING No.	DESCRIPTION
1	C0.0 COVER SHEET
2	- EXISTING CONDITIONS PLAN
3	C1.1 NOTES & LEGEND
4	C2.1 DEMOLITION, EROSION & SEDIMENT CONTROL PLAN
5	C3.1 GENERAL PLAN
6	A4 FIRST FLOOR PLAN
7	C4.1 GRADING PLAN
8	C5.1 UTILITY PLAN
9-13	C6.1 - 6.5 DETAILS 1 - 5
14-15	A5 - A6 FLOOR PLANS
16-17	A1 - A2 BUILDING RENDERINGS (NOT INCLUDED IN SUBMISSION, TO BE PRESENTED DURING HEARING)
18	A3 BUILDING ELEVATION
19	L1 LANDSCAPE RENDERING
20	LP1.0 PLANTING PLAN

PRELIMINARY PLAN SUBMISSION

October 29, 2019

REVISED March 31, 2020



Legend
NOT ALL ITEMS SHOWN WILL APPEAR ON THE SURVEY

	BUILDING		NAIL FOUND/SET
	AP ASSESSOR'S PLAT		DRILL HOLE FOUND/SET
	N/F NOW OR FORMERLY		IRON ROD/PIPE FOUND/SET
	(D) DEED		BOUND FOUND/SET
	(M) MEASURED		SIGN
	(CA) HANDICAPPED		BOLLARD
	HC PROPERTY LINE		SOIL EVALUATION
	ASSESSOR'S LINE		CATCH BASIN
	TRELLINE		DOUBLE CATCH BASIN
	GUARDRAIL		DRAINAGE MANHOLE
	FENCE		FLARED END SECTION
	RETAINING WALL		GUY POLE
	STONE WALL		ELECTRIC MANHOLE/HANDHOLE
	MINOR CONTOUR LINE		UTILITY/POWER POLE
	MAJOR CONTOUR LINE		LIGHTPOST
	WATER LINE		SEWER/SEPTIC MANHOLE
	SEWER LINE		SEWER VALVE
	SEWER FORCE MAIN		CLEANOUT
	GAS LINE		HYDRANT
	ELECTRIC LINE		IRRIGATION VALVE
	OVERHEAD WIRES		WATER VALVE
	DRAINAGE LINE		WELL
	COMBINED SEWER		MONITORING WELL
			UNKNOWN MANHOLE
			GAS VALVE
			WETLAND FLAG
			BENCH MARK
			SHRUB
			TREE



Locus Map Not To Scale

General Notes

1. THE PARCEL IS FOUND ON ASSESSOR'S PLAT 17, LOT 416 IN THE CITY OF PROVIDENCE, PROVIDENCE COUNTY, RHODE ISLAND.
2. THE OWNER PER DEED BOOK 11318, PAGE 245 IS H.V. COLLINS PROPERTIES INC.
3. BASED ON GRAPHICAL PLOTTING ONLY, THE PARCEL IS LOCATED IN X(AREAS WITH REDUCED FLOOD RISK DUE TO LEVEE) AND ZONE VE (ELEVATION 13) PER FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP 44007C0309K, DATED OCTOBER 2, 2015. THIS DESIGNATION MAY CHANGE BASED UPON REVIEW BY A FLOOD ZONE SPECIALIST OR BY THE RESULTS OF A COMPREHENSIVE FLOOD STUDY.
4. THE PARCEL IS ZONED C-2 BASED ON PROVIDENCE GIS MAP. ANY OVERLAY DISTRICTS, SPECIAL PERMITS OR VARIANCES SPECIFIC TO THIS SITE ARE NOT TAKEN INTO CONSIDERATION. PLEASE CONTACT THE ZONING DEPARTMENT FOR ANY ADDITIONAL INFORMATION OR FOR A CERTIFICATE OF ZONING.
5. THERE WERE NO CEMETERIES, GRAVE SITES AND OR BURIAL GROUNDS OBSERVED WITHIN THE LIMITS OF THE SURVEY.
6. FIELD SURVEY PERFORMED BY DIPRETE ENGINEERING ON JANUARY 10, 2019. THIS PLAN REFLECTS ON THE GROUND CONDITIONS AS OF THAT DATE.
7. THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT. DIPRETE ENGINEERING IS NOT RESPONSIBLE FOR ANY UNKNOWN OR UNRECORDED EASEMENTS, DEEDS OR CLAIMS THAT A TITLE REPORT WOULD DISCLOSE.
8. PLEASE REFERENCE RHODE ISLAND GENERAL LAW 46-5-1.2 STATE OWNERSHIP OF TIDAL LANDS.
9. UNKNOWN RIGHTS AND TITLE TO LAND SHOWN AS EAST TRANSIT STREET, NO STREET ABANDONMENT PLAN FOUND (TITLE REVIEW RECOMMENDED) AREA 9,352 SQUARE FEET. ("ALSO ALL THE RIGHT, TITLE AND INTEREST OF THE GRANTOR IN AND TO THE PORTION OF EAST TRANSIT STREET..." DEED BOOK 11318, PAGE 245.)
10. UNKNOWN RIGHTS AND TITLE TO LAND SHOWN EAST OF BEACH STREET. LAND SHOWN AS AMERICAN OYSTER COMPANY ON RI HIGHWAY PLAT 1408. NO DEED FROM AMERICAN OYSTER COMPANY INTO CURRENT OWNER FOUND. AREA 3,350 SQUARE FEET. ("ALSO ALL THE RIGHT, TITLE AND INTEREST OF THE GRANTOR IN AND TO WHETHER OR NOT FLOWED BY THE WATERS OF SAID SEEKONK RIVER..." DEED BOOK 11318, PAGE 245)
11. UNKNOWN PREDECESSOR IN TITLE OF SUBJECT PARCEL.
12. PARCEL SHOWN AS NOW OR FORMERLY STATE OF RHODE ISLAND "BLACKSTONE RIVER BIKEWAY" CURRENTLY UNDER LITIGATION CASE STATE OF RHODE ISLAND PROVIDENCE SUPERIOR COURT NO. PC-2016-3957.

Datum Note:

1. ELEVATIONS SHOWN HEREON, IN U.S. SURVEY FEET, ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88), AS DETERMINED BY DIPRETE ENGINEERING USING REAL TIME KINEMATIC G.P.S. OBSERVATIONS.

Plan References:

1. PLOT OF THE WHAT CHEER ESTATE BELONGING TO THE HEIRS OF THE LATE GOV. JAMES FENNER, SURVEYED AND PLOTTED JULY 14, 1847 BY ATWATER AND SCHUBARTH. PLAN IN PLAT BOOK 2 PAGE 19 AND ON PLAT CARD 61.
2. RHODE ISLAND HIGHWAY PLAT 1408
3. RHODE ISLAND HIGHWAY PLAT 2845

Utility Notes

1. ALL UNDERGROUND UTILITIES SHOWN ON THIS PLAN WERE PROVIDED BY OTHERS AND ARE APPROXIMATE ONLY. LOCATIONS MUST BE DETERMINED IN THE FIELD BEFORE DESIGNING. EXCAVATION, BLASTING, INSTALLING, BACKFILLING, GRADING, PAVEMENT RESTORATION OR REPAIRING. ALL UTILITY COMPANIES, PUBLIC AND PRIVATE, MUST BE CONTACTED INCLUDING THOSE IN CONTROL OF UTILITIES NOT SHOWN ON THIS SURVEY. (PLEASE CONTACT DIGSAFE 72 WORKING HOURS PRIOR TO ANY CONSTRUCTION AT 1-888-344-7233). DIPRETE ENGINEERING IS NOT RESPONSIBLE FOR MISSING UNDERGROUND UTILITIES, EITHER IN SERVICE OR ABANDONED, NOT OBSERVED AT THE TIME OF THE SURVEY. DIPRETE ENGINEERING ASSUMES NO RESPONSIBILITY FOR DAMAGES INCURRED AS A RESULT OF UTILITIES OMITTED OR INACCURATELY SHOWN.
2. UNDERGROUND WATER, SEWER AND DRAINAGE INFORMATION OBTAINED FROM RIDOT CONTRACT PLAN 9834. IMPROVEMENTS TO INTERSTATE ROUTE 195.
 - 2.1. SEWER SERVICE LOCATION UNKNOWN.
3. UNDERGROUND GAS INFORMATION OBTAINED FROM NATION GRID GIS MAP

List of Possible Encroachments:

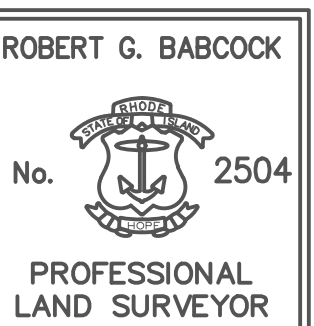
- CONCRETE RETAINING WALL OVER PROPERTY LINE ONTO BIKEPATH SEE GENERAL NOTE 12

Certification

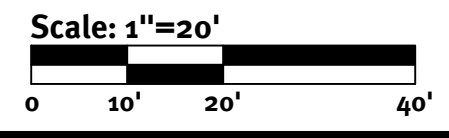
THIS SURVEY HAS BEEN CONDUCTED AND THE PLAN HAS BEEN PREPARED PURSUANT TO SECTION 9 OF THE RULES AND REGULATIONS ADOPTED BY THE RHODE ISLAND STATE BOARD OF REGISTRATION FOR PROFESSIONAL LAND SURVEYORS ON JANUARY 1, 2016, AS FOLLOWS:

TYPE OF SURVEY	MEASUREMENT SPECIFICATION
COMPREHENSIVE BOUNDARY SURVEY	CLASS 1
DATA ACCUMULATION SURVEY (LIMITED)	CLASS T-2

THE PURPOSE FOR THE CONDUCT OF THE SURVEY AND FOR THE PREPARATION OF THE PLAN IS AS FOLLOWS: RETRACEMENT AND TOPOGRAPHIC SURVEY.



ROBERT G. BABCOCK, RIPLS #2504, COA #LS.000A160
1/21/19



Scale: 1"=20'

Diprete Engineering
Two Stafford Court Cranston, RI 02920
tel 401-943-1000 fax 401-641-6006 www.diprete-eng.com

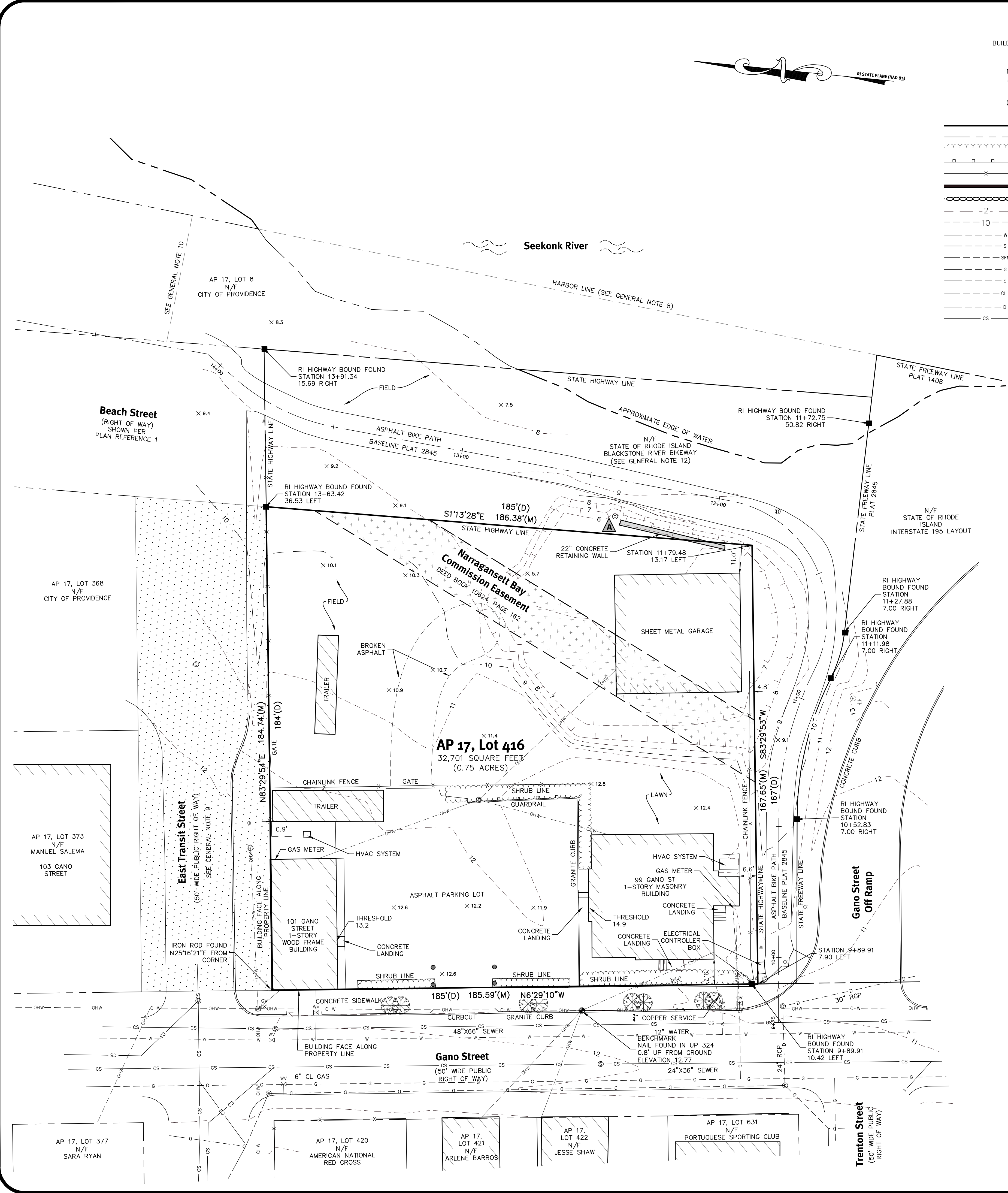
Boston • Providence • Newport

Boundary/Topographic Survey
99 Gano Street
Providence, Rhode Island

CLIENT
H.V. Collins
99 Gano Street, Providence, RI 02906

DATE: 1/21/19
DRAWN BY: MTL
CHECKED BY: MTL

z:\demain\projects\2355-002 gano street\autocad drawings\2355-002.dwg Plot Date: 1/29/2019



REFERENCE

- 1. PROJECT LOCATION: 99 GANO STREET, PROVIDENCE, RHODE ISLAND 02906. ASSESSOR'S PLAT 17, LOT 416.
2. EXISTING CONDITIONS MAPPING TAKEN FROM PLAN ENTITLED "BOUNDARY/TOPOGRAPHIC SURVEY 99 GANO STREET" PREPARED BY DIPRETE ENGINEERING, DATED JANUARY 29, 2019.
3. EXISTING CONDITIONS SUPPLEMENTED WITH AVAILABLE RECORD PLANS ENTITLED, "NARRAGANSETT BAY COMMISSION COMBINED SEWER OVERFLOW CONTROL FACILITIES PROGRAM" PREPARED BY CDM SMITH, DATED FEBRUARY 18, 2013 AND "RHODE ISLAND DEPARTMENT OF TRANSPORTATION BLACK STONE RIVER BIKEWAY SEGMENT 1A" PREPARED BY VHB, DATED SEPTEMBER 22, 2015.
4. WETLAND FLAGS IDENTIFYING COASTAL SHORELINE FEATURES WERE PLACED BY PARE CORPORATION ON SEPTEMBER 9, 2019 AND LOCATED BY PARE CORPORATION USING A GPS DEVICE.
5. PRELIMINARY DETERMINATION REQUEST RESPONSE BY CRMC IN ACCORDANCE WITH METRO BAY REGION SPECIAL AREA MANAGEMENT PLAN AS AN AREA OF PARTICULAR INTEREST UNDER CRMC FILE NO. 2019-07-085.

GENERAL NOTES

- 1. PER AVAILABLE RIDEM MAPPING, THE PROJECT SITE IS LOCATED OUTSIDE OF A NATURAL HERITAGE AREA.
2. BASED ON GRAPHICAL PLOTTING ONLY, THE PARCEL IS LOCATED PARTIALLY IN ZONE A (AREAS WITH REDUCED FLOOD RISK DUE TO LEVEE) AND ZONE VE (ELEVATION 13) NAVD 88 PER FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP 4407C0309K, DATED OCTOBER 2, 2015. THIS DESIGNATION MAY CHANGE BASED UPON REVIEW BY A FLOOD ZONE SPECIALIST OR BY THE RESULTS OF A COMPREHENSIVE FLOOD STUDY.
3. THE STATE OF RHODE ISLAND STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, AMENDED MARCH 2018 WITH ALL REVISIONS AND ADDENDA, AND THE RHODE ISLAND STANDARD DETAILS ARE MADE A PART HEREOF AS FULLY AND COMPLETELY AS IF ATTACHED HERETO. ALL WORK SHALL MEET OR EXCEED THE RHODE ISLAND STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, WITH LATEST REVISIONS. THE LATEST REVISION OF THE STANDARD SPECIFICATIONS MAY BE OBTAINED AT THE RHODE ISLAND DEPARTMENT OF TRANSPORTATION.
4. THE CONTRACTOR SHALL MAKE ALL NECESSARY CONSTRUCTION NOTIFICATIONS AND APPLY FOR AND OBTAIN ALL NECESSARY CONSTRUCTION PERMITS, PAY ALL FEES AND POST ALL BONDS ASSOCIATED WITH THE SAME, AND COORDINATE WITH THE ENGINEER AND OWNER'S REPRESENTATIVE AS REQUIRED.
5. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR JOB SITE SAFETY. THE CONTRACTOR SHALL PROVIDE TEMPORARY FENCING AND/OR BARRIERS AROUND ALL OPEN EXCAVATED AREAS IN ACCORDANCE WITH OSHA FEDERAL, STATE, AND LOCAL REQUIREMENTS.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THAT THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS DO NOT CONFLICT WITH ANY KNOWN EXISTING OR OTHER PROPOSED IMPROVEMENTS. IF ANY CONFLICTS ARE DISCOVERED, THE CONTRACTOR SHALL NOTIFY THE OWNER AND THE ENGINEER PRIOR TO INSTALLATION OF ANY PORTION OF THE SITE WORK WHICH WOULD BE AFFECTED. NO FIELD ADJUSTMENTS IN THE LOCATION OF SITE ELEMENTS SHALL BE MADE WITHOUT THE ENGINEER'S APPROVAL.
7. IF ANY DEVIATION OR ALTERATION OF THE WORK PROPOSED ON THESE DRAWINGS IS REQUIRED, THE CONTRACTOR SHALL IMMEDIATELY CONTACT AND COORDINATE ANY DEVIATIONS WITH THE ENGINEER AND OWNER.
8. ANY AREA OUTSIDE OF THE LIMIT OF WORK THAT IS DISTURBED SHALL BE RESTORED TO ITS ORIGINAL CONDITION AT NO ADDITIONAL COST TO THE OWNER.
9. ALL SITE WORK SHALL MEET OR EXCEED THE SITE WORK SPECIFICATIONS PREPARED FOR THIS PROJECT.
10. ALL SIGNS SHALL BE REFLECTORIZED TYPE III SHEETING AND CONFORM WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, LATEST REVISION.
11. ALL UTILITIES (LOCATION AND ELEVATION) DEPICTED SHALL BE CONSIDERED APPROXIMATE ONLY. BEFORE COMMENCING SITE WORK IN ANY AREA, CONTACT "DIG SAFE" AT 1-888-DIG-SAFE (1-888-344-7233) TO ACCURATELY LOCATE UNDERGROUND UTILITIES. ALL DAMAGE TO EXISTING UTILITIES OR STRUCTURES, AND THE COST TO REPAIR THE DAMAGES TO INITIAL CONDITIONS, AS SHOWN ON THE PLANS SHALL BE THE CONTRACTOR'S RESPONSIBILITY.
12. NO EXCAVATION SHALL BE DONE UNTIL COMPANIES ARE PROPERLY NOTIFIED IN ADVANCE. NOTE THAT NOT ALL EXISTING UNDERGROUND UTILITIES ARE SHOWN. IT IS THE CONTRACTOR'S RESPONSIBILITY TO CONTACT ALL RESPECTIVE UTILITY COMPANIES TO VERIFY AND LOCATE EXISTING UTILITIES.

LAYOUT NOTES

- 1. ALL LINES ARE PERPENDICULAR OR PARALLEL TO THE LINES FROM WHICH THEY ARE MEASURED UNLESS OTHERWISE INDICATED.
2. ACCESSIBLE RAMPS SHALL BE PER THE AMERICAN WITH DISABILITIES ACT (ADA) ACCESSIBILITY GUIDELINES.
3. PRIOR TO COMMENCING WORK, THE CONTRACTOR SHALL PERFORM BENCHMARK FIELD LEVEL VERIFICATION AND COORDINATE LAYOUT CHECK. THE CONTRACTOR SHALL CONTACT PARE CORPORATION IF ANY DISCREPANCIES ARE FOUND.
4. DIMENSIONS OF PARKING SPACES AND DRIVEWAYS ARE FROM FACE OF CURB TO FACE OF CURB. DIMENSIONS FROM BUILDING ARE FROM FACE OF BUILDING TO FACE OF CURB.
5. ALIGN WALKWAYS ON DOORWAYS THEY SERVE TO PROVIDE MINIMUM REQUIRED MANEUVERING CLEARANCE IN ACCORDANCE WITH THE AMERICAN WITH DISABILITIES ACT (ADA) ACCESSIBILITY GUIDELINES.

DEMOLITION NOTES

- 1. THE CONTRACTOR SHALL COORDINATE ALL DEMOLITION OF STRUCTURES, PAVEMENT AND CONCRETE MATERIALS, AND UTILITIES WITH APPROPRIATE PROPOSED SITE GENERAL, GRADING, UTILITY, AND LANDSCAPING DRAWINGS.
2. ALL NOTED UTILITIES TO BE REMOVED AND DISPOSED OF, RELOCATED OR CAPPED REPRESENT ALL KNOWN SITE CONDITIONS TO BE DEMOLISHED. THE CONTRACTOR SHALL COORDINATE ALL UNFORESEEN CONDITIONS WITH THE PROJECT ENGINEER, OWNER AND/OR RESPECTIVE UTILITY COMPANIES PRIOR TO PROCEEDING WITH WORK.
3. THERE SHALL BE NO INTERRUPTION OF UTILITY SERVICES DURING THE CONSTRUCTION OPERATION WITHOUT APPROVAL OF THE OWNER.

GRADING AND UTILITY NOTES

- 1. UNDERGROUND UTILITIES DEPICTED WERE COMPILED FROM AVAILABLE RECORD PLANS AND SHALL BE CONSIDERED APPROXIMATE ONLY. BEFORE COMMENCING SITE WORK IN ANY AREA, CONTACT "DIG SAFE" AT 1-888-DIG-SAFE (1-888-344-7233) TO ACCURATELY LOCATE UNDERGROUND UTILITIES. ANY DAMAGE TO EXISTING UTILITIES OR STRUCTURES DEPICTED OR NOT DEPICTED ON THE PLANS SHALL BE THE CONTRACTOR'S RESPONSIBILITY. COSTS TO REPAIR SUCH DAMAGES SHALL BE THE CONTRACTOR'S RESPONSIBILITY. NO EXCAVATION SHALL BE DONE UNTIL UTILITY COMPANIES ARE PROPERLY NOTIFIED.
2. ALL WORK PERFORMED AND ALL MATERIALS FURNISHED SHALL CONFORM WITH THE LINES AND GRADES ON THE PLANS AND SITE WORK SPECIFICATIONS.
3. AT ALL LOCATIONS WHERE EXISTING CURBING OR PAVEMENT ABUT NEW CONSTRUCTION, THE EDGE OF THE EXISTING CURB OR PAVEMENT SHALL BE SAW CUT TO A CLEAN, SMOOTH EDGE. BLEND NEW PAVEMENT AND CURBS SMOOTHLY INTO EXISTING BY MATCHING LINES, GRADES AND JOINTS.
4. ALL UTILITY COVERS, GRATES, ETC. SHALL BE ADJUSTED TO BE FLUSH WITH THE SURROUNDING SURFACE OR PAVEMENT FINISH GRADE. RIM ELEVATIONS OF STRUCTURES AND MANHOLES ARE APPROXIMATE. FIELD ELEVATIONS ARE TO BE SET FLUSH AND CONSISTENT WITH THE GRADING PLANS.
5. THE CONTRACTOR SHALL MAKE ALL ARRANGEMENTS FOR THE ALTERATION OF PRIVATE UTILITIES BY THE UTILITY COMPANIES, AS REQUIRED.
6. WHERE AN EXISTING UTILITY IS FOUND TO CONFLICT WITH THE PROPOSED WORK, THE LOCATION, ELEVATION AND SIZE OF THE UTILITY SHALL BE ACCURATELY DETERMINED WITHOUT DELAY BY THE CONTRACTOR AND THE INFORMATION SHALL BE PROVIDED ON A SKETCH TO SCALE OF THE EXISTING UTILITY WITH TIES TO KNOWN POINTS, PHOTOS AND FURNISHED TO THE ENGINEER FOR RESOLUTION.
7. THE CONTRACTOR SHALL PROTECT ALL UNDERGROUND DRAINAGE, SEWER AND UTILITY FACILITIES FROM EXCESSIVE VEHICULAR LOADS DURING CONSTRUCTION. ANY DAMAGE TO THESE FACILITIES RESULTING FROM CONSTRUCTION LOADS SHALL BE RESTORED TO ORIGINAL CONDITION.
8. GAS, ELECTRIC, AND COMMUNICATIONS ROUTING ARE SUBJECT TO REVIEW AND APPROVAL BY APPROPRIATE UTILITY COMPANIES.
9. DURING CONSTRUCTION OPERATIONS, THE CONTRACTOR SHALL PROTECT EXISTING UTILITIES BY PROVIDING TEMPORARY SUPPORTS OR SHEETING AS REQUIRED AT NO ADDITIONAL COST TO THE OWNER.
10. ALL GRAVITY SANITARY PIPING SHALL BE SDR-35 PVC. ALL SEWER CONSTRUCTION SHALL CONFORM TO THE NARRAGANSETT BAY COMMISSION REGULATIONS.
11. ALL WATER LINE BENDS AND TEES SHALL BE REINFORCED WITH THRUST BLOCKS. ALL WATER DISTRIBUTION PIPING AND FITTINGS MUST ADHERE TO PROVIDENCE WATER SPECIFICATIONS AND SHALL BE INSPECTED BEFORE, DURING, AND AFTER CONSTRUCTION PRIOR TO TAPPING THE SERVICE MAIN. THE CONTRACTOR SHALL COORDINATE AND CONFIRM ALL WATER DISTRIBUTION MATERIAL PRODUCTS WITH PROVIDENCE WATER PRIOR TO ORDERING OR PURCHASING PRODUCTS.
12. EXCAVATION REQUIRED WITHIN THE PROXIMITY OF EXISTING UTILITY LINES SHALL BE DONE BY HAND. CONTRACTOR SHALL REPAIR ANY DAMAGE TO EXISTING UTILITY LINES OR STRUCTURES INCURRED DURING CONSTRUCTION OPERATIONS AT NO COST TO THE OWNER.
13. PITCH EVENLY BETWEEN SPOT GRADES. ALL PAVED AREAS MUST PITCH TO DRAIN AT A MIN. OF 1/8" PER FOOT UNLESS SPECIFIED.
14. THE PROPOSED WALKWAYS SHALL HAVE A MAXIMUM CROSS SLOPE OF 2% AND A MAXIMUM RUNNING SLOPE OF 5% AS SHOWN ON CONSTRUCTION DETAILS AND GRADING PLAN.

STATE RIGHT-OF-WAY NOTES

- 1. ALL WORK TO BE PERFORMED WITHIN THE STATE RIGHT-OF-WAY (ROW) SHALL CONFORM TO THE RIDOT "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" AMENDED AUGUST 2013, WITH ALL REVISIONS AND ADDENDA. STANDARD DETAILS FOR THIS WORK ARE RIDOT STANDARD DETAILS 1998 EDITION WITH ALL REVISIONS.
2. THE CONTRACTOR SHALL APPLY FOR AND OBTAIN A UTILITY PERMIT FROM THE RIDOT FOR UTILITY WORK WITHIN THE STATE'S ROW AND MAKE ALL NECESSARY CONSTRUCTION NOTIFICATIONS, PAY ALL FEES AND POST ALL BONDS ASSOCIATED WITH THE SAME, AND COORDINATE WITH THE ENGINEER AND OWNER'S REPRESENTATIVE AS REQUIRED.
3. THE CONTRACTOR SHALL PREPARE A TRANSPORTATION MANAGEMENT PLAN INCLUDING A TEMPORARY TRAFFIC CONTROL PLAN AS REQUIRED FOR THE RIDOT UTILITY PERMIT APPLICATION AT NO ADDITIONAL EXPENSE TO THE OWNER.
4. ALL TEMPORARY TRAFFIC CONTROLS SHALL BE IN ACCORDANCE WITH THE "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD), LATEST REVISION.

EROSION AND SEDIMENTATION CONTROL NOTES - RHODE ISLAND

- 1. THE CONTRACTOR AND RELEVANT SUBCONTRACTORS SHALL READ AND UNDERSTAND THE RIDPES GENERAL PERMIT FOR STORMWATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY (GENERAL PERMIT) AND THE SITE SPECIFIC SOIL EROSION AND SEDIMENT CONTROL PLAN (SESC) PREPARED FOR THE PROJECT. ALL EROSION CONTROL SHALL BE IN ACCORDANCE WITH THE RHODE ISLAND SOIL EROSION AND SEDIMENT CONTROL HANDBOOK, LATEST REVISION.
2. THE CONTRACTOR SHALL BECOME FAMILIAR WITH THE CONDITIONS ISSUED FOR THE PROJECT BY RIDEM AND BE RESPONSIBLE FOR CONFORMANCE WITH ALL PERMIT REQUIREMENTS AND CONSTRUCTION DOCUMENTS.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ESTABLISHING OR INSTALLING ALL TEMPORARY SEDIMENT AND EROSION CONTROLS AS SHOWN ON THESE PLANS AND SHALL MAINTAIN ALL EROSION CONTROL MEASURES AS NECESSARY DURING THE ENTIRE CONSTRUCTION PERIOD.
4. ANTI-TRACKING PADS (R.I. STD. DETAIL 9.9.0) SHALL BE PROVIDED AT ALL POINTS OF EGRESS OR INGRESS AND SHALL BE MAINTAINED TO LIMIT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC ROADS.
5. EROSION CONTROL BARRIERS SHALL BE INSTALLED AS SHOWN ON THE EROSION CONTROL PLAN PRIOR TO COMMENCEMENT OF CONSTRUCTION OPERATIONS.
6. SOIL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE INSPECTED AND MAINTAINED ON A WEEKLY BASIS AND AFTER EACH STORM EVENT OF 0.25 INCH OR GREATER DURING CONSTRUCTION TO INSURE THAT CHANNELS, DITCHES AND PIPES ARE CLEAR OF DEBRIS AND THAT THE EROSION CONTROL BARRIERS ARE INTACT. IDENTIFIED DEFICIENCIES SHALL BE CORRECTED IMMEDIATELY.
7. DUST SHALL BE CONTROLLED BY WATERING OR OTHER APPROVED METHODS AS NECESSARY, OR AS DIRECTED BY THE OWNER OR OWNER'S REPRESENTATIVE.
8. THE CONTRACTOR SHALL CLEAN AND MAINTAIN EROSION CONTROL BARRIER WHEN SEDIMENT ACCUMULATES TO ONE HALF THE HEIGHT OF THE BARRIER. MATERIAL COLLECTED FROM THE SEDIMENTATION BARRIERS SHALL BE REMOVED AND DISPOSED IN AN UPLAND AREA.
9. THE CONTRACTOR SHALL SCHEDULE HIS WORK TO ALLOW THE FINISHED SUB GRADE ELEVATIONS TO DRAIN PROPERLY WITHOUT PONDING. SPECIFICALLY, ALLOW WATER TO ESCAPE WHERE PROPOSED CURB MAY RETAIN RUNOFF PRIOR TO APPLICATION OF SURFACE PAVING. PROVIDE TEMPORARY POSITIVE DRAINAGE, AS REQUIRED, TO STABILIZED DISCHARGE POINTS.
10. INSTALLATION OF THE EROSION CONTROL BARRIERS AS ILLUSTRATED IS INTENDED TO REPRESENT THE MINIMUM SEDIMENTATION CONTROL FACILITIES NECESSARY TO MEET ANTICIPATED SITE CONDITIONS. ADDITIONAL EROSION CONTROL MEASURES SHALL BE IMPLEMENTED AS CONDITIONS WARRANT OR AS DIRECTED BY THE OWNER OR OWNER'S REPRESENTATIVE.
11. REQUIRED SEDIMENTATION CONTROL FACILITIES MUST BE PROPERLY ESTABLISHED, CLEARLY VISIBLE AND IN OPERATION PRIOR TO INITIATING ANY LAND CLEARING ACTIVITY AND/OR OTHER CONSTRUCTION RELATED WORK. SUCH FACILITIES SHALL REPRESENT THE LIMIT OF WORK. WORKERS SHALL BE INFORMED THAT NO CONSTRUCTION ACTIVITY IS TO OCCUR BEYOND THE LIMIT OF WORK AT ANY TIME THROUGHOUT THE CONSTRUCTION PERIOD.
12. THE CONTRACTOR SHALL MAINTAIN A SUFFICIENT RESERVE OF VARIOUS EROSION CONTROL MATERIALS ONSITE AT ALL TIMES FOR EMERGENCY PURPOSES OR ROUTINE MAINTENANCE.
13. EXISTING AND NEWLY INSTALLED CATCH BASINS AND STORM DRAIN INLETS SHALL BE PROTECTED WITH APPROPRIATE TEMPORARY INLET PROTECTION IN ACCORDANCE WITH THE RHODE ISLAND SOIL EROSION AND SEDIMENT CONTROL HANDBOOK.
14. DEWATERING WASTE WATERS PUMPED FROM EXCAVATIONS SHALL BE CONVEYED BY HOSE TO AN UPLAND AREA AND DISCHARGED INTO STRAW BALE CORRALS OR SEDIMENTATION BAGS.
15. THE CONTRACTOR SHALL NOT REMOVE ANY TEMPORARY SEDIMENT CONTROL BARRIERS UNTIL THE CONTRIBUTING DRAINAGE AREA HAS BEEN PERMANENTLY STABILIZED.
16. CONSTRUCTION SITE WASTE MATERIALS SHALL BE PROPERLY CONTAINED ONSITE AND DISPOSED OFF SITE AT A LOCATION IN ACCORDANCE WITH THE LOCAL AND STATE REGULATIONS.
17. RIP-RAP OR OTHER ENERGY DISSIPATORS SHALL BE USED WHERE NECESSARY TO PREVENT SCOUR.
18. ALL DISTURBED AREAS SHALL BE STABILIZED WITHIN 14 DAYS UPON COMPLETION OF WORK IN THAT AREA.
19. ALL DRAINAGE STRUCTURES SHALL BE CLEARED OF ACCUMULATED SEDIMENT PRIOR TO ACCEPTANCE OF FINAL PROJECT.
20. NEWLY VEGETATED AREAS SHALL BE MAINTAINED REGULARLY TO ENSURE STABLE VEGETATED SURFACES.
21. EROSION AND SEDIMENTATION CONTROLS SHALL BE UTILIZED AS SHOWN ON THE PLANS. POTENTIAL EROSION AND SEDIMENTATION PROBLEMS ASSOCIATED WITH THE CONSTRUCTION OF THE PROJECT SHALL BE AVOIDED THROUGH THE PROJECT SCHEDULING AND THE USE OF APPROPRIATE STANDARD CONTROLS (RHODE ISLAND SOIL EROSION AND SEDIMENTATION CONTROL HANDBOOK) AS ILLUSTRATED ON THE PROJECT PLANS.
22. WHERE EROSION CONTROLS ARE NEEDED ON IMPERVIOUS SURFACES, THE CONTRACTOR SHALL PROVIDE SAND BAG EROSION CONTROL BARRIER.
23. TEMPORARY DIVERSION (TD) MAY CONSIST OF A DITCH OR SWALE, OR MAY BE ACHIEVED USING WOOD CHIPS, COIR LOGS, OR SIMILAR MATERIALS.
24. TEMPORARY SEDIMENT TRAPS (TST) AND TEMPORARY SWALES (TSW) SHALL BE SIZED BY THE CONTRACTOR USING THE PARAMETERS CONTAINED IN THE RHODE ISLAND SOIL EROSION AND SEDIMENT CONTROL HANDBOOK.

STORM WATER MANAGEMENT SYSTEM INSPECTION AND MAINTENANCE NOTES

DURING CONSTRUCTION

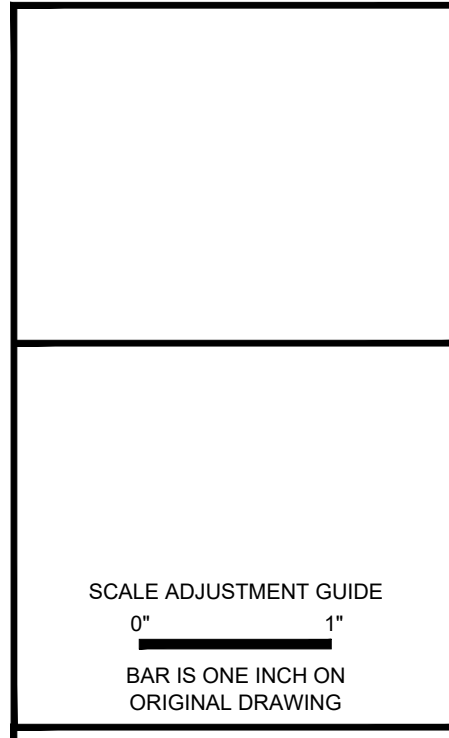
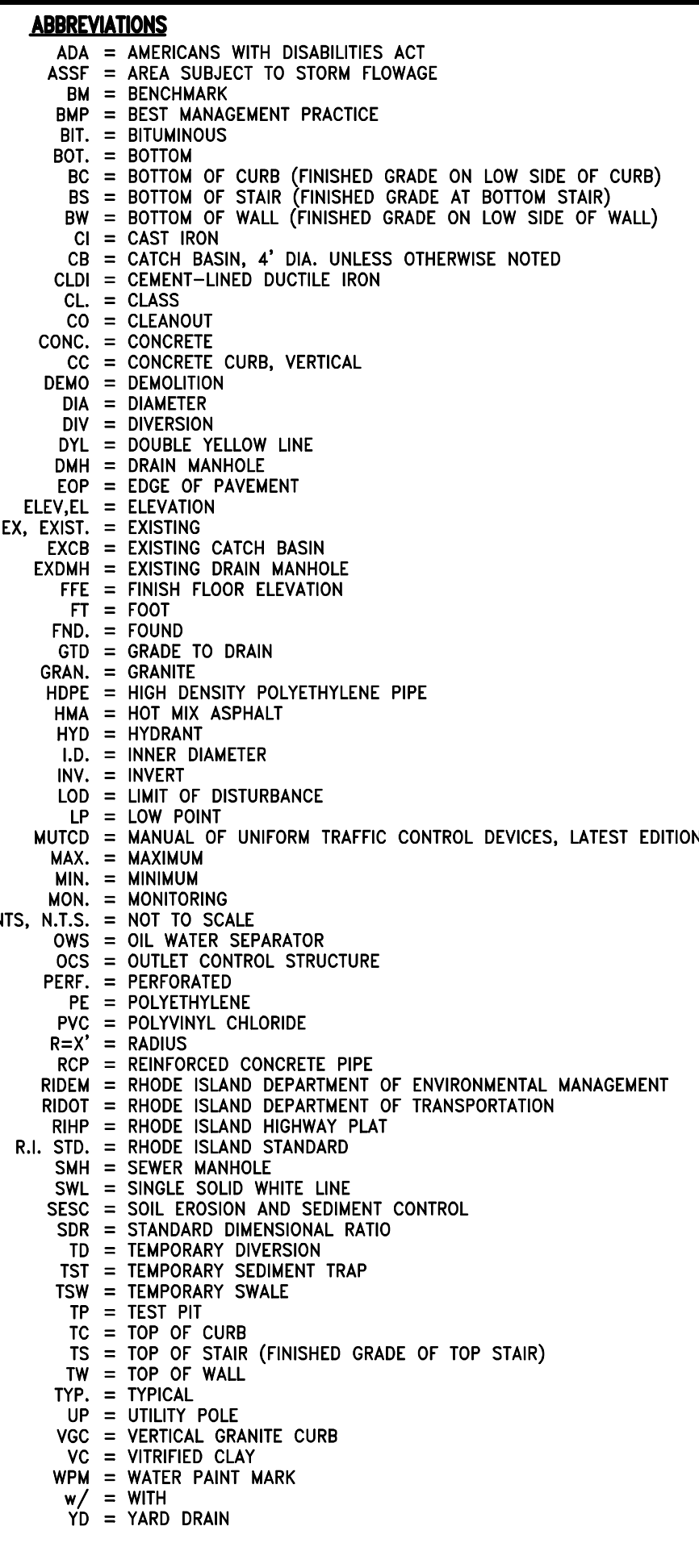
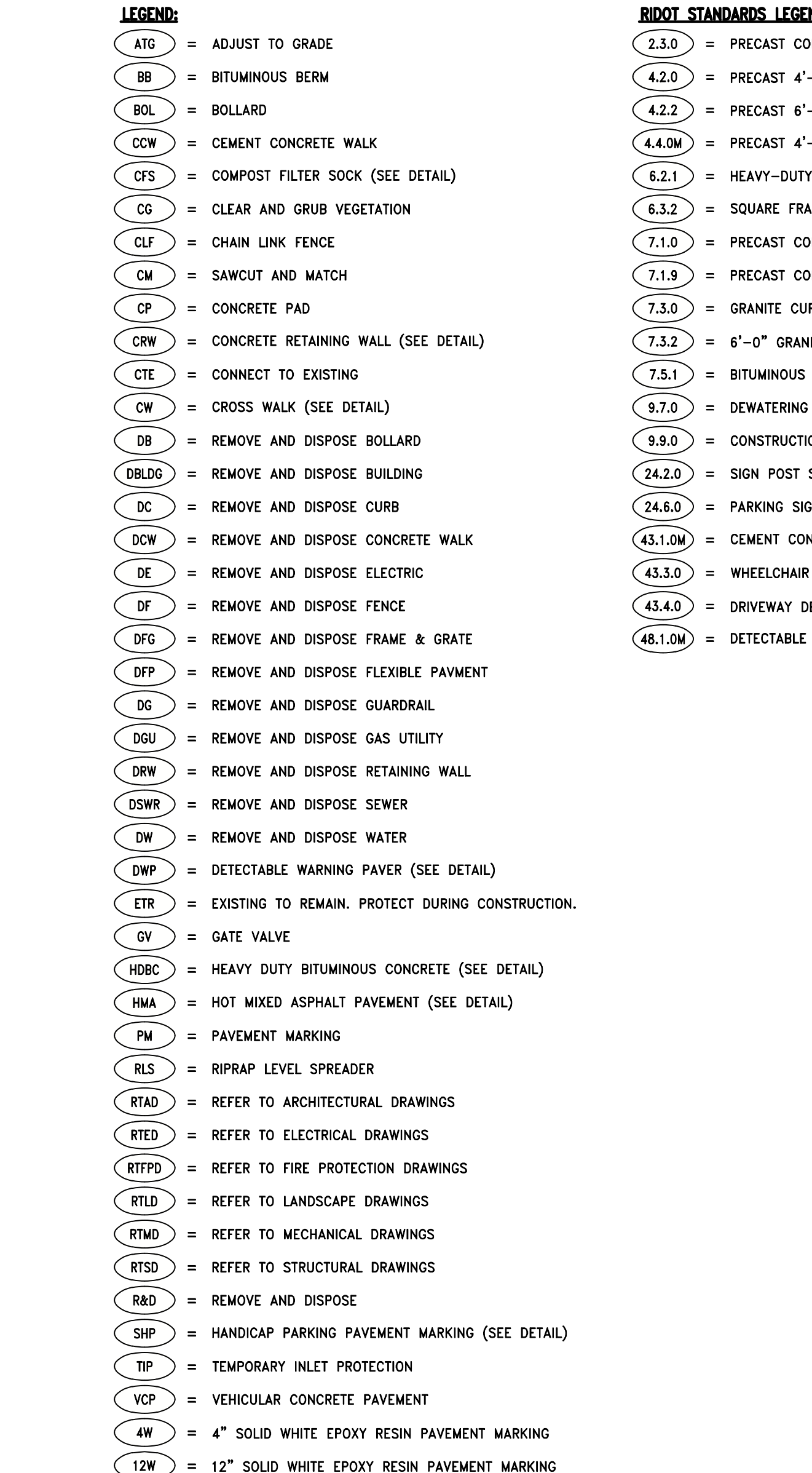
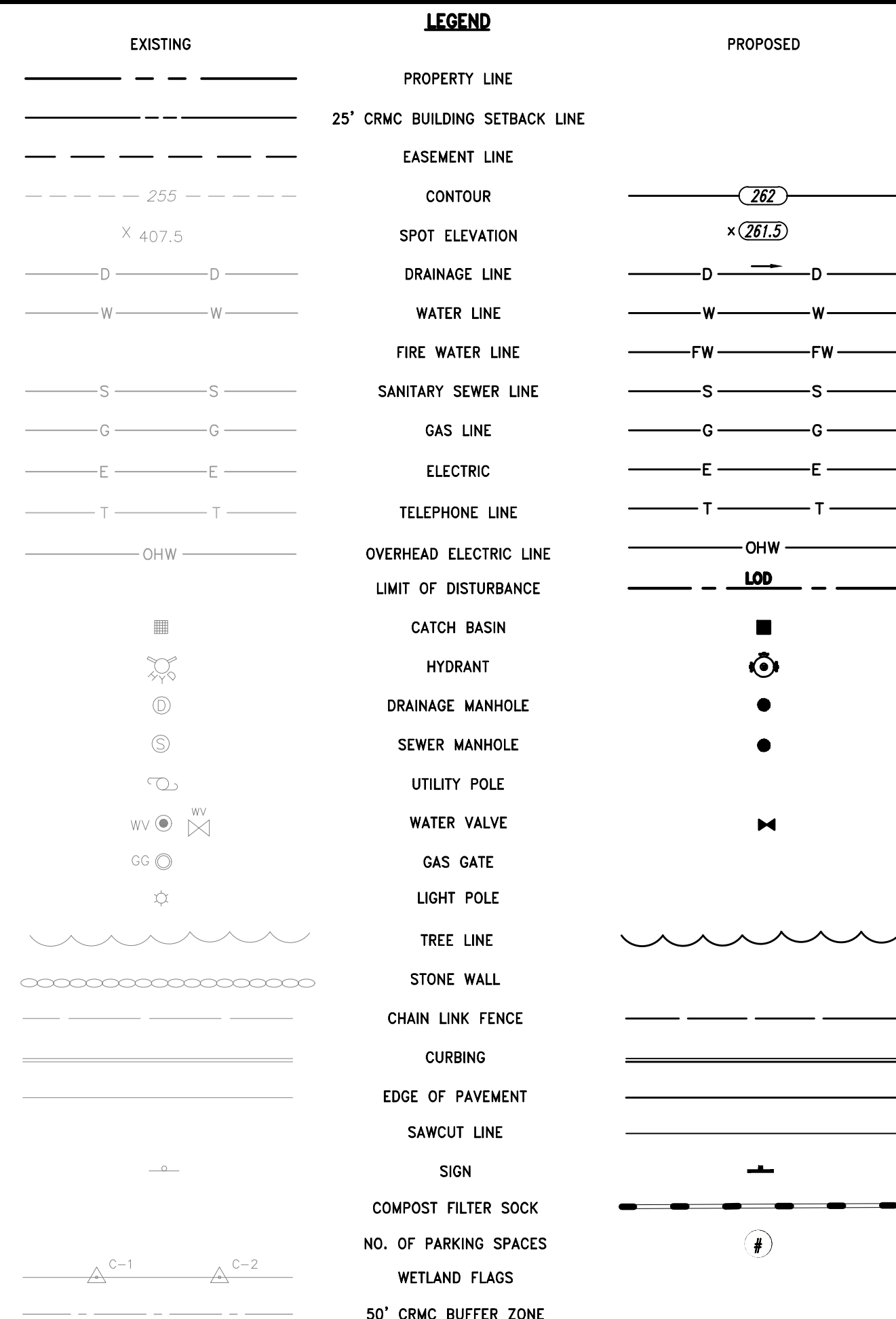
- 1. THE CONTRACTOR SHALL REMOVE SEDIMENT AND DEBRIS FROM ALL CATCH BASINS, MANHOLES, AND THE DRAINAGE SYSTEM ON A ROUTINE BASIS, IMMEDIATELY FOLLOWING SITE STABILIZATION, AND PRIOR TO PROJECT COMPLETION AND ACCEPTANCE.
2. THE CLOSED DRAINAGE SYSTEM AND ASSOCIATED STRUCTURES SHALL BE CLEANED AND FLUSHED BY THE CONTRACTOR AT THE COMPLETION OF CONSTRUCTION, AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSPECTION AND MAINTENANCE OF THE DRAINAGE SYSTEM UNTIL ACCEPTANCE OF THE SYSTEM BY THE ENGINEER AND THE CITY OF PROVIDENCE. FOLLOWING ACCEPTANCE OF THE PROPOSED DRAINAGE SYSTEM PROPOSED FOR THIS SITE, THE OWNER OF THE SITE SHALL BE RESPONSIBLE FOR THE LONG-TERM INSPECTION AND MAINTENANCE OF THE DRAINAGE SYSTEM.
3. ANY ACCUMULATION OF PONDING WATER IN AREAS WITHIN THE LIMITS OF DISTURBANCE, OTHER THAN DESIGNATED AREAS, SHALL BE REMOVED ACCORDINGLY AND PREVENTED IN THE FUTURE.

POST CONSTRUCTION

- 1. TRASH, LITTER, SEDIMENT AND OTHER DEBRIS SHALL BE REMOVED FROM ANY STORMWATER MANAGEMENT SYSTEM FACILITY (INCLUDING BUT NOT LIMITED TO CATCH BASINS, MANHOLES, INLET, OUTLET AND DIVERSION STRUCTURES, AND STORMWATER BEST MANAGEMENT PRACTICES (BMPs)) A MINIMUM OF TWO TIMES PER YEAR, PREFERABLY IN THE SPRING AND FALL, AT THE COST OF THE OWNER.
2. THE PARKING LOT AND ENTRY DRIVE SHALL BE SWEEP BY THE OWNER AS EARLY AS POSSIBLE EVERY SPRING AND ONCE IN THE FALL TO REMOVE SEDIMENTS.
3. ALL CLEANING AND MAINTENANCE OF STORMWATER MANAGEMENT SYSTEMS SHALL BE THE RESPONSIBILITY OF THE OWNER.
4. BI-ANNUALLY
- INSPECT BIORETENTION AREA A MINIMUM OF TWO TIMES PER YEAR, PREFERABLY IN APRIL AND OCTOBER. SEDIMENT SHALL BE REMOVED FROM BIORETENTION AREA IF THE SEDIMENT EXCEEDS 1".
- MOW SIDESLOPES AND BOTTOM OF BIORETENTION AREA A MINIMUM OF TWO TIMES PER YEAR.
5. IF SEDIMENT BUILD-UP HAS LIMITED THE FILTERING CAPABILITIES TO BELOW THE DESIGN RATE OR PONDING HAS EXCEEDED 72 HOURS THE FOLLOWING SHALL BE COMPLETED:
- THE TOP 6" OF SOIL SHALL BE REMOVED AND DISPOSED AT A PERMITTED LOCATION.
- THE EXPOSED SURFACE SHALL BE SCARIFIED.
- THE TOP 6" SHALL BE RESTORED TO THE ORIGINAL DESIGN SPECIFICATIONS WITH A SANDY LOAM TOPSOIL.
6. TRASH AND DEBRIS SHALL BE REMOVED FROM BIORETENTION AREA AS NECESSARY.

BIORETENTION AREA INSPECTION, MAINTENANCE, AND REPAIR NOTES

- 1. FOLLOWING FIRST 6 MONTHS AFTER CONSTRUCTION
- INSPECT BIORETENTION AREA AFTER FIRST TWO RAINFALL EVENTS OF 1" OR MORE.
2. FOLLOWING STORM EVENTS WITH RAINFALL EXCEEDING 2.7"
- INSPECT BIORETENTION AREA FOR TRASH, DEBRIS, SEDIMENT, EROSION, STANDING WATER, AND OVERALL PERFORMANCE. DEFECTS SHALL BE REPAIRED BY OWNER.
3. BI-ANNUALLY
- INSPECT BIORETENTION AREA A MINIMUM OF TWO TIMES PER YEAR, PREFERABLY IN APRIL AND OCTOBER. SEDIMENT SHALL BE REMOVED FROM BIORETENTION AREA IF THE SEDIMENT EXCEEDS 1".
- MOW SIDESLOPES AND BOTTOM OF BIORETENTION AREA A MINIMUM OF TWO TIMES PER YEAR.



Residential Development
AP 17, LOT 416
99/101 Gano Street
Providence, Rhode Island

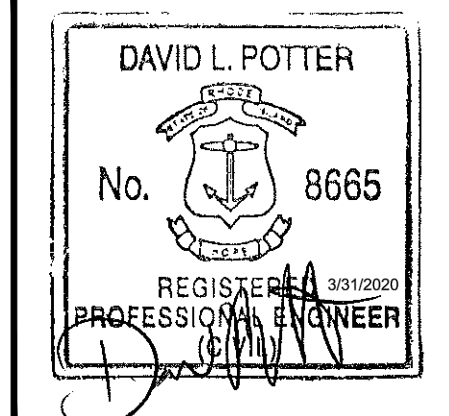


Table with 2 columns: REVISIONS, CITY COMMENTS. Row 1: 1, 03/31/20, CITY COMMENTS.

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DATE: OCTOBER 29, 2019
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DESIGNED BY: MA
CHECKED BY: DLP
DRAWN BY: AKL
APPROVED BY: DLP
DRAWING TITLE:

NOTES & LEGEND
DRAWING NO.: C1.1
SHEET NO. OF

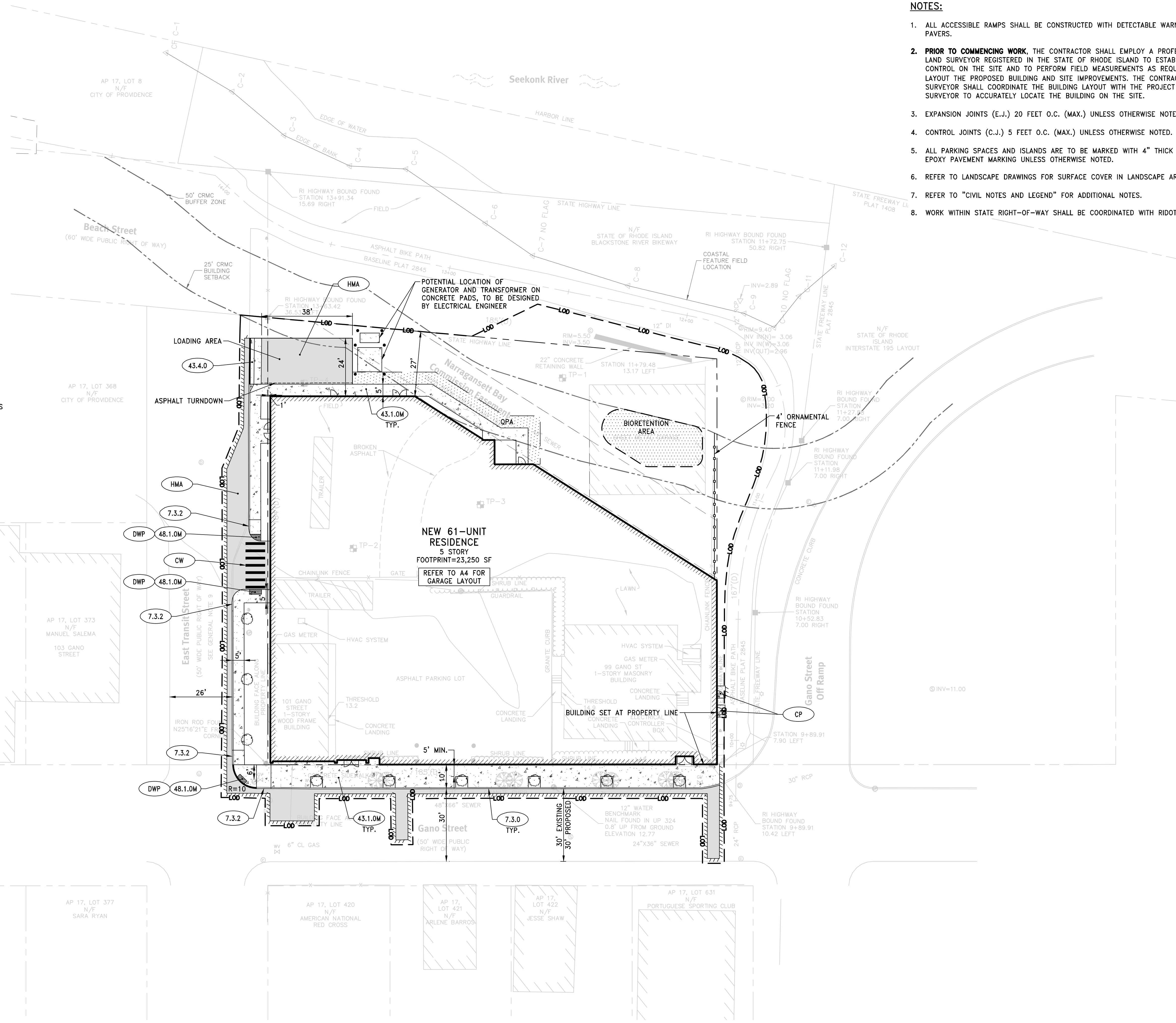
ZONING TABLE		
ZONE: C-2 GENERAL COMMERCIAL DISTRICT		
EXISTING USE: OFFICE		
PROPOSED USE: MULTI-FAMILY+		
TOTAL LOT AREA AP 17 LOT 416 = 0.75 ACRES		
BUILDING AREA RESIDENTIAL = 25,000± SF		
BUILDING SETBACK	REQUIRED (C-2)	PROVIDED
FRONT SETBACK	0-5 FT	0 FT
CORNER SIDE SETBACK	0-5 FT	1 FT
REAR SETBACK	0 FT	27 FT
MAX. BUILDING HEIGHT++	50'/4 STORIES	60'/5 STORIES
MAX. BUILDING COVERAGE	NONE	67%
MINIMUM LOT AREA	NONE	32,701 SF
MAX. IMPERVIOUS SURFACE COVERAGE	NONE	-
SHADE CANOPY COVERAGE	15%	37.5%

+ MULTI-FAMILY IS A PERMITTED USE IN THE C-2 ZONING DISTRICT
 ++ DIMENSIONAL ADJUSTMENT FOR TWO ADDITIONAL STORIES +20' IS REQUESTED

PARKING SUMMARY		
	REQUIRED*	PROVIDED
STANDARD SPACES (9'x18')	58	58
ACCESSIBLE SPACES**	3	3
TOTAL SPACES	61	61
COMPACT SPACES (10% MAX)	6	4
BICYCLE SPACES	13	27

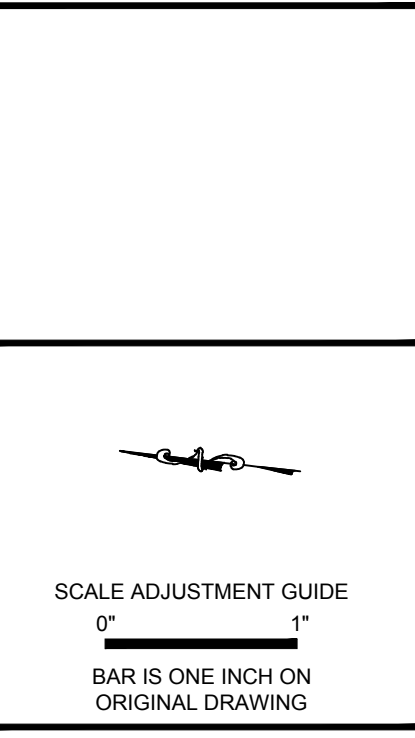
* MULTI-FAMILY DWELLING: 1 SPACE PER DWELLING UNIT
 61 DWELLING UNITS
 1 SPACE/UNIT = 61 SPACES

** ADA REQUIREMENT FOR PARKING LOT 51 TO 75 TOTAL SPACES = 3 SPACES

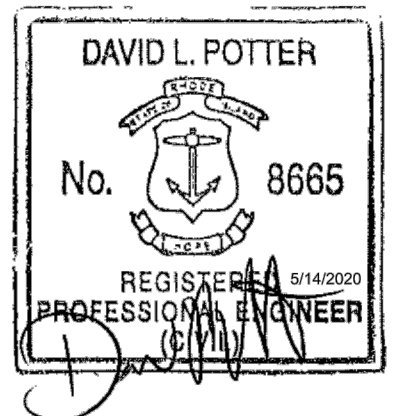


NOTES:

1. ALL ACCESSIBLE RAMPS SHALL BE CONSTRUCTED WITH DETECTABLE WARNING PAVERS.
2. PRIOR TO COMMENCING WORK, THE CONTRACTOR SHALL EMPLOY A PROFESSIONAL LAND SURVEYOR REGISTERED IN THE STATE OF RHODE ISLAND TO ESTABLISH CONTROL ON THE SITE AND TO PERFORM FIELD MEASUREMENTS AS REQUIRED TO LAYOUT THE PROPOSED BUILDING AND SITE IMPROVEMENTS. THE CONTRACTOR'S SURVEYOR SHALL COORDINATE THE BUILDING LAYOUT WITH THE PROJECT LAND SURVEYOR TO ACCURATELY LOCATE THE BUILDING ON THE SITE.
3. EXPANSION JOINTS (E.J.) 20 FEET O.C. (MAX.) UNLESS OTHERWISE NOTED.
4. CONTROL JOINTS (C.J.) 5 FEET O.C. (MAX.) UNLESS OTHERWISE NOTED.
5. ALL PARKING SPACES AND ISLANDS ARE TO BE MARKED WITH 4" THICK WHITE EPOXY PAVEMENT MARKING UNLESS OTHERWISE NOTED.
6. REFER TO LANDSCAPE DRAWINGS FOR SURFACE COVER IN LANDSCAPE AREAS.
7. REFER TO "CIVIL NOTES AND LEGEND" FOR ADDITIONAL NOTES.
8. WORK WITHIN STATE RIGHT-OF-WAY SHALL BE COORDINATED WITH RIDOT.



Residential Development
 AP 17, LOT 416
 99/101 Gano Street
 Providence, Rhode Island

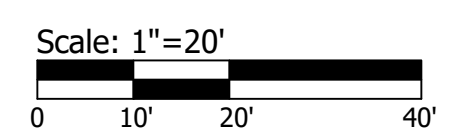


REVISIONS:	
1	03/31/20 CITY COMMENTS
2	05/14/20 GARAGE REVISION

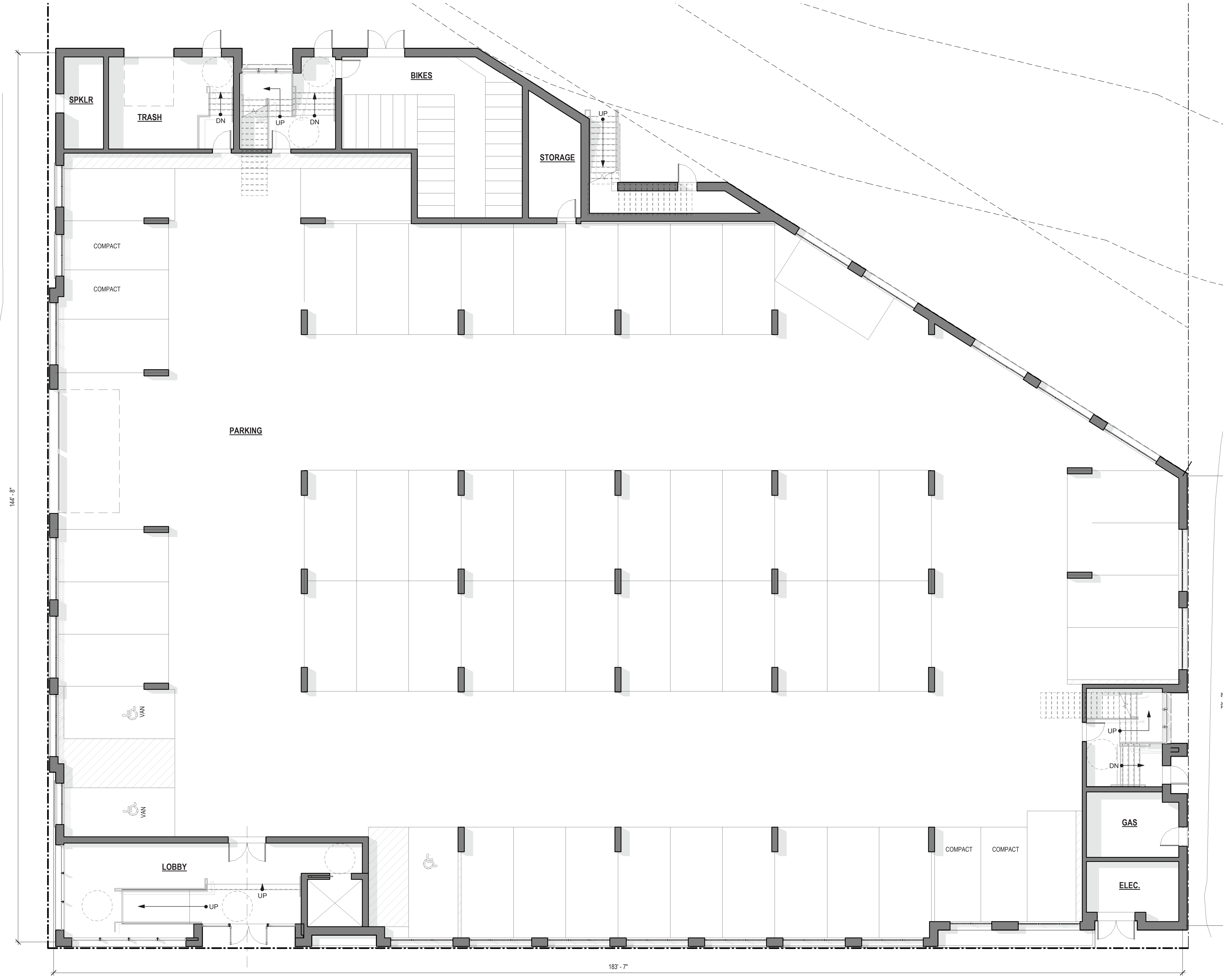
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 DATE: OCTOBER 29, 2019
 SCALE: 1"=20'
 DESIGNED BY: MA
 CHECKED BY: DLP
 DRAWN BY: AKL
 APPROVED BY: DLP
 DRAWING TITLE:

GENERAL PLAN

DRAWING NO.:
C3.1
 SHEET NO. OF



E. TRANSIT STREET



BIKE PATH

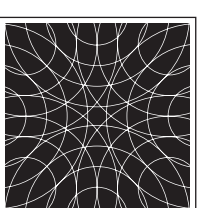
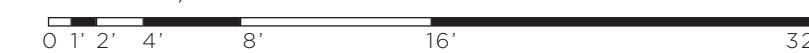
GROUND FLOOR PLAN

99 GANO STREET

PROVIDENCE, RI

MAY 11, 2020

SCALE: 1/8"=1'-0"



UNION STUDIO
ARCHITECTURE & COMMUNITY DESIGN

GRADING NOTES:

1. AT ALL LOCATIONS WHERE EXISTING CURBING OR PAVEMENT ABUT NEW CONSTRUCTION, THE EDGE OF THE EXISTING CURB OR PAVEMENT SHALL BE SAW CUT TO A CLEAN, SMOOTH EDGE. BLEND NEW PAVEMENT AND CURBS SMOOTHLY INTO EXISTING BY MATCHING LINES, GRADES AND JOINTS.
2. ALL UTILITY COVERS, GRATES, ETC. SHALL BE ADJUSTED TO BE FLUSH WITH THE SURROUNDING SURFACE OR PAVEMENT FINISH GRADE. RIM ELEVATIONS OF STRUCTURES AND MANHOLES ARE APPROXIMATE. FINAL ELEVATIONS ARE TO BE SET FLUSH AND CONSISTENT WITH THE GRADING PLANS.
3. PITCH EVENLY BETWEEN SPOT GRADES. ALL PAVED AREAS MUST PITCH TO DRAIN AT A MIN. OF 1/8" PER FOOT UNLESS SPECIFIED.
4. THE PROPOSED WALKWAYS SHALL HAVE A MAXIMUM CROSS SLOPE OF 2% AND A MAXIMUM RUNNING SLOPE OF 5% AS SHOWN ON CONSTRUCTION DETAILS.
5. ALL GRADING AT ACCESSIBLE ROUTES SHALL COMPLY WITH THE RULES AND REGULATIONS OF THE AMERICANS WITH DISABILITIES ACT (ADA) OF 2010, LATEST EDITION.
6. BASIN BERM SHALL BE CONSTRUCTED WITH COMMON BORROW PLACED IN 12" LEFTS AND COMPACTED TO 95% TO FINISH GRADE. REMOVE ALL EXISTING TOPSOIL AND ORGANIC MATERIAL PRIOR TO CONSTRUCTING BASIN BERM.
7. TURF REINFORCEMENT MAT (TRM) SHALL BE INSTALLED ON ALL SLOPES 3:1 OR GREATER.
8. REFER TO "CIVIL NOTES AND LEGEND" FOR ADDITIONAL NOTES.

SCALE ADJUSTMENT GUIDE
 1" = 20'
 BAR IS ONE INCH ON ORIGINAL DRAWING

Residential Development
 AP 17, LOT 416
 99/101 Gano Street
 Providence, Rhode Island

DAVID L. POTTER
 No. 8665
 REGISTERED PROFESSIONAL ENGINEER

REVISIONS:

NO.	DATE	CITY COMMENTS
1	03/31/20	CITY COMMENTS

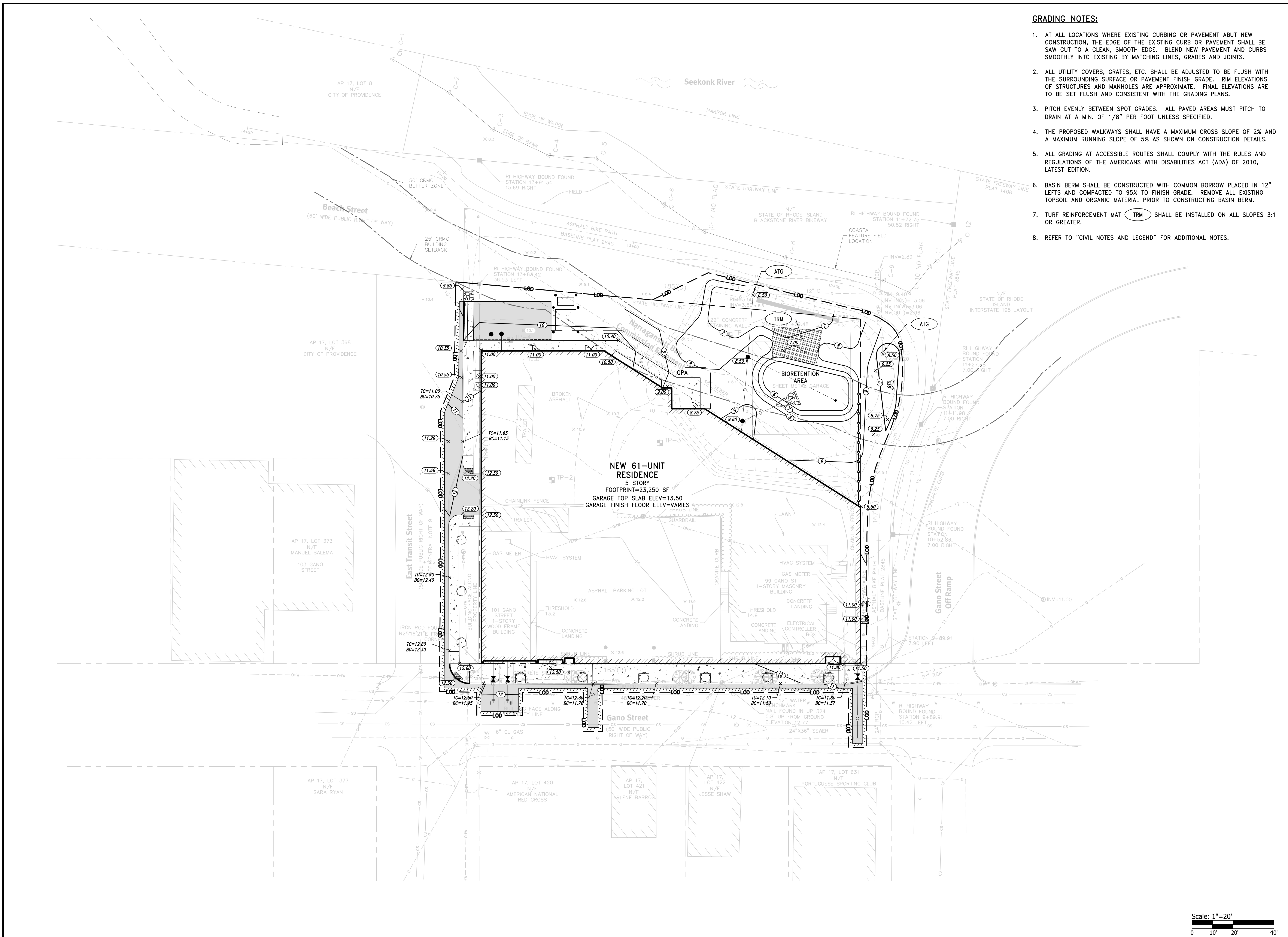
PROJECT NO.: 19084.00
 DATE: OCTOBER 29, 2019
 SCALE: 1"=20'
 DESIGNED BY: MA
 CHECKED BY: DLP
 DRAWN BY: AKL
 APPROVED BY: DLP
 DRAWING TITLE:

GRADING PLAN

DRAWING NO.:

C4.1

SHEET NO. OF



Scale: 1"=20'
 0 10' 20' 40'

DRAINAGE AND UTILITY NOTES:

1. ALL CATCH BASINS AND DRAIN MANHOLES SHALL BE 4' DIA. PRECAST CONCRETE UNLESS NOTED OTHERWISE.
2. ALL DRAIN PIPES SHALL BE SMOOTH INTERIOR CORRUGATED HIGH DENSITY POLYETHYLENE UNLESS NOTED OTHERWISE.
3. REINFORCED CONCRETE PIPE (RCP) SHALL BE CLASS III UNLESS NOTED OTHERWISE.
4. ALL SLOPES PROVIDED ARE FT/FT.
5. ALL CATCH BASINS AND AREA DRAINS SHALL BE INSTALLED WITH A SUMP AND OUTLET TEE PER THE DETAIL.
6. ALL SEWER MANHOLES SHALL BE 4' DIA. UNLESS NOTED OTHERWISE.
7. REFER TO ELECTRICAL DRAWINGS FOR INFORMATION ON ELECTRIC AND TEL/DATA DUCT BANKS AND STRUCTURES. ALL ELECTRICAL FACILITIES DISPLAYED FOR REFERENCE ONLY.
8. REFER TO "CIVIL NOTES AND LEGEND" FOR ADDITIONAL NOTES.

DRAIN INVERT TABLE			
STRUCTURE	RIM (FT)	INV. IN (FT)	INV. OUT (FT)
DIV-1	9.60	6.10 W 3.85 E	6.10 SE 3.85 E
DMH-1	8.50	3.65 W 3.65 S	3.65 E

SCALE ADJUSTMENT GUIDE
1" = 20'
BAR IS ONE INCH ON ORIGINAL DRAWING

Residential Development
AP 17, LOT 416
99/101 Gano Street
Providence, Rhode Island

DAVID L. POTTER
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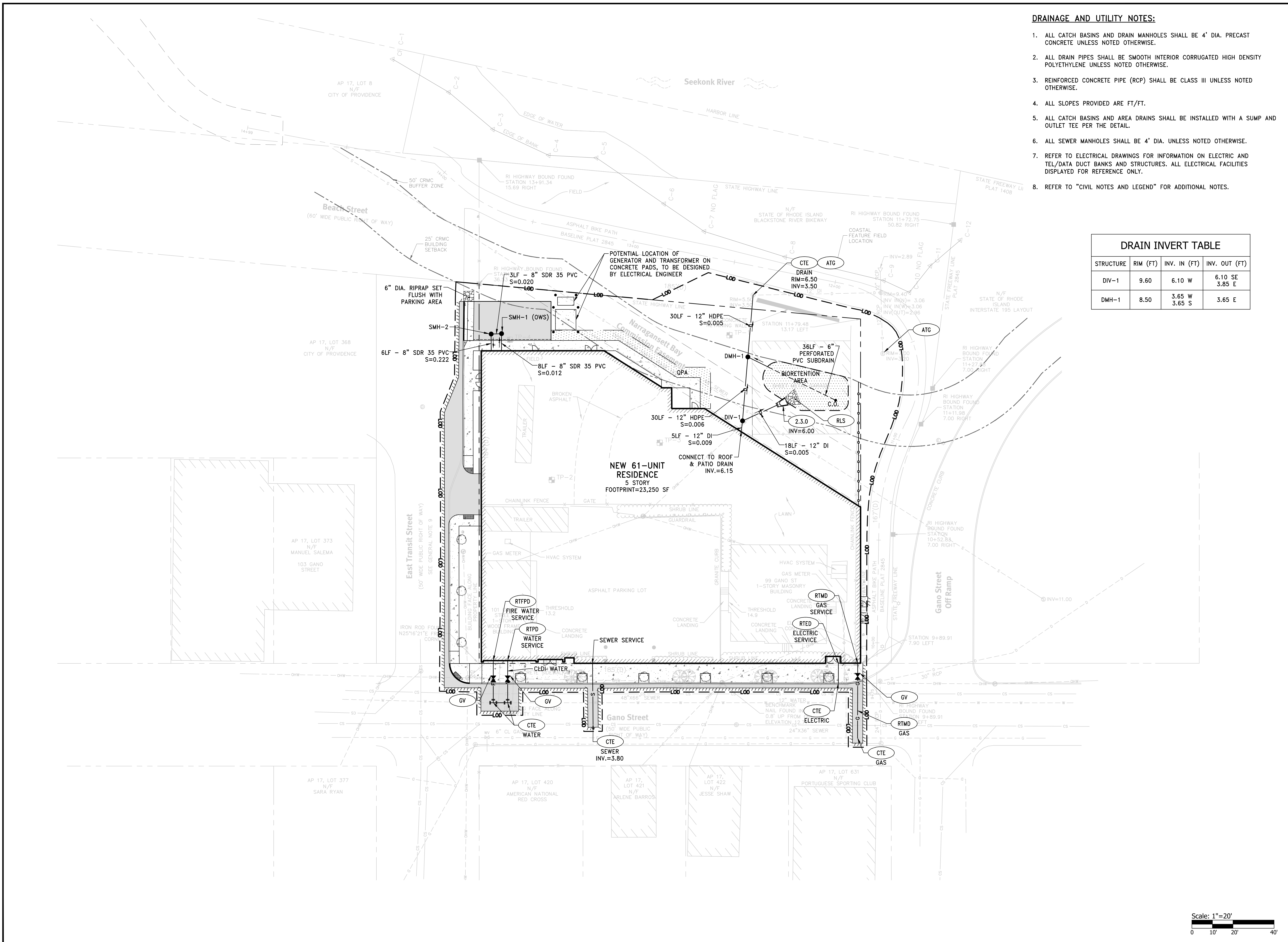
REVISIONS:

NO.	DATE	CITY COMMENTS
1	03/31/20	CITY COMMENTS

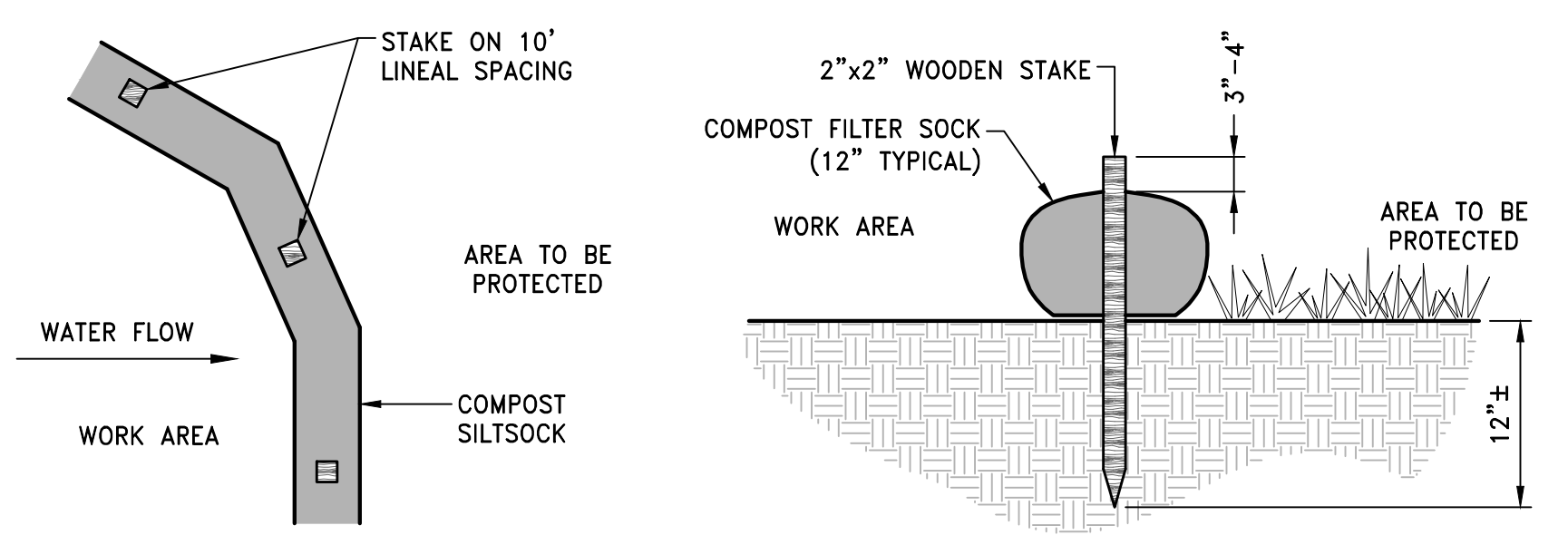
PROJECT NO.: 19084.00
DATE: OCTOBER 29, 2019
SCALE: 1"=20'
DESIGNED BY: MA
CHECKED BY: DLP
DRAWN BY: AKL
APPROVED BY: DLP
DRAWING TITLE:

UTILITY PLAN

DRAWING NO.: C5.1
SHEET NO. OF

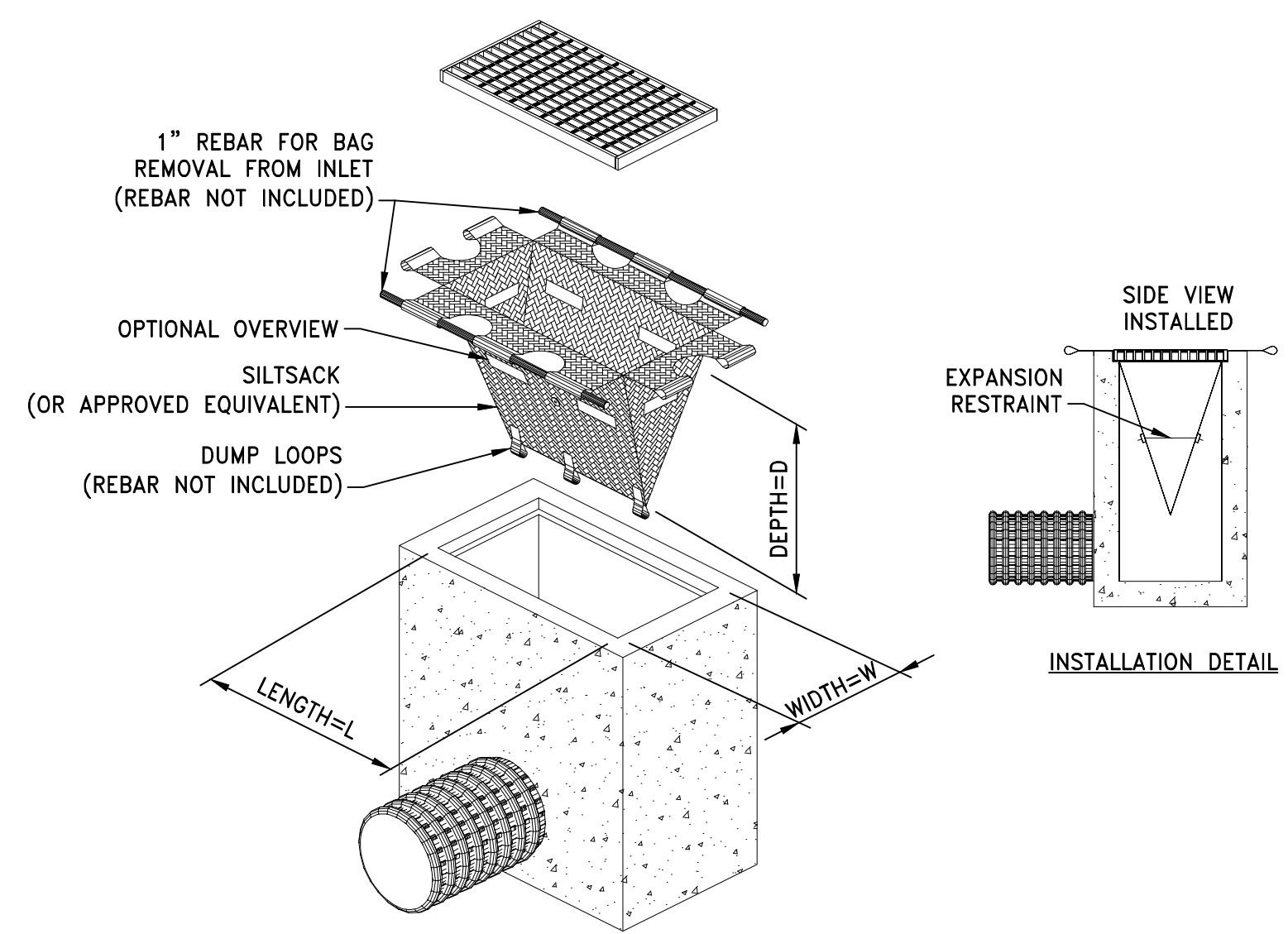


Scale: 1"=20'
0 10' 20' 40'



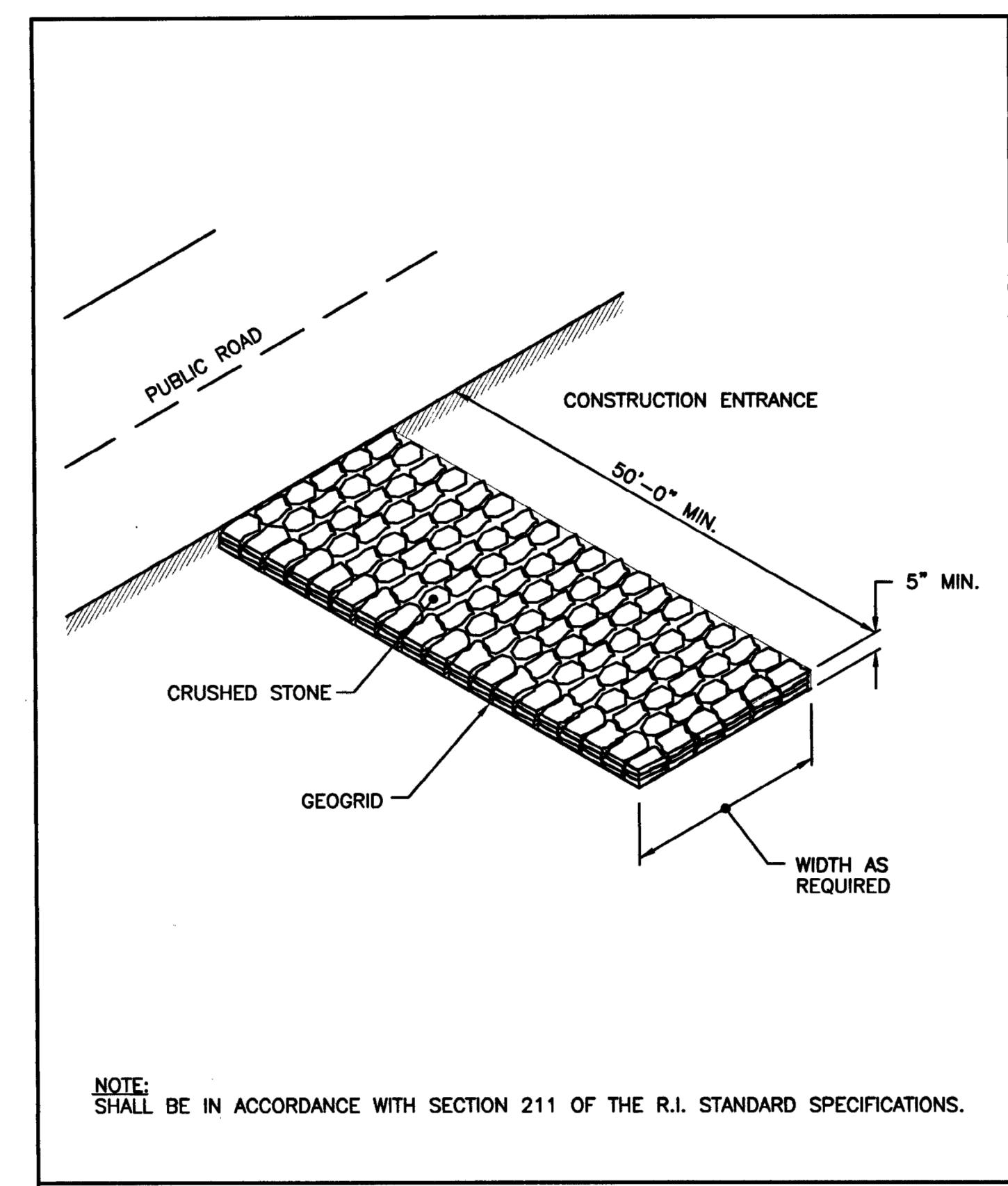
- NOTES:**
1. COMPOST/ SOIL/ ROCK/ SEED FILL TO MEET APPLICATION REQUIREMENTS.
 2. COMPOST MATERIAL TO BE REMOVED OR DISPERSED ON SITE AS DETERMINED BY ENGINEER.
 3. IF SOCK NETTING MUST BE JOINED, FIT BEGINNING OF NEW SOCK OVER END OF OLD SOCK, OVERLAPPING BY 2 FEET AND STACK OVERLAP. IF SOCK NETTING IS NOT JOINED, OVERLAP OLD SOCK WITH NEW ONE BY MINIMUM OF 2 FEET.

CFS COMPOST FILTER SOCK DETAIL
 NOT TO SCALE



- NOTES:**
1. INLET PROTECTION SHALL BE CLEANED OF SILT AND DEBRIS ON A REGULAR BASIS AS REQUIRED BY PROJECT SPECIFIC SESC.
 2. INSPECTIONS SHALL BE DONE AFTER EACH RAIN EVENT AND AT A MINIMUM EVERY TWO WEEKS AND AS REQUIRED BY PROJECT SPECIFIC SESC.

TIP TEMPORARY INLET PROTECTION
 NOT TO SCALE



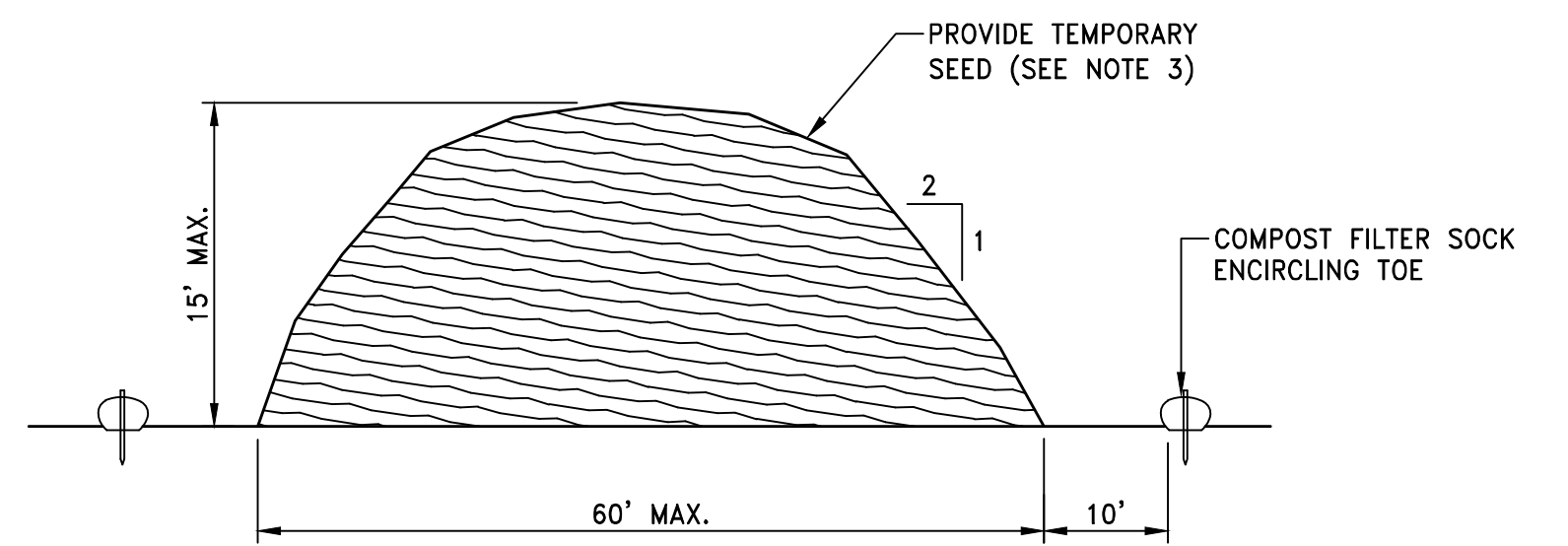
RHODE ISLAND DEPARTMENT OF TRANSPORTATION

REVISIONS		
NO.	BY	DATE

CONSTRUCTION ACCESS

James A. Capaldi CHIEF ENGINEER TRANSPORTATION
Edward J. Roberts CHIEF DESIGN ENGINEER TRANSPORTATION
 JUNE 15, 1998 ISSUE DATE

R.I. STANDARD 9.9.0



- NOTES:**
1. PRIOR TO CONSTRUCTION THE CONTRACTOR SHALL PREPARE A PLAN SHOWING THE PROPOSED LOCATION OF ALL STOCKPILE AREAS.
 2. STOCKPILE AREA SHALL NOT EXCEED SPECIFIED DIMENSIONS WITHOUT APPROVAL FROM ENGINEER.
 3. STOCKPILED ERODIBLE MATERIAL THAT WILL NOT BE USED FOR GREATER THAN 14 DAYS SHALL BE STABILIZED WITH TEMPORARY SEED IMMEDIATELY FOLLOWING PLACEMENT.

ERODIBLE MATERIAL STOCKPILE
 NOT TO SCALE

SCALE ADJUSTMENT GUIDE
 0' 1' 2'
 BAR IS ONE INCH ON ORIGINAL DRAWING

Residential Development
 AP 17, LOT 416
 99/101 Gano Street
 Providence, Rhode Island

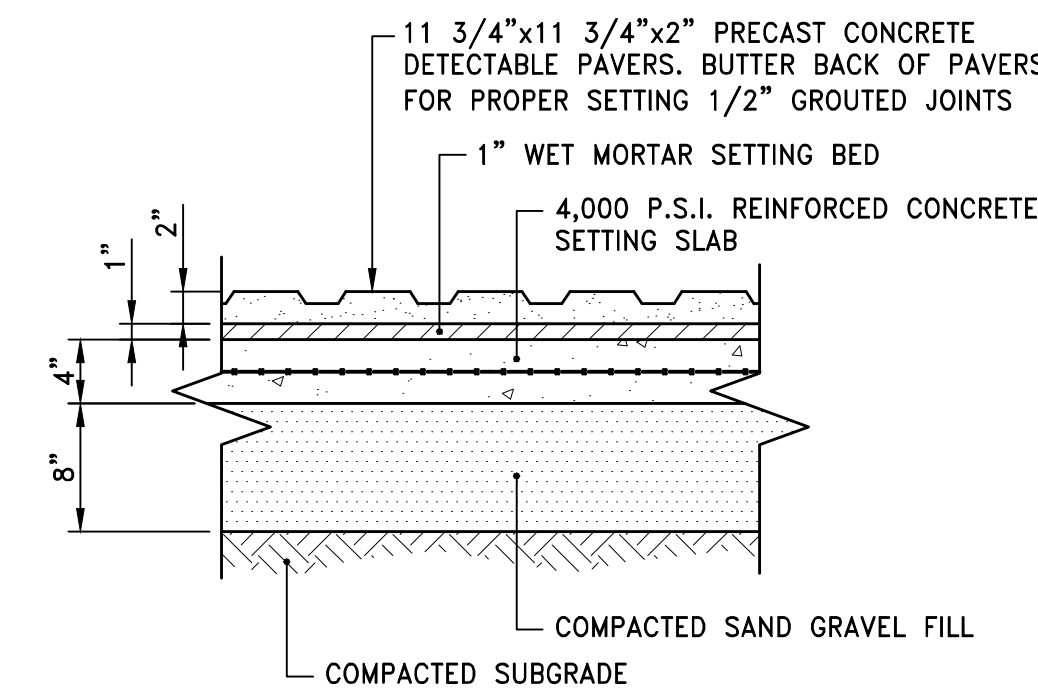
DAVID L. POTTER
 No. 8665
 REGISTERED PROFESSIONAL ENGINEER

REVISIONS:

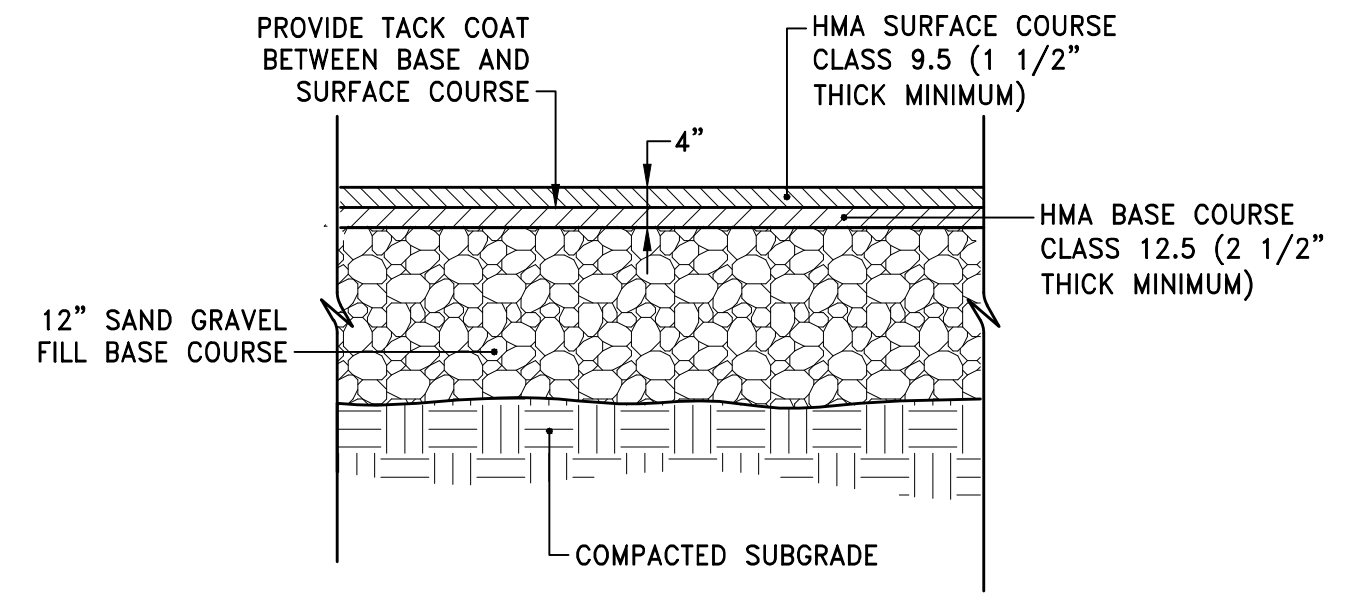
NO.	DATE	COMMENTS
1	03/31/20	CITY COMMENTS

PROJECT NO.: 19084.00
 DATE: OCTOBER 29, 2019
 SCALE: NOT TO SCALE
 DESIGNED BY: MA
 CHECKED BY: DLP
 DRAWN BY: AKL
 APPROVED BY: DLP
 DRAWING TITLE:

DETAILS 1
 DRAWING NO.: C6.1
 SHEET NO. OF

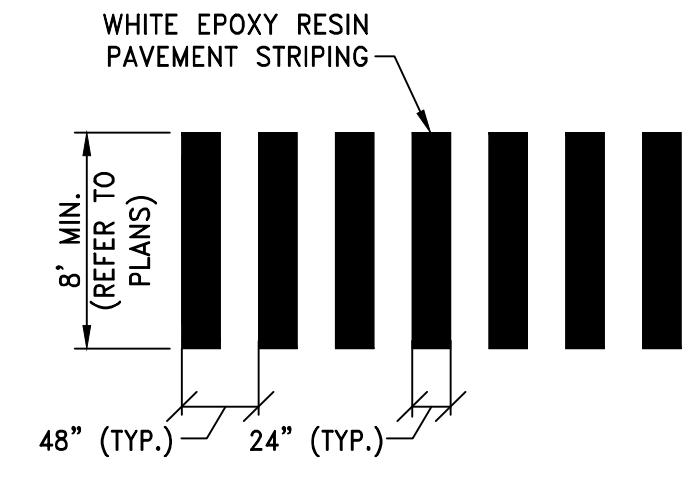


DWP DETECTABLE WARNING PAVER
 NOT TO SCALE



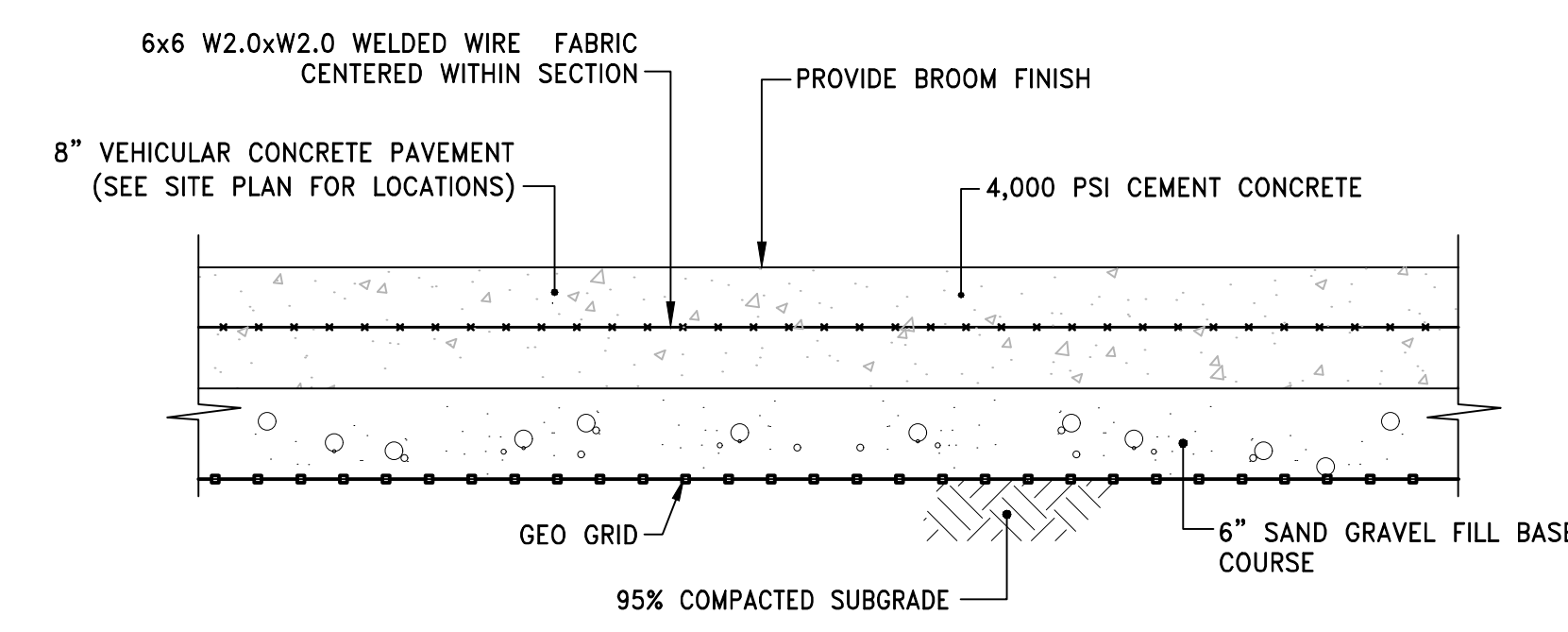
NOTE:
 1. SUBMIT JOB MIX FORMULAS TO ENGINEER FOR APPROVAL PRIOR TO PLACEMENT.
 2. MINIMUM PAVEMENT COURSE THICKNESS SHALL BE INCREASED TO MATCH EXISTING PAVEMENT THICKNESS SHOULD EXISTING PAVEMENT BE GREATER THAN THICKNESS SHOWN.

HMA HOT MIX ASPHALT PAVEMENT
 NOT TO SCALE

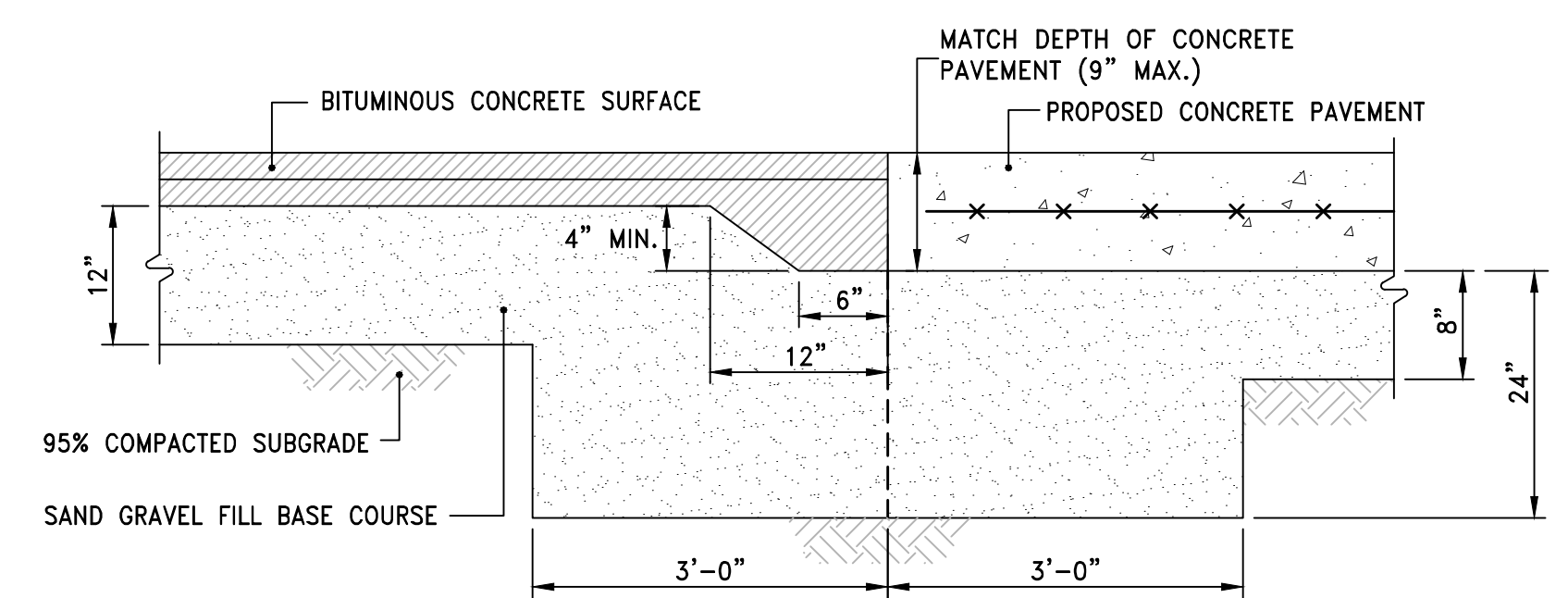


CW TYPICAL CROSSWALK DETAIL
 NOT TO SCALE

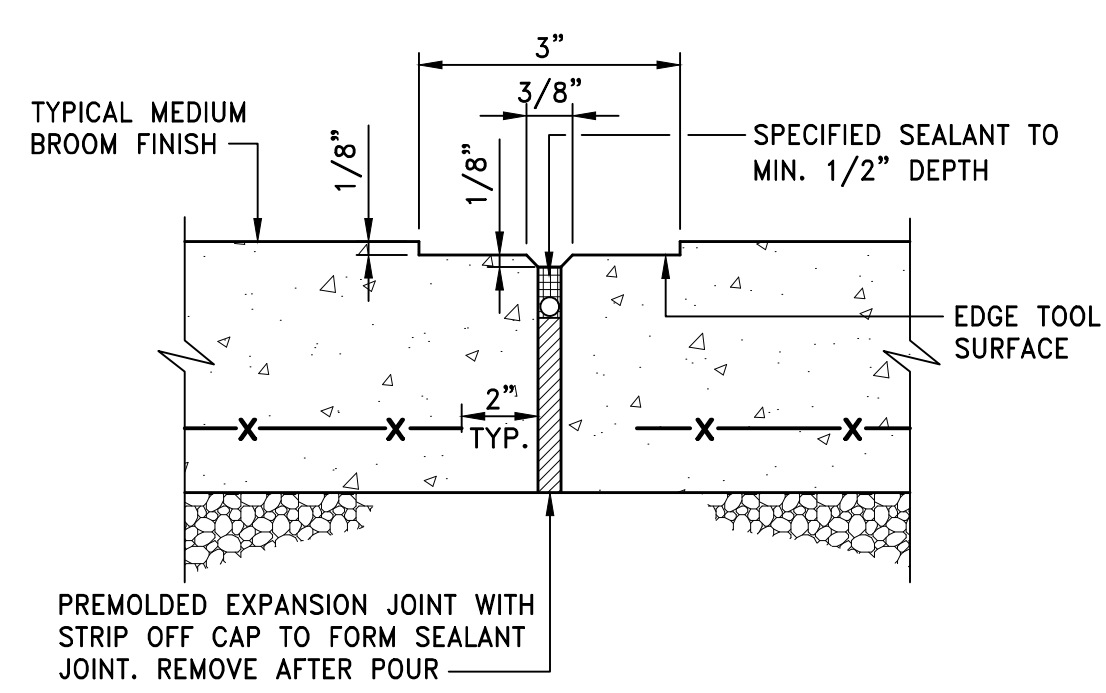
SCALE ADJUSTMENT GUIDE
 0' 1'
 BAR IS ONE INCH ON ORIGINAL DRAWING



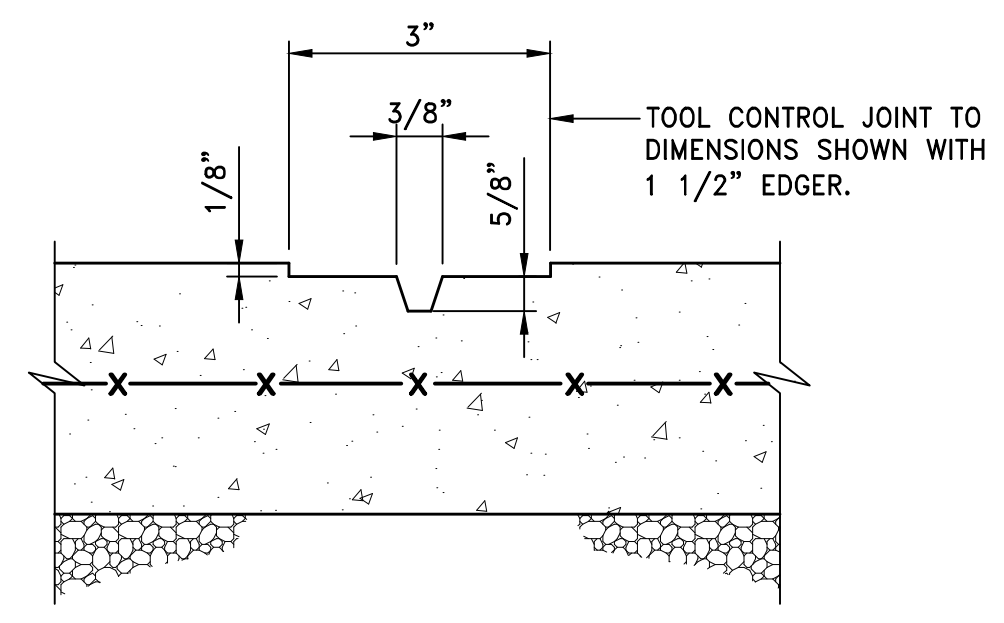
VCP VEHICULAR CONCRETE PAVEMENT DETAIL
 NOT TO SCALE



ASPHALT TURNDOWN DETAIL
 NOT TO SCALE



EXPANSION JOINT AT 20' O.C. (TYP)



CONTROL JOINT AT 5' O.C. (TYP)

- NOTES:**
1. EXPANSION JOINTS (E.J.) 20 FEET O.C. UNLESS OTHERWISE NOTED.
 2. CONTROL JOINTS (C.J.) 5 FEET O.C. UNLESS OTHERWISE NOTED.
 3. WHERE EXISTING AND NEW CONCRETE SIDEWALKS MEET, SAWCUT EXISTING WALK AND INSTALL EXPANSION JOINT AND DOWELS AS SHOWN. DRILL EXISTING CONCRETE WALK EDGE TO RECEIVE STEEL DOWELS AT EXPANSION JOINT.
 4. REFER TO LANDSCAPE PLANS FOR LOCATIONS.

EXPANSION AND CONTROL JOINTS FOR SIDEWALK PAVING
 NOT TO SCALE

Residential Development
 AP 17, LOT 416
 99/101 Gano Street
 Providence, Rhode Island

DAVID L. POTTER
 No. 8665
 REGISTERED PROFESSIONAL ENGINEER

REVISIONS:

NO.	DATE	CITY COMMENTS
1	03/31/20	CITY COMMENTS

PROJECT NO.: 19084.00
 DATE: OCTOBER 29, 2019
 SCALE: NOT TO SCALE
 DESIGNED BY: MA
 CHECKED BY: DLP
 DRAWN BY: AKL
 APPROVED BY: DLP
 DRAWING TITLE:

DETAILS 2

Residential Development
 AP 17, LOT 416
 99/101 Gano Street
 Providence, Rhode Island

DAVID L. POTTER
 No. 8665
 REGISTERED PROFESSIONAL ENGINEER
 09192020

REVISIONS:

NO.	DATE	CITY COMMENTS
1	03/31/20	

PROJECT NO.: 19084.00
 DATE: OCTOBER 29, 2019
 SCALE: NOT TO SCALE
 DESIGNED BY: MA
 CHECKED BY: DLP
 DRAWN BY: AKL
 APPROVED BY: DLP
 DRAWING TITLE: DETAILS 3

DRAWING NO.: **C6.3**
 SHEET NO. ____ OF ____

GRANITE CURB

NOTES:
 1. SHALL BE IN ACCORDANCE WITH SECTION 906 OF THE R.I. STANDARD SPECIFICATIONS.
 2. TOP SURFACE TO BE DRESSED BY SAW. REMAINDER MAY BE QUARRY SPLIT.
 3. MINIMUM LENGTH OF STRAIGHT OR CIRCULAR PIECES TO BE 3'-0".
 4. CIRCULAR CURB IS REQUIRED ON CURVES WITH RADII OF 160'-0" OR LESS. STRAIGHT CURB TO BE USED ON CURVES OF MORE THAN 160'-0" RADIUS.

REVISIONS		
NO.	BY	DATE
1	MLP	Mar 2005
2	MLP	Sep 2012

RHODE ISLAND DEPARTMENT OF TRANSPORTATION
 GRANITE CURB
 JUNE 15, 1998
 R.I. STANDARD 7.3.0

6'-0" GRANITE TRANSITION CURB

NOTES:
 1. SHALL BE IN ACCORDANCE WITH SECTION 906 OF THE R.I. STANDARD SPECIFICATIONS.
 2. THE CONTRACTOR MAY CUT EXISTING CURB SECTIONS AS REQUIRED TO MEET THIS DETAIL AND THE R.I. STANDARD SPECIFICATIONS, WHERE OLD CURBING IS BEING REUSED.
 3. TOP SURFACE TO BE DRESSED BY SAW. REMAINDER MAY BE QUARRY SPLIT.

REVISIONS		
NO.	BY	DATE
1	MLP	Mar 2005
2	MLP	Sep 2012

RHODE ISLAND DEPARTMENT OF TRANSPORTATION
 6'-0" GRANITE TRANSITION CURB
 JUNE 15, 1998
 R.I. STANDARD 7.3.2

CURB SETTING DETAIL
 NOT TO SCALE

NOTES:
 1. SHALL BE IN ACCORDANCE WITH SECTION 906 OF THE R.I. STANDARD SPECIFICATIONS.
 2. PROVIDE CEMENT CONCRETE CURB LOCK ON ALL CURBS.

QUALIFYING PREVIOUS AREA DETAIL
 NOT TO SCALE

NOTE:
 1. IF SOIL IN THE OPA HAS BEEN COMPACTED, THE SOIL MUST BE SUITABLY AMENDED, TILLED, AND RE-VEGETATED ONCE CONSTRUCTION IS COMPLETE.

PRECAST CONCRETE OIL WATER SEPARATOR (OWS)
 NOT TO SCALE

CEMENT CONCRETE SIDEWALK (MODIFIED)

NOTES:
 1. SHALL BE IN ACCORDANCE WITH SECTION 905 OF THE R.I. STANDARD SPECIFICATIONS.
 2. WELDED WIRE FABRIC REINFORCING SHALL BE IN ACCORDANCE WITH SECTION M.05.02 OF THE R.I. STANDARD SPECIFICATIONS.
 3. PROVIDE MEDIUM BROOM FINISH.

REVISIONS		
NO.	BY	DATE
1	MLP	3/1/05
2	MLP	06/01/10

RHODE ISLAND DEPARTMENT OF TRANSPORTATION
 CEMENT CONCRETE SIDEWALK (MODIFIED)
 JUNE 15, 1998
 R.I. STANDARD 43.1.0M

ROADWAY PROFILE GRADE	r
0.00	6.0
0.01	7.0
0.02	8.0
0.03	9.5
0.04	11.5
0.05	15.0

WHEELCHAIR RAMP

NOTES:
 1. SHALL BE IN ACCORDANCE WITH SECTION 905 OF THE R.I. STANDARD SPECIFICATIONS.
 2. WHEN ANY OBSTRUCTION LOCATED IN THE SIDEWALK FALLS WITHIN A CROSSWALK AREA, THE WHEELCHAIR RAMP SHALL BE PLACED SUCH THAT THE OBSTRUCTION FALLS OUTSIDE OF THE RAMP.
 3. AT NO TIME IS ANY PART OF THE WHEELCHAIR RAMP TO BE LOCATED OUTSIDE OF THE CROSSWALK, AND IT IS TO BE CENTERED WHENEVER POSSIBLE.
 4. DRAINAGE FACILITIES ARE TO BE LOCATED UP-GRADE OF ALL WHEELCHAIR RAMPS.
 5. LOCATION OF WHEELCHAIR RAMPS IS AS SHOWN ON CONTRACT DRAWINGS.
 6. IN NO INSTANCE SHALL THE SIDEWALK CROSS SLOPE EXCEED 1:50 EXCEPT WITHIN THE RAMP AREA.
 7. AN UNOBSTRUCTED PATH OF TRAVEL WITH A MINIMUM WIDTH OF 4'-0" SHALL BE MAINTAINED.
 8. THE WHEELCHAIR RAMP SLOPE AND SIDE SLOPES (TRANSITIONS), MUST NOT BE STEEPER THAN 1:12. HOWEVER, THESE SLOPES MAY BE FLATTER THAN 1:12 WHEN WARRANTED BY SURROUNDING CONDITIONS.
 9. WHERE THE ROAD PROFILE EXCEEDS 5% THE HIGH SIDE TRANSITION LENGTH (T) SHALL BE EIGHTEEN FEET (18'-0").
 10. IN NO CASE, WHERE A STOP LINE IS WARRANTED, SHALL A RAMP BE PLACED BEHIND THE STOP LINE.
 11. THE ENTRANCE OF THE WHEELCHAIR RAMP SHALL BE FLUSH WITH THE ROADWAY.
 12. THE WHEELCHAIR RAMP SHALL BE CENTERED RADICALLY OPPOSITE THE RADIIUS POINT WHEN POSSIBLE.
 13. MINIMUM LENGTH OF STRAIGHT OR CIRCULAR RAMP PIECES TO BE 3'-0" (GREATER LENGTHS PREFERRED).
 14. ALL REQUIRED CUTTING OF CURB PIECES TO BE PAID FOR UNDER COST OF CURB.
 15. DETECTABLE WARNING TO BE PAID FOR UNDER SECTION 942 OF THE R.I. STANDARD SPECIFICATIONS.
 16. 8" CONCRETE DEPTH FOR RADIIUS WHEELCHAIR RAMPS ONLY. USE 4" DEPTH FOR TANGENT (MD-BLOCK) LOCATIONS.

REVISIONS		
NO.	BY	DATE
1	MLP	Oct 2005
2	MLP	Jan 2008
3	MLP	Sep 2012

RHODE ISLAND DEPARTMENT OF TRANSPORTATION
 WHEELCHAIR RAMP
 JUNE 15, 1998
 R.I. STANDARD 43.3.0M

DRIVEWAY DEVELOPMENT FOR 3'-0" TRANSITION CURB

NOTES:
 1. SHALL BE IN ACCORDANCE WITH SECTION 905 OF THE R.I. STANDARD SPECIFICATIONS.
 2. WHEN DRIVEWAY IS BELOW BACK EDGE OF SIDEWALK PROFILE, STD. 43.4.1 MUST BE USED.

REVISIONS		
NO.	BY	DATE
1	MLP	3/01/05
2	MLP	6/27/08
3	MLP	6/01/10

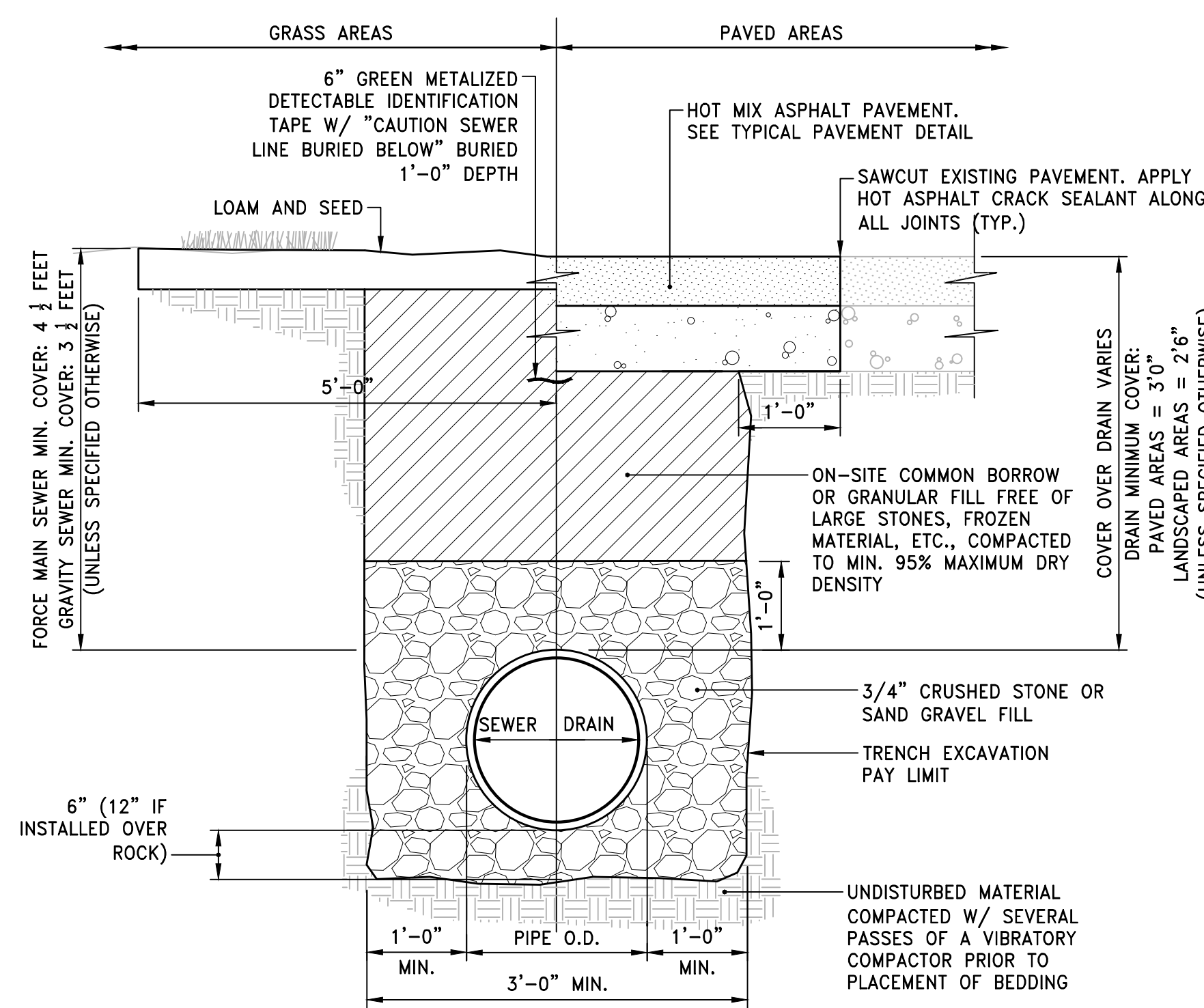
RHODE ISLAND DEPARTMENT OF TRANSPORTATION
 DRIVEWAY DEVELOPMENT FOR 3'-0" TRANSITION CURB
 JUNE 15, 1998
 R.I. STANDARD 43.4.0

DETECTABLE WARNING PANEL PLACEMENT

NOTES:
 1. CONTRACTOR SHALL PROVIDE DETECTABLE WARNING PAVERS. REFER TO DETAIL. PLASTIC PANEL WILL NOT BE ACCEPTED.

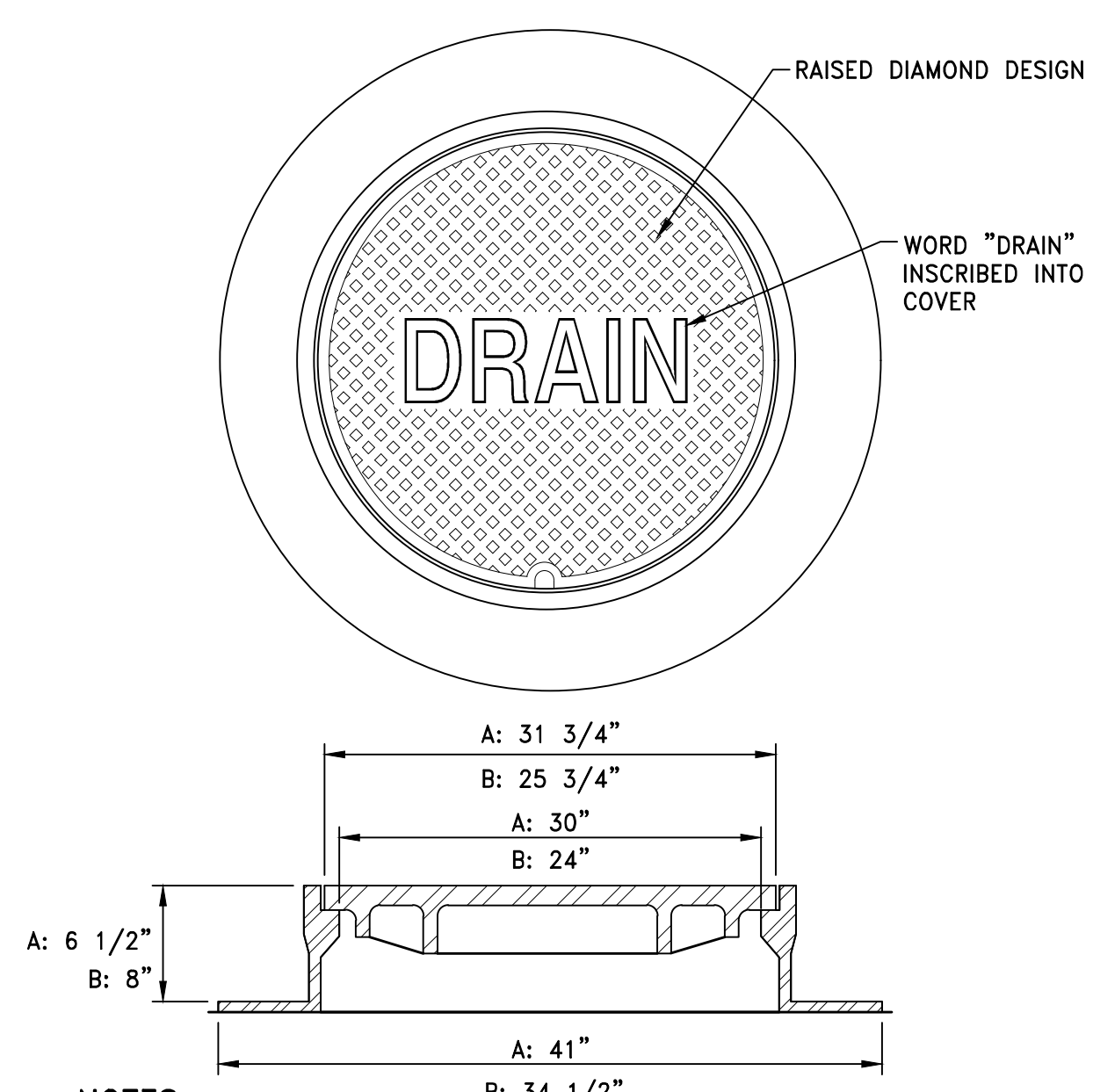
REVISIONS		
NO.	BY	DATE
1	MLP	Mar 2005
2	MLP	Sep 2012

RHODE ISLAND DEPARTMENT OF TRANSPORTATION
 DETECTABLE WARNING PANEL PLACEMENT
 JUNE 15, 1998
 R.I. STANDARD 48.1.0M



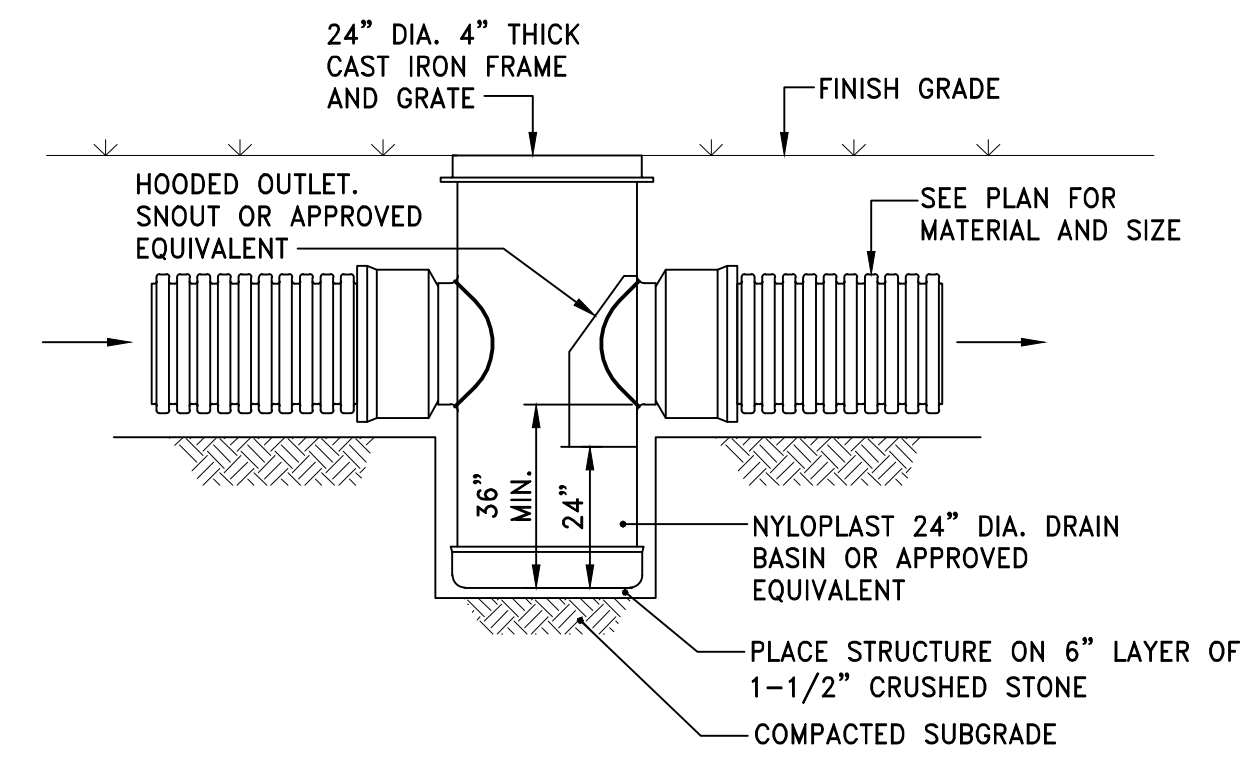
NOTES:

- WHERE THE DISTANCE BETWEEN THE SAWCUT AND EDGE OF PAVEMENT IS 3' OR LESS, THE CONTRACTOR SHALL REPLACE THE PAVEMENT FROM THE TRENCH EDGE TO THE EXISTING EDGE OF PAVEMENT.
- 3/4" DIA. CRUSHED STONE SHALL BE USED AS BEDDING WHERE TRENCH IS BELOW THE GROUND WATER TABLE.



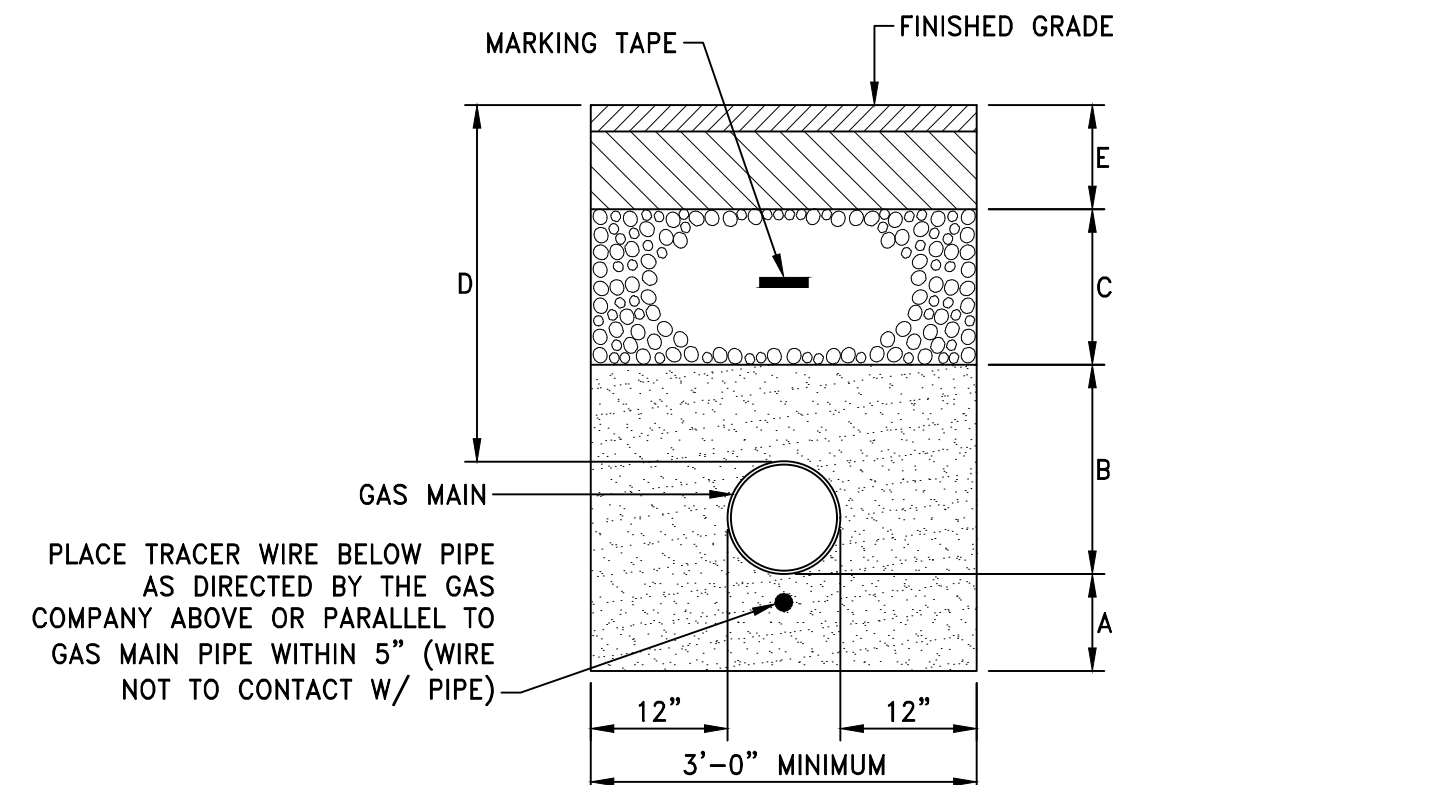
NOTES:

- ALL FRAMES AND COVERS SHALL MEET H-20 LOADING CRITERIA.
- PROVIDE:
 - A: 30" DIA. DRAIN MANHOLE FRAME AND COVER SHALL BE NEENAH FOUNDRY, INC. MODEL #R-1557 OR APPROVED EQUIVALENT.
 - B: 24" DIA. DRAIN MANHOLE FRAME AND COVER SHALL BE NEENAH FOUNDRY, INC. MODEL #R-1556 OR APPROVED EQUIVALENT.
- ALL DRAIN MANHOLES SHALL HAVE 24" DIA. DRAIN MANHOLE COVER UNLESS NOTED OTHERWISE.

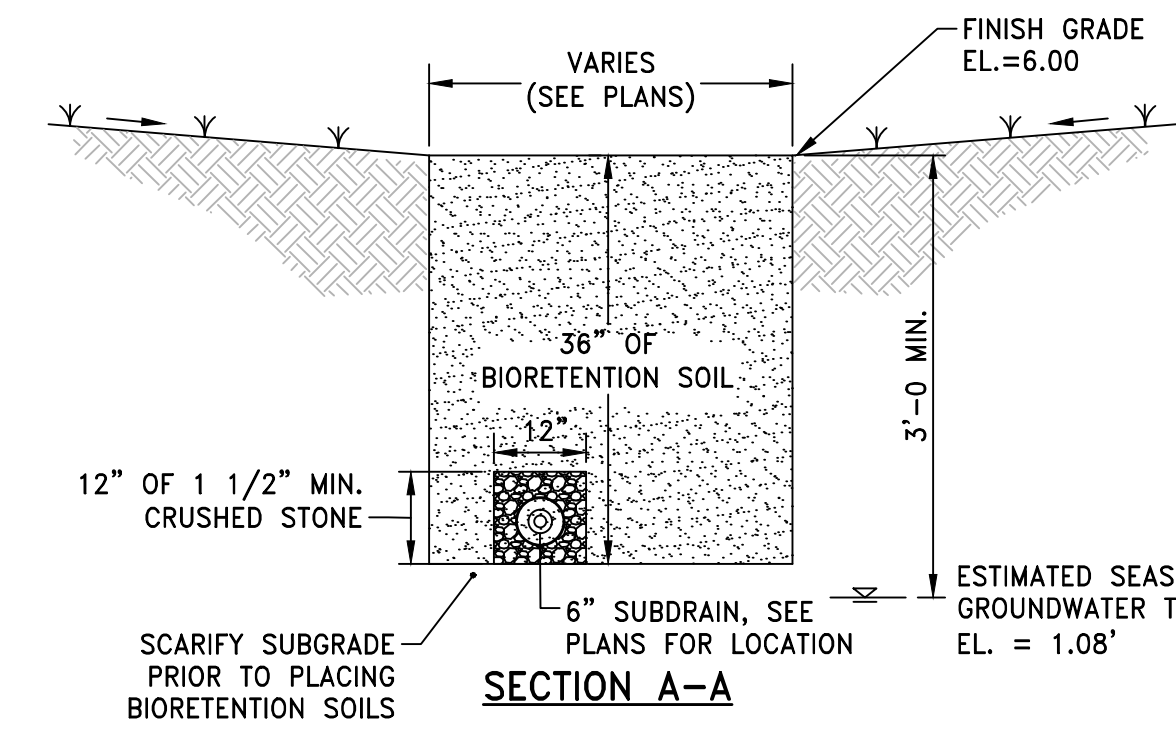


NOTES:

- DRAIN BASIN SHALL BE CUSTOM MANUFACTURED FOR THE PROJECT WITH THE INLETS AND OUTLETS REQUIRED.
- STRUCTURES SHALL BE CONSTRUCTED TO WITHSTAND LOADS IMPOSED BY CONSTRUCTION VEHICLES.
- DRAIN BASIN SHALL BE CONSTRUCTED OF HIGH DENSITY POLYETHYLENE.
- PROVIDE HOODED OUTLET ON ALL AREA BASINS.
- FRAME AND GRATE SHALL BE CONSTRUCTED OF DUCTILE IRON AND CONFORM TO ASTM A536 GRADE 70-50-05. PROVIDE NYLOPLAST Z499CGS OR APPROVED EQUIVALENT.



NOTE:
THIS DETAIL REPRESENTS A TYPICAL GAS TRENCH DETAIL. FINAL TRENCH MATERIALS AND DIMENSIONS SHALL BE COORDINATED WITH THE GAS COMPANY.

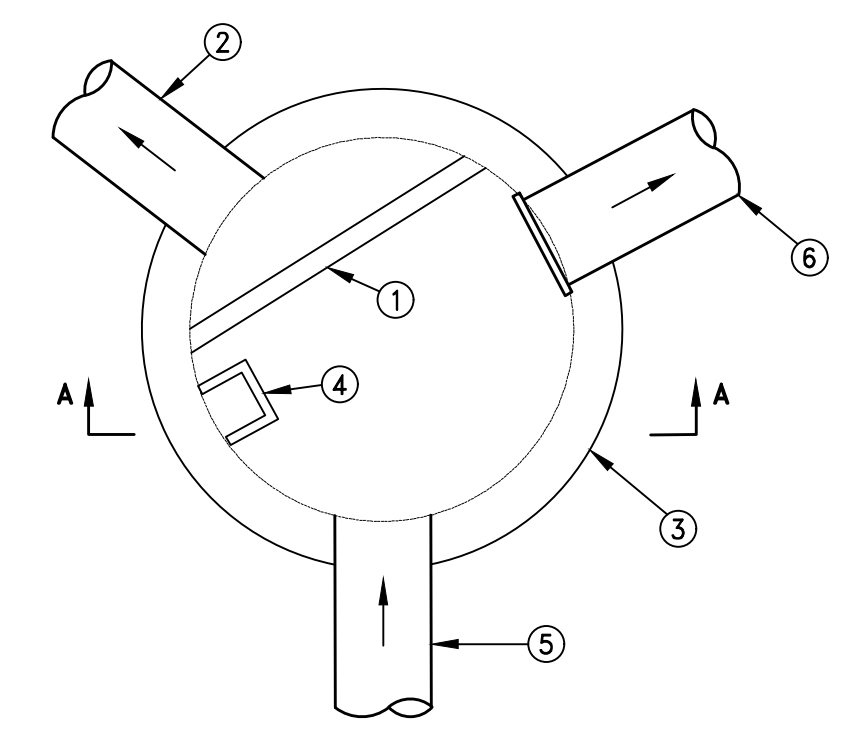


BIORETENTION SOIL: 85-88% SAND, 8-12% SILT, 3-5% COMPOST ORGANIC CONTENT SHALL BE 1.5%-3%.

NOTES:

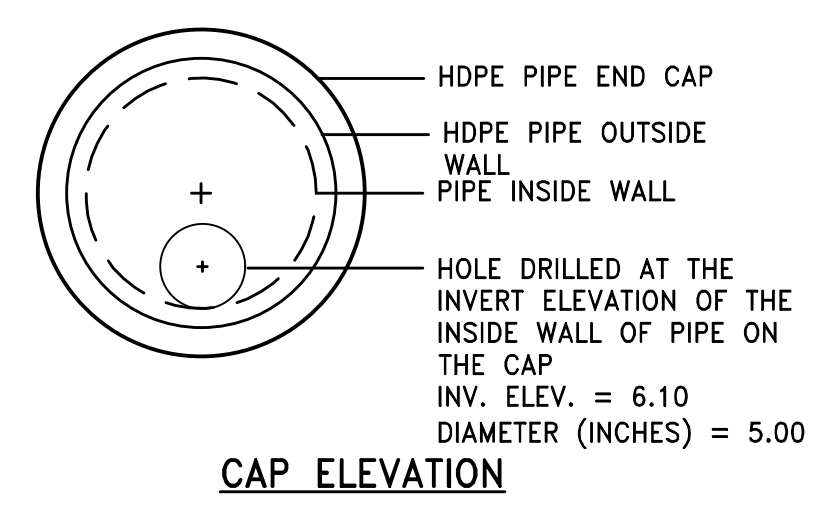
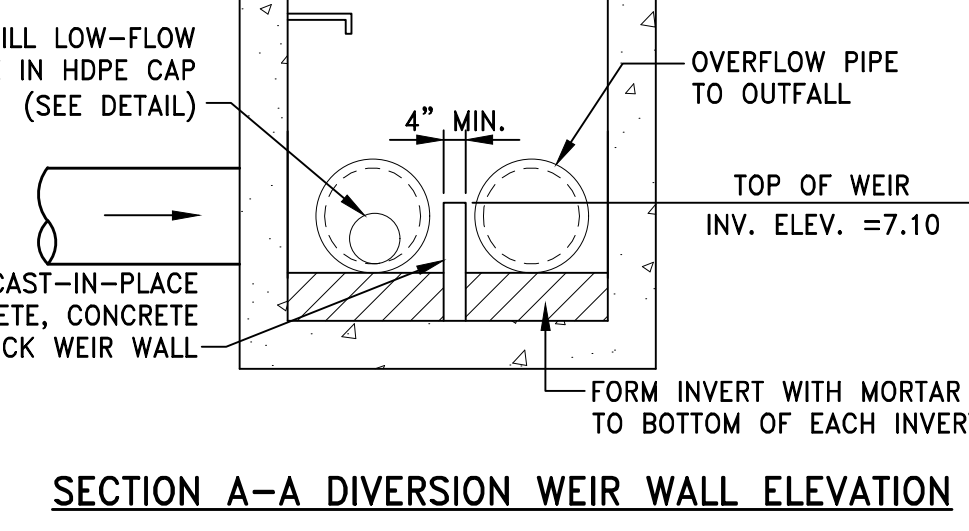
- DRAIN BASINS SHALL BE CUSTOM MANUFACTURED FOR THE PROJECT WITH THE INLETS AND OUTLETS REQUIRED.
- ESGHT WAS DETERMINED BY GROUNDWATER SEEPAGE FROM TEST PIT DATA PERFORMED ON OCTOBER 1, 2019.

BIORETENTION DETAIL
NOT TO SCALE

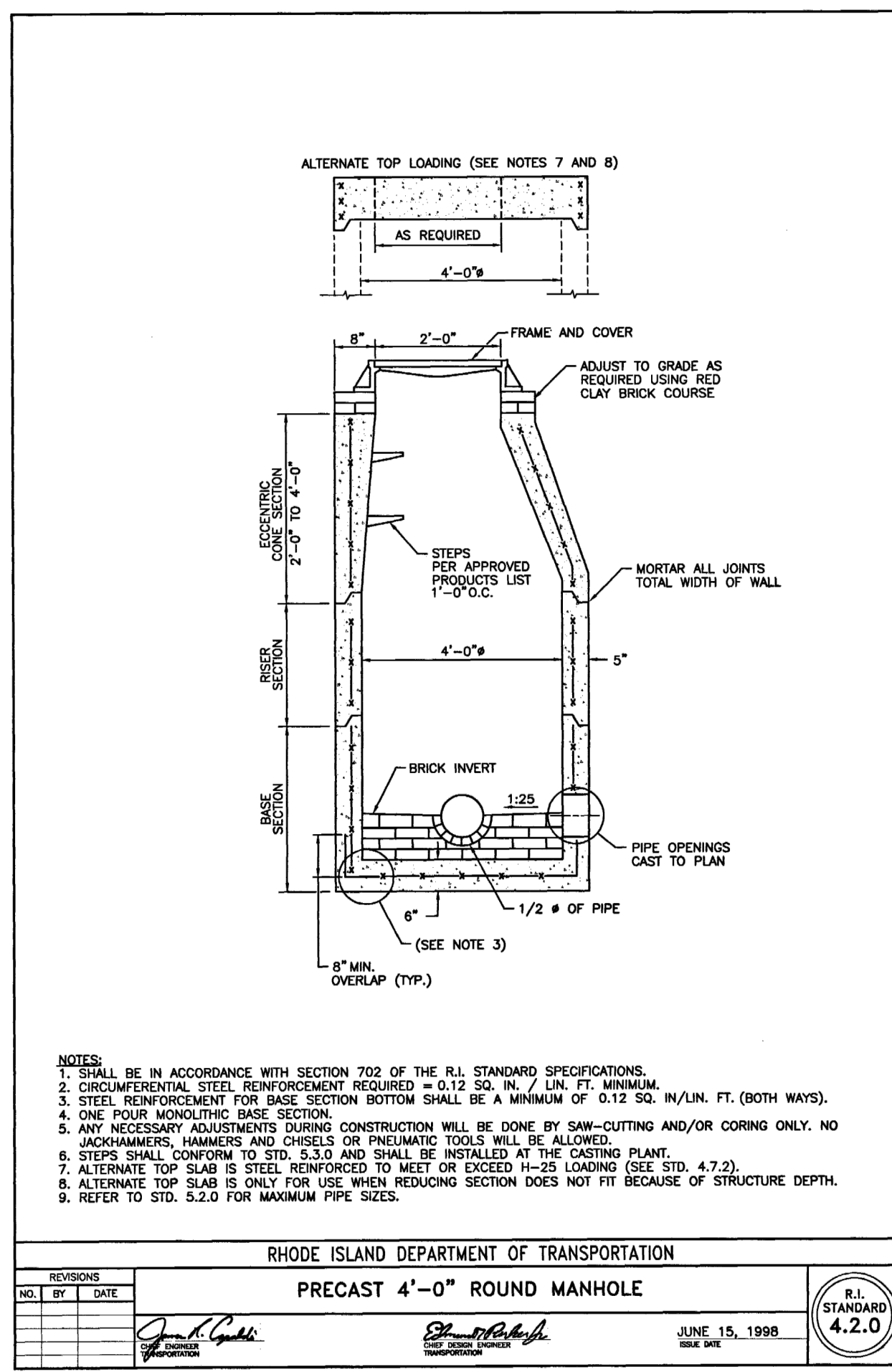


TYPICAL NOTES LEGEND

- CAST IN PLACE CONCRETE DIVERSION WEIR WALL (4" WIDE)
- OVERFLOW PIPE TO OUTFALL
- PRECAST 5' DIAMETER MANHOLE (RIDOT STANDARD 4.2.1)
- PROVIDE STEPS PER RIDOT STANDARD 4.2.1
- PIPE IN
- HDPE PIPE WITH CAP AND LOW FLOW WATER QUALITY ORIFICE (REFER TO CAP DETAIL) TO BIORETENTION AREA



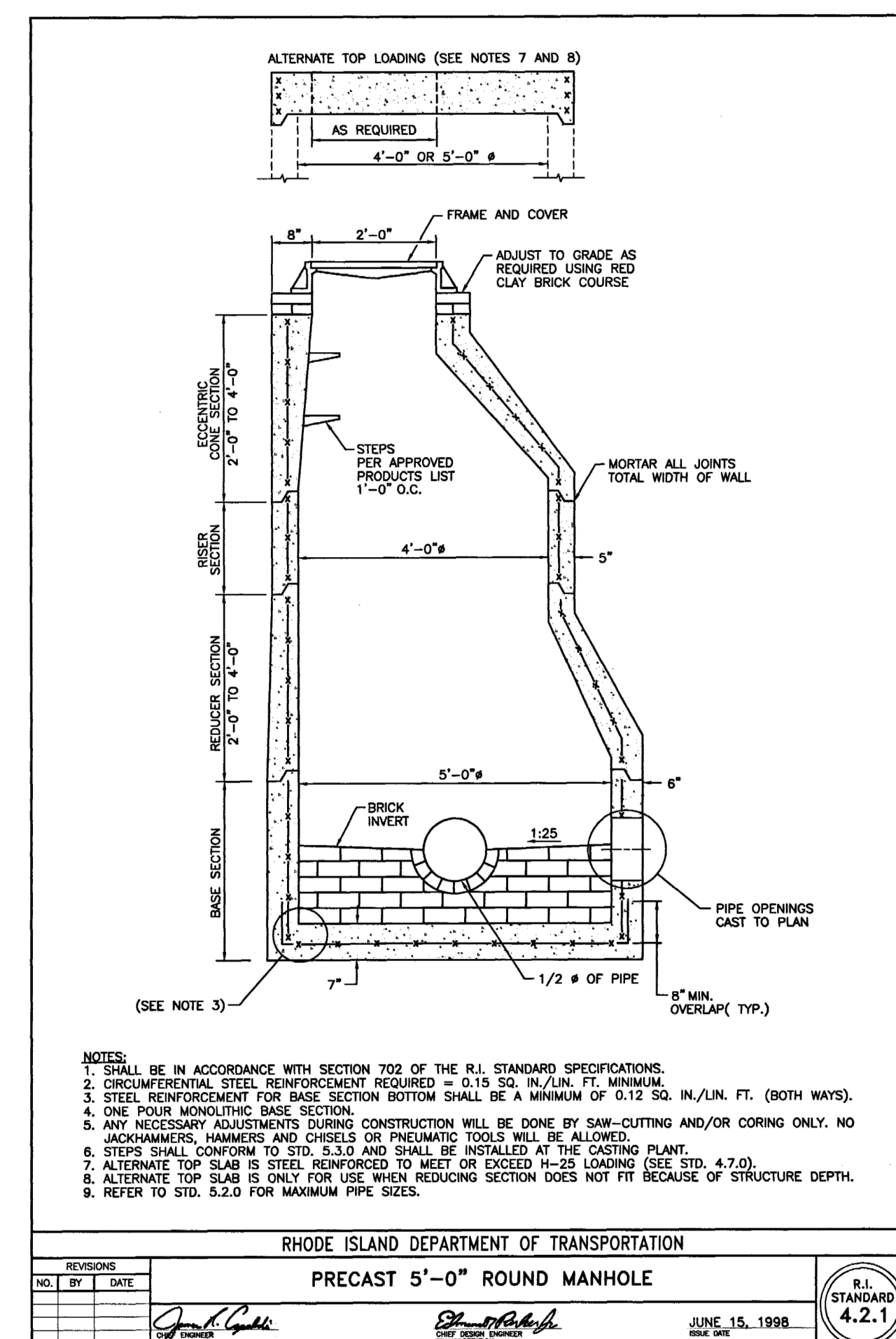
TYPICAL DIVERSION MANHOLE DETAIL
NOT TO SCALE



NOTES:

- SHALL BE IN ACCORDANCE WITH SECTION 702 OF THE R.I. STANDARD SPECIFICATIONS.
- CIRCUMFERENTIAL STEEL REINFORCEMENT REQUIRED = 0.12 SQ. IN./LIN. FT. MINIMUM.
- STEEL REINFORCEMENT FOR BASE SECTION BOTTOM SHALL BE A MINIMUM OF 0.12 SQ. IN./LIN. FT. (BOTH WAYS).
- ONE FOUR MONOLITHIC BASE SECTION.
- ANY NECESSARY ADJUSTMENTS DURING CONSTRUCTION WILL BE DONE BY SAW-CUTTING AND/OR CORING ONLY. NO JACKHAMMERS, HAMMERS AND CHISELS OR PNEUMATIC TOOLS WILL BE ALLOWED.
- STEPS SHALL CONFORM TO STD. 5.3.0 AND SHALL BE INSTALLED AT THE CASTING PLANT.
- ALTERNATE TOP SLAB IS ONLY FOR USE WHEN REDUCING SECTION DOES NOT FIT BECAUSE OF STRUCTURE DEPTH.
- REFER TO STD. 5.2.0 FOR MAXIMUM PIPE SIZES.

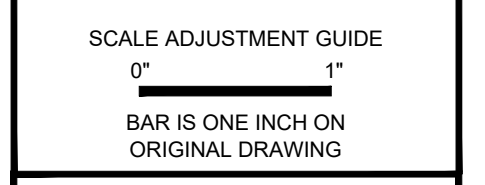
R.I. STANDARD 4.2.0



NOTES:

- SHALL BE IN ACCORDANCE WITH SECTION 702 OF THE R.I. STANDARD SPECIFICATIONS.
- CIRCUMFERENTIAL STEEL REINFORCEMENT REQUIRED = 0.15 SQ. IN./LIN. FT. MINIMUM.
- STEEL REINFORCEMENT FOR BASE SECTION BOTTOM SHALL BE A MINIMUM OF 0.12 SQ. IN./LIN. FT. (BOTH WAYS).
- ONE FOUR MONOLITHIC BASE SECTION.
- ANY NECESSARY ADJUSTMENTS DURING CONSTRUCTION WILL BE DONE BY SAW-CUTTING AND/OR CORING ONLY. NO JACKHAMMERS, HAMMERS AND CHISELS OR PNEUMATIC TOOLS WILL BE ALLOWED.
- STEPS SHALL CONFORM TO STD. 5.3.0 AND SHALL BE INSTALLED AT THE CASTING PLANT.
- ALTERNATE TOP SLAB IS ONLY FOR USE WHEN REDUCING SECTION DOES NOT FIT BECAUSE OF STRUCTURE DEPTH.
- REFER TO STD. 5.2.0 FOR MAXIMUM PIPE SIZES.

R.I. STANDARD 4.2.1



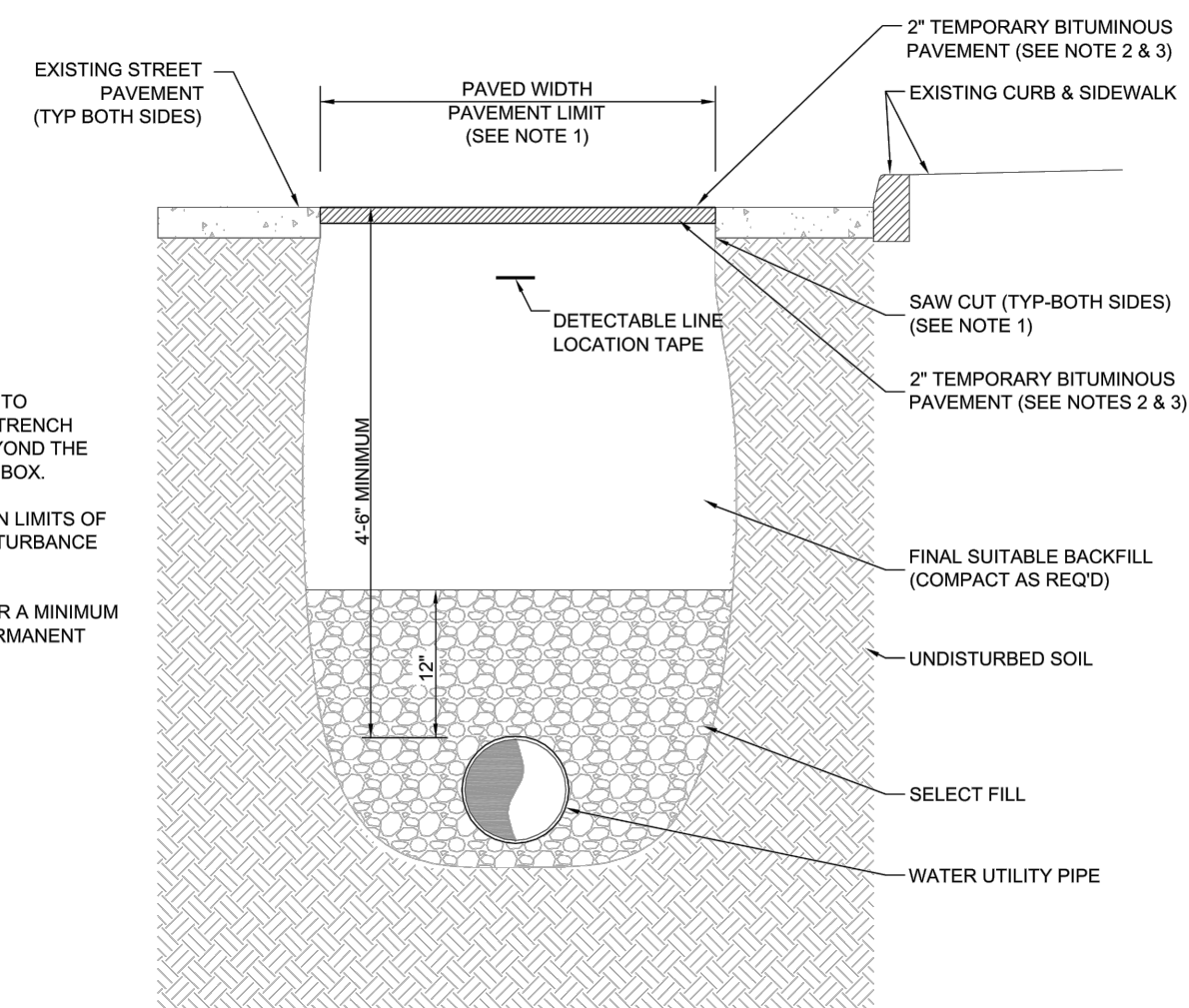
Residential Development
AP 17, LOT 416
99/101 Gano Street
Providence, Rhode Island

DAVID L. POTTER
No. 8665
REG. 0310200
PROFESSIONAL ENGINEER

REVISIONS:

1	03/31/20	CITY COMMENTS

PROJECT NO.: 19084.00
DATE: OCTOBER 29, 2019
SCALE: NOT TO SCALE
DESIGNED BY: MA
CHECKED BY: DLP
DRAWN BY: AKL
APPROVED BY: DLP
DRAWING TITLE: DETAILS 4

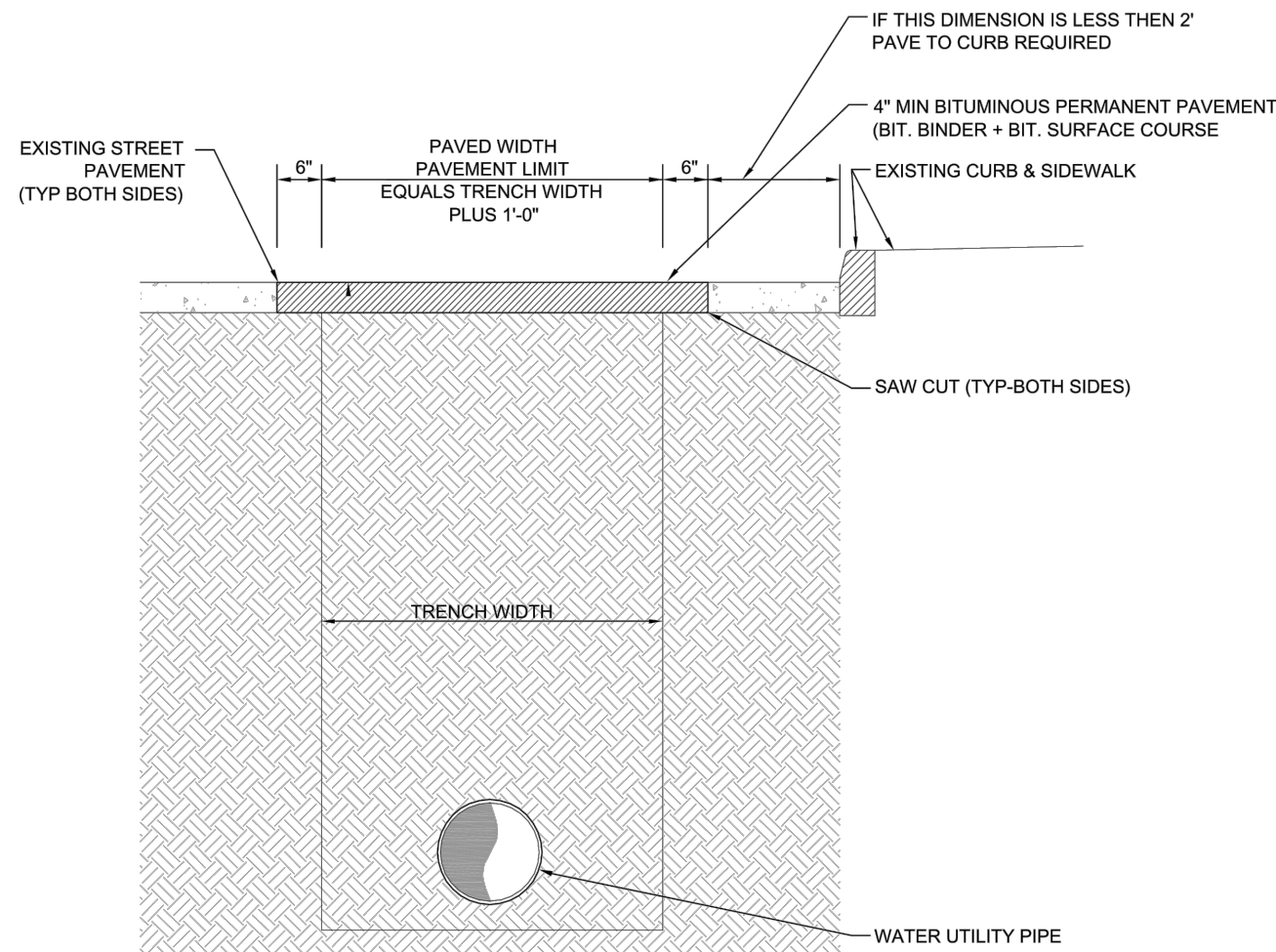


- NOTES:
- EXISTING STREET PAVEMENT SAW-CUT TO ACCOMMODATE DESIRED TRENCH WIDTH. TRENCH WIDTH SHALL NOT EXCEED 4'-0" OR 6' BEYOND THE EXTERIOR OF THE SHEETING OR TRENCH BOX.
 - TEMPORARY PAVEMENT PLACED WITHIN LIMITS OF SAW-CUT TRENCH, OR THE LIMITS OF DISTURBANCE OF EXISTING PAVEMENT, AS REQUIRED.
 - TEMPORARY PAVEMENT REMOVED AFTER A MINIMUM PERIOD OF 60 DAYS. SEE DETAIL FOR PERMANENT TRENCH RESTORATION METHOD.

TYPICAL DETAIL WATER MAIN & WATER SERVICE TRENCH DETAIL

NOT TO SCALE

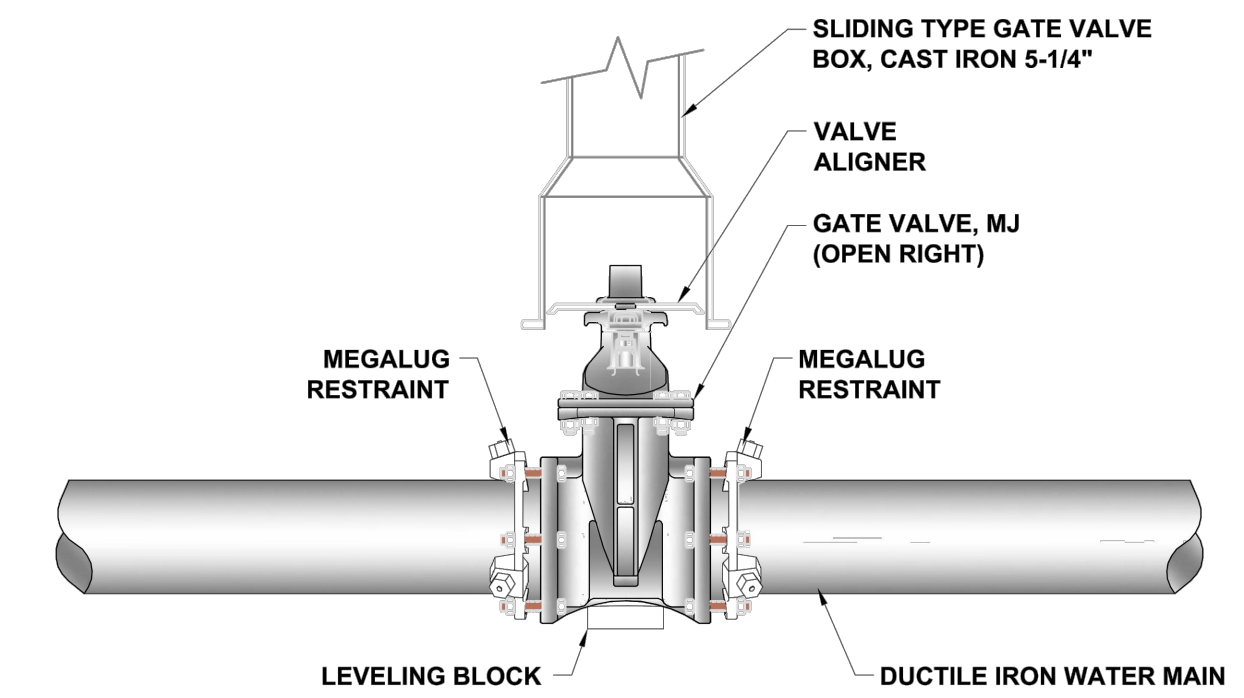
Senior Manager of Engineering Date



TYPICAL PERMANENT TRENCH PAVEMENT RESTORATION

NOT TO SCALE

Senior Manager of Engineering Date



TYPICAL DETAIL GATE VALVE

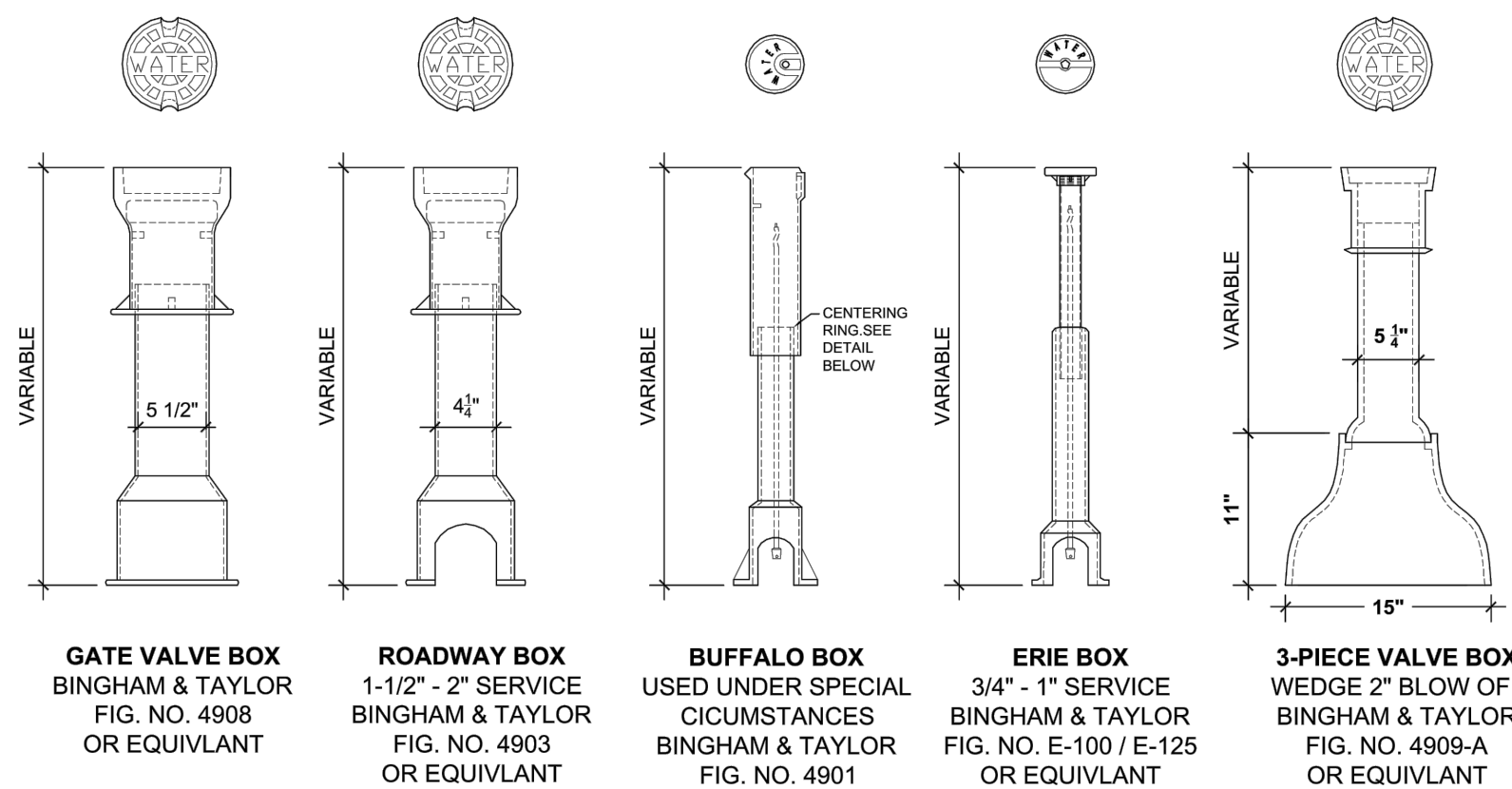
NOT TO SCALE

Senior Manager of Engineering Date



SCALE ADJUSTMENT GUIDE
 0' 1'
 BAR IS ONE INCH ON ORIGINAL DRAWING

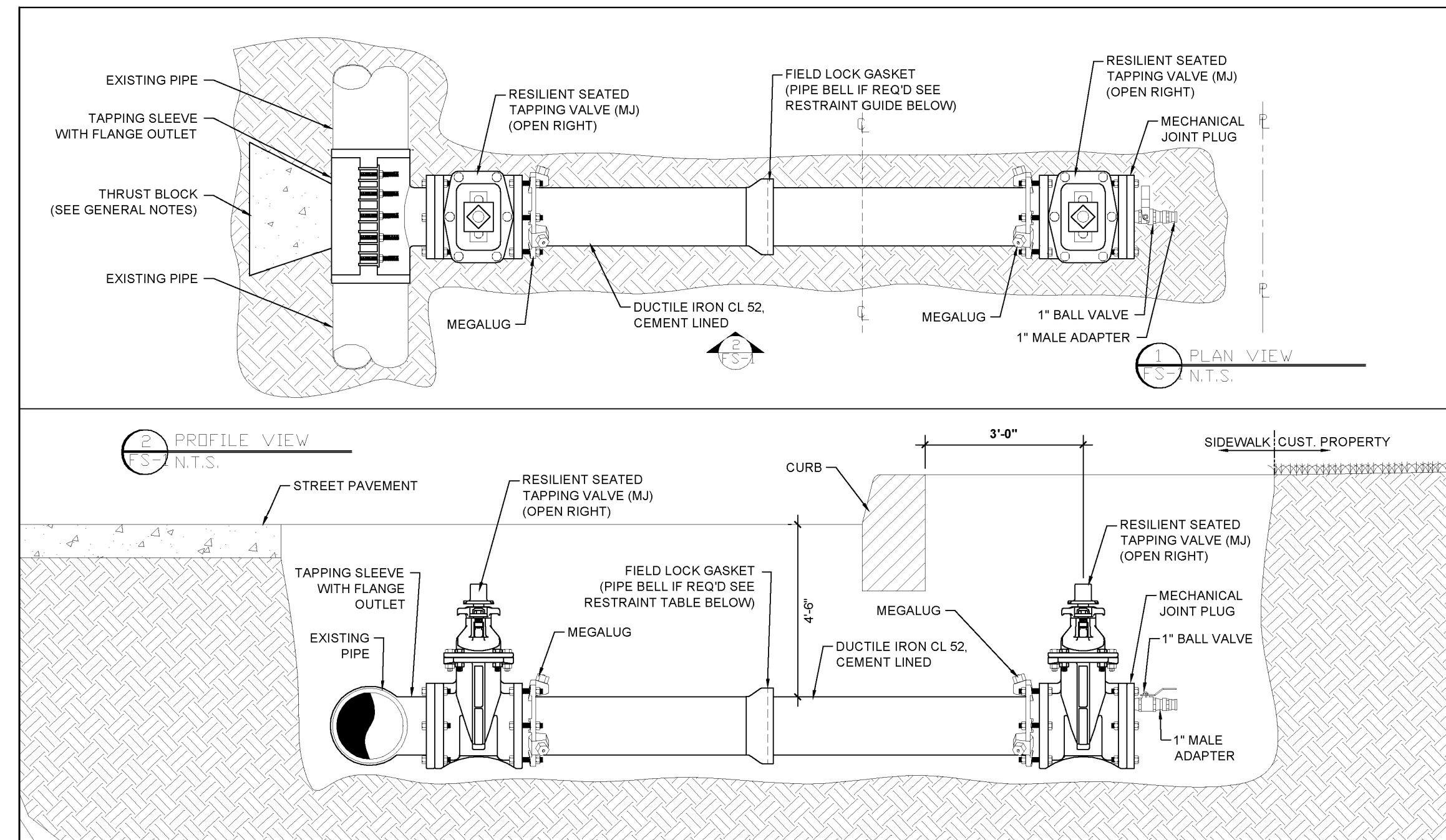
Residential Development
 AP 17, LOT 416
 99/101 Gano Street
 Providence, Rhode Island



- GATE VALVE BOX**
BINGHAM & TAYLOR
FIG. NO. 4908
OR EQUIVLANT
- ROADWAY BOX**
1-1/2" - 2" SERVICE
BINGHAM & TAYLOR
FIG. NO. 4903
OR EQUIVLANT
- BUFFALO BOX**
USED UNDER SPECIAL
CICUMSTANCES
BINGHAM & TAYLOR
FIG. NO. 4901
OR EQUIVLANT
- ERIE BOX**
3/4" - 1" SERVICE
BINGHAM & TAYLOR
FIG. NO. E-100 / E-125
OR EQUIVLANT
- 3-PIECE VALVE BOX**
WEDGE 2" BLOW OFF
BINGHAM & TAYLOR
FIG. NO. 4909-A
OR EQUIVLANT

VALVE & CURBSTOP BOXES
 NOT TO SCALE

Senior Manager of Engineering Date



- GENERAL NOTES:**
- OTHER EXISTING UTILITIES ARE NOT SHOWN. CONTRACTOR SHALL NOTIFY 3-DAY PRIOR TO COMMENCING WORK.
 - NEW WARE MAINS SHALL BE TESTED AND CHARACTERIZED IN ACCORDANCE WITH PROVIDENCE WATER STANDARDS AND AS DIRECTED BY PROVIDENCE WATER.
 - NEW WARE MAINS SHALL BE CEMENT-LINED DUCTILE IRON PIPE, CLASS 52, CONFORMING TO THE LATEST AWWA STANDARDS.
 - PIPE FITTERS SHALL BE CEMENT-LINED DUCTILE IRON, CLASS 52, WITH MECHANICAL JOINT ENDS.
 - VALVE OPERATING NOTES, WHICH COVER OVER PIPE SHALL NOT BE LESS THAN 4'-0" HIGH.
 - WAVE VALVES SHALL BE RESILIENT SEAT TYPE WITH MECHANICAL JOINT ENDS AND SHALL OPEN RIGHT (CLOCKWISE).
 - MECHANICAL JOINTS SHALL BE INSTALLED 1 FT. TO 1-1/2 FT. FROM FACE OF CURB OR SIDE OF PAVEMENT. CURB STRIPS ARE NOT TO BE INSTALLED IN EXISTING OR FUTURE DRIVEWAYS.
 - VALVE OPERATING NOTES, INCLUDING TYPE INFORMATION, MUST BE OBTAINED AT EXISTING LOCATIONS WITH OPERATING AND MAINTENANCE PERSONNEL. THE 24-INCHES BORED FACE OF CURB OR SIDE OF PAVEMENT. THE MECHANICAL JOINT SHALL BE SET 2-INCHES TO 4-INCHES ABOVE FINISH GRADE. STRIPPS SHALL OPEN RIGHT (CLOCKWISE).
 - PORTLAND CEMENT CONCRETE THURST BLOCKS AND/OR ANVIL BLOCKS SHALL BE CONSTRUCTED IN PLACE AT CHANGES OF PIPE MATERIAL. THESE BLOCKS SHALL BE INSTALLED IN ACCORDANCE WITH PROVIDENCE WATER STANDARDS. MECHANICAL JOINT THURST RESTRAINTS SHALL BE PLACED ON EACH SIDE OF IN-LINE FITTINGS OR PIPE JOINTS PRIOR TO SOIL COMPACTED TO 95% TO SATISFACTORY RESTRAINT AN ASSURE LENGTH OF PIPE AT 1-1/2 TIMES THE BORED PAVEMENT, BUT IN ANY EVENT, NOT LESS THAN 100 PLS.

RESTRAINTS		RESTRAINTS		RESTRAINTS	
TAPPING SLEEVE	LENGTH	TAPPING SLEEVE	LENGTH	BENDS	RESTRAINT LENGTH
4"x4"	33"	12"x4"	33"	90°	46"
6"x4"	33"	12"x6"	47"	45°	22.5"
8"x6"	47"	12"x8"	61"	11.25°	-
8"x4"	33"	12"x10"	74"	13'	5'
8"x6"	47"	12"x12"	87"	8'	3'
8"x8"	61"	-	-	10'	29'
10"x4"	33"	-	-	12'	34'
10"x6"	47"	-	-	14'	7'
10"x8"	61"	-	-	3'	-
10"x10"	74"	-	-	-	-

Providence Water

APPROVED PWSB MANUFACTURERS

DUCTILE IRON PIPE

- ATLANTIC STATES CAST IRON PIPE CO.
- GRIFFIN PIPE PRODUCTS CO.
- U.S. PIPE & FOUNDRY CO.

TAPPING SLEEVES & VALVES

- AMERICAN FLOW CONTROL
- CLOW VALVE CO.
- KENNEDY VALVE
- M&H VALVE CO.
- MUELLER CO.
- U.S. PIPE & FOUNDRY CO.
- AVK

JOINT RESTRAINTS (MECHANICAL)

- EBBA IRON SALES, INC. - MEGALUG

JOINT RESTRAINTS (GASKETED)

- U.S. PIPE & FOUNDRY CO.
- FIELD LOK 350 GASKET

PWSB TYPICAL DETAIL DUCTILE IRON DOMESTIC & FIRE SERVICES 4"±

MDM DRAWN BY: AMP CHECKED BY: N.T.S. DATE: 11-28-2011

Senior Manager of Engineering Date: 3-11-13

FS-1

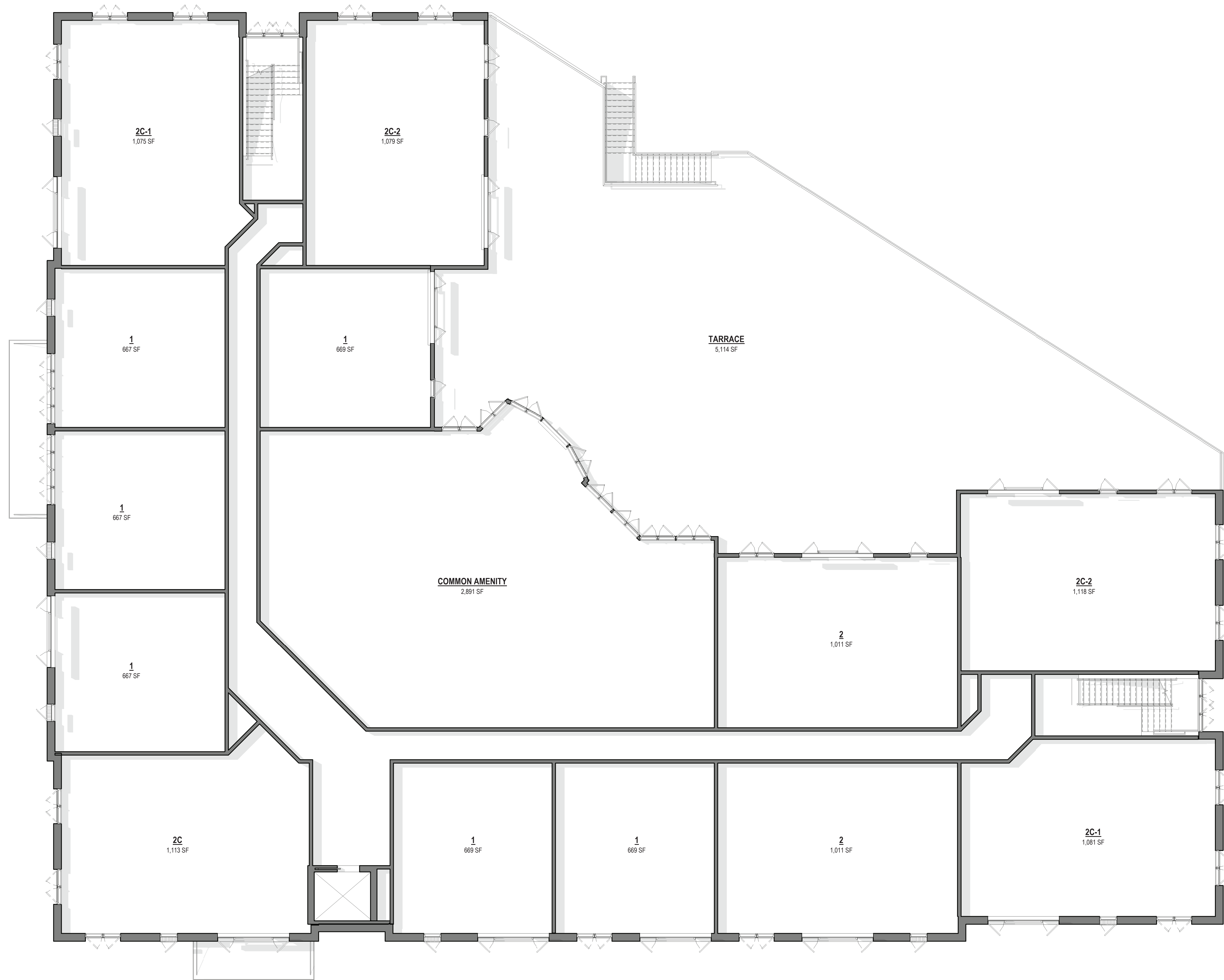
DAVID L. POTTER
 No. 8665
 REGISTERED PROFESSIONAL ENGINEER

REVISIONS:

NO.	DATE	CITY COMMENTS
1	03/31/20	

PROJECT NO.: 19084.00
 DATE: OCTOBER 29, 2019
 SCALE: NOT TO SCALE
 DESIGNED BY: MA
 CHECKED BY: DLP
 DRAWN BY: AKL
 APPROVED BY: DLP
 DRAWING TITLE:

DETAILS 5
 DRAWING NO.:
 SHEET NO. OF



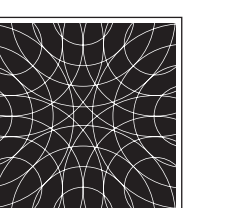
SECOND FLOOR PLAN

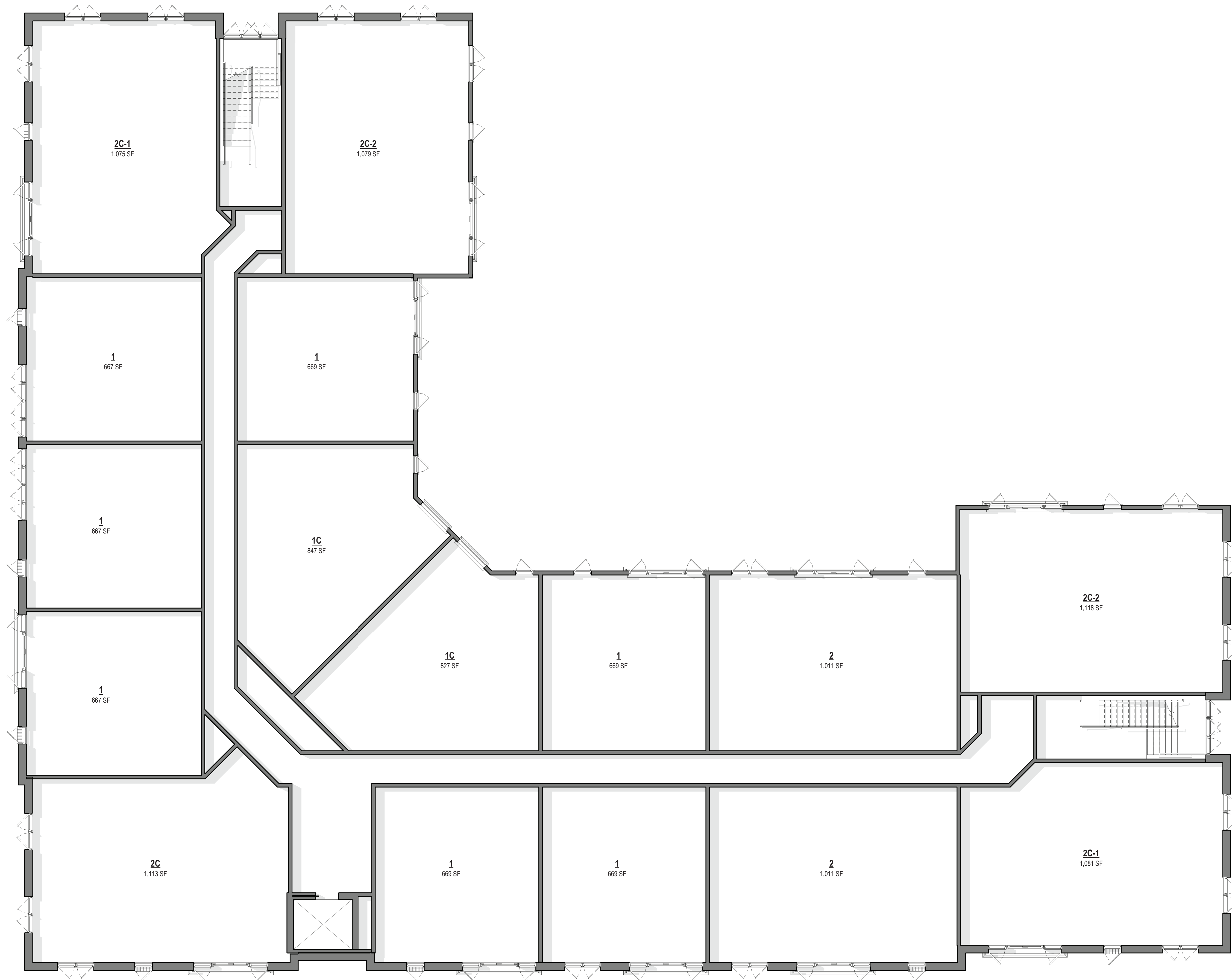
99 GANO STREET

PROVIDENCE, RI

MAY 11, 2020

SCALE: 1/8"=1'-0"





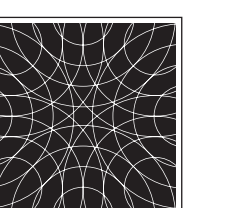
TYPICAL FLOOR PLAN - THIRD THROUGH FIFTH FLOORS

99 GANO STREET

PROVIDENCE, RI

MAY 11, 2020

SCALE: 1/8"=1'-0"



UNION STUDIO
ARCHITECTURE & COMMUNITY DESIGN



A1
NO SCALE
 05/20/20/20/20
 ©2019 GATE ARCHITECTURE LLC
GATE
 architecture
 2045 Route 35
 Wall, New Jersey, 07719
 856.429.2001

99 GANO STREET
 PROVIDENCE, RHODE ISLAND
 H.V. COLLINS COMPANY



VIEW FROM GANO STREET



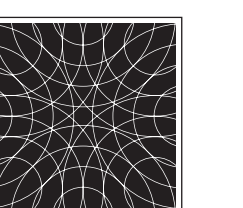
A2
NO SCALE
 05/20/20/20/20
 ©2019 GATE ARCHITECTURE LLC
GATE
 architecture
 2045 Route 35
 Wall, New Jersey, 07719
 856.429.2001

99 GANO STREET
 PROVIDENCE, RHODE ISLAND
 H.V. COLLINS COMPANY



VIEW FROM RIVER SIDE

99 GANO STREET
 PROVIDENCE, RI
 MAY 11, 2020



UNION STUDIO
 ARCHITECTURE & COMMUNITY DESIGN



WEST ELEVATION (GANO STREET)



NORTH ELEVATION (E. TRANSIT STREET)

EXTERIOR NOTES:

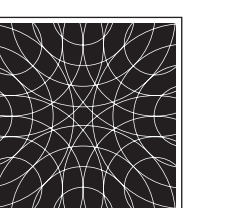
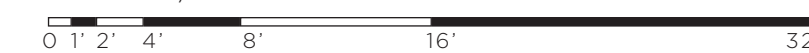
- Brick veneer
- Rusticated profile at base
- Painted running trim at cornice
- Steel railing systems
- Casement windows with transoms
- Clad patio doors with transoms
- Entry doors with vision lites
- Flat aluminum awning with cable stays
- Composite inset panels
- Architectural wire mesh in steel frames
- Built-in planter boxes
- Mounted wire trainers for vines
- Flush steel utility doors
- Steel overhead service door
- Shallow Juliet balconies
- Raised courtyard

99 GANO STREET

PROVIDENCE, RI

MAY 11, 2020

SCALE: 1/8"=1'-0"



UNION STUDIO
ARCHITECTURE & COMMUNITY DESIGN



SOUTH ELEVATION (BIKE PATH)



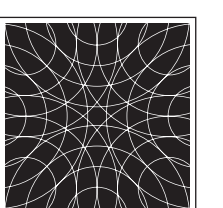
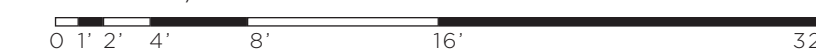
EAST ELEVATION (SEEKONK RIVER)

99 GANO STREET

PROVIDENCE, RI

MAY 11, 2020

SCALE: 1/8"=1'-0"



UNION STUDIO
ARCHITECTURE & COMMUNITY DESIGN



VIEW OF GANO STREET CONNECTION



VIEW ALONG BIKE PATH



VIEW AT GANO PARK CONNECTION

Project Name:	Owner/Applicant:
Residential Development	HV Collins Properties Inc.
AP 17, Lot 416	99/101Gano Street
99/101Gano Street	Providence, Rhode Island
Providence, Rhode Island	



1"=16'-0"

RESIDENTIAL DEVELOPMENT



PLANT SCHEDULE

TREES	BOTANICAL / COMMON NAME	CONT	CAL	SIZE	QTY	REMARKS
AR	Acer rubrum / Red Maple	B&B	2"-2.5" Cal.		3	
BP	Betula populifolia / Gray Birch	B&B, Multi-stem		10/12'	2	
HV	Hamamelis virginiana / Common Witch Hazel	B&B, Multi-stem		7/8'	4	
JE	Juniperus virginiana / Eastern Red Cedar	B&B		7/8'	6	
SI	Syringa reticulata 'Ivory Silk' / Ivory Silk Japanese Tree Lilac	B&B	2"-2.5" Cal.		9	
SHRUBS	BOTANICAL / COMMON NAME	CONT			QTY	REMARKS
CA	Clostris alnifolia / Summersweet Clethra	#3			24	
CR	Cornus sericea / Red Twig Dogwood	#3			22	
HW	Hydrangea arborescens / Wild Hydrangea	#3			11	
HP	Hydrangea paniculata / Panicked Hydrangea	#3			10	
HS	Hydrangea quercifolia 'Sike's Dwarf' / Oakleaf Hydrangea	#3			34	
MP	Myrica pensylvanica / Northern Bayberry	#3			36	

LOAM AND SEED	1,700 SF	
BIORETENTION SEED MIX	1,125 SF	

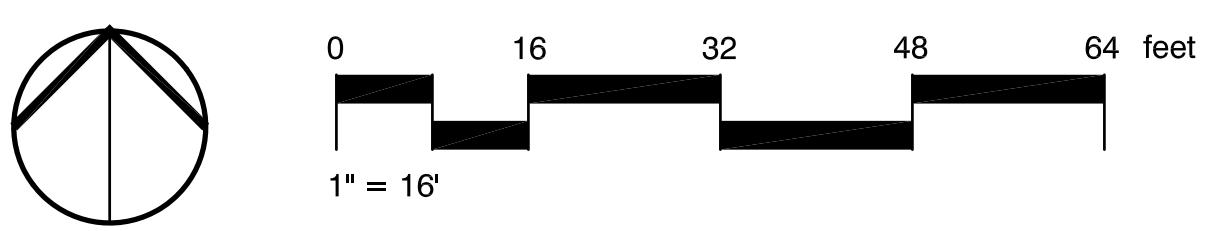
TREE SHADE COVERAGE CALCULATIONS
PER THE CITY OF PROVIDENCE GUIDELINES

STANDARD	CALCULATIONS
LARGE TREE=1000 SF	LARGE TREE=3 (3000 SF)
MEDIUM TREE= 700 SF	MEDIUM TREE= 2 (1,400 SF)
SMALL TREE= 300 SF	SMALL TREE= 9 (2,700 SF)
TOTAL LOT SIZE (SF)=32,783	TOTAL SF=7,100 (21.7% OF TOTAL LOT)

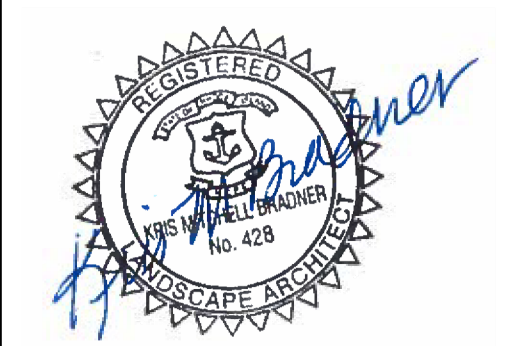
PROPERTY ZONE- C-2
% SHADE PER ZONE - 15% SF OF THE LOT

GENERAL NOTES:

- All plant material must be tagged in the ground, at the nursery by the Landscape Architect. All plant material shall be commercially obtained and shall meet the American Association of Nurseryman standards for nursery stock, latest edition, and its amendments. Plant only during season normal to the particular variety. All plant inspections will be at the expense of the contractor. Permanent seals will be required.
- Planting beds shall be excavated to a minimum depth of 12" and new loam and compost (50/50 mix) shall be incorporated into the planting bed to meet surrounding grades unless otherwise noted or detailed. Cover all planting beds with 3" shredded hardwood bark mulch within a seventy-two hour period after planting. See plan for bed layout.
- All existing and proposed trees shown in lawn areas shall receive a 5' diameter mulch bed. Mulch shall be placed to a depth of 3". Remove all sod, roots, sticks and stones prior to placement of mulch.
- All plant materials furnished by the contractor shall be guaranteed for a period of one year from final acceptance of landscape work.
- Stake all trees over 5' as shown on details. Remove stakes at the end of the guarantee period.
- The contractor is responsible for keeping the site clean of miscellaneous debris throughout the construction period. All waste material is to be disposed of immediately to an off-site location, unless otherwise indicated on the plans.
- The contractor shall perform all work in accordance with all local, state, and federal regulations, and shall obtain all necessary permits for this project.
- Loam: Loam moved during the course of construction shall be retained and distributed within the site in accordance with the landscape plan. Stockpiled loam shall not be mixed with any subsoil, noxious weeds or unsuitable materials. All excess loam shall remain on the property of the owner. New loam if required to provide the specified depth, shall be a fertile, friable medium textured sandy loam free of material toxic to healthy plant growth. Loam shall also be free of all stumps, roots, stones and other extraneous matter on inch (1") or greater in diameter. The pH shall be between 6.5 and 7.5. Organic content shall be a minimum of 5%.
- Lawn Preparation: Remove all debris and other inorganic materials on the prepared subgrade, reshape and dress any damaged or eroded area prior to spreading the loam. Scarify and loosen subgrade in any areas where compaction may have occurred. Spread stockpiled and off-site loam on all disturbed areas to produce a depth of 4" unless otherwise noted on the plans. Fine grade loamed areas to produce a smooth and unbroken finish grade to the required depth. Apply a starter fertilizer (10-20-10) at a rate of 20 lbs. per 1000 square feet and lime at a rate of 40 lbs. per 1000 square feet unless otherwise noted on the plans or in the specifications. Once spread, the fertilizer and lime shall be thoroughly incorporated into the loam. The loam shall be rolled, and depression shall be top dressed and raked to create a smooth surface.
- Seeding: Seeding shall take place between March 15 and May 31 or August 15 and October 15 only. Seed shall be pure, live, fresh seed from commercial sources meeting and labeled in accordance with State and Federal rules and regulations. The seed mixture shall be as noted on this sheet.
Seeded areas shall, at a minimum, include all areas of the site that have been disturbed or are barren unless otherwise noted on the plans. Seed shall be applied at the rates indicated per seed mix.
- Protection of Existing Plantings: Maximum effort should be made to save tree or other plant specimens which are large for their species, rare to the area, or of special horticultural or landscape value. Contact owner/landscape architect before removing any specimen of this type unless otherwise noted on the plans. No material or temporary soil deposits shall be placed within the drip line of shrubs or trees designated on the landscape plan to be retained. Protective barriers are to be installed around each plant and/or group of plants that are to remain on the site. Barriers shall not be supported by the plants they are protecting, but shall be self supporting. They shall be of minimum of four feet (4') high and constructed of a durable material, such as snow or silt fence, that will last until construction is completed.
- Pruning: The contractor shall employ a certified arborist to prune any existing roots or branches carefully prune branches in the way of construction by using only approved methods and tools. The use of axes for trimming or spurs for climbing will not be permitted.
- Existing Utilities: In accordance with Dig-Safe law (1-800-225-4977), the contractor shall contact all applicable utility companies and verify utility line locations. The contractor shall be solely responsible for any/all utility damage. Record locations of Dig-Safe utility line markings on project record documents.
- Disturbed Areas: Any areas disturbed during the course of construction are to be restored to original (or better) condition by contractor before completion of the project, and are subject to approval by landscape architect and owner. All grass areas disturbed during construction shall be yolk raked to remove stones and loamed and seeded as per specifications.
- Layout: All notes and dimensions are typical unless otherwise noted. All dimensions are square (parallel or perpendicular) unless otherwise noted. The contractor shall notify the owner/owner's representative immediately in the event of any discrepancies found in the contract documents and/or in the field, or of conditions uncovered in the work which are not reflected in the plans.
- Drainage Systems: Contractor is responsible for general clean-out of all catch basins, manholes, and/or other drainage features on the site which have accumulated sediment as a result of construction activities.
- Cleaning: Contractor is responsible for keeping site clean of miscellaneous debris throughout the construction period. All waste material is to be disposed of immediately to an off-site location, unless otherwise indicated on the plan.



CONSULTANTS



OWNER
RESIDENTIAL DEVELOPMENT
AP 17, LOT 416
99/101 GANO STREET
PROVIDENCE, RI

OWNER/APPLICANT
HV COLLINS PROPERTIES INC
99/101 GANO STREET
PROVIDENCE, RI

1	11.8.19
2	03.31.20
PROJECT NO: R1013	
LEAD DWS FILE:	
DRAWN BY: JL	
CHECKED BY: KB	
COPYRIGHT:	

SHEET TITLE
PLANTING PLAN

LP1.0