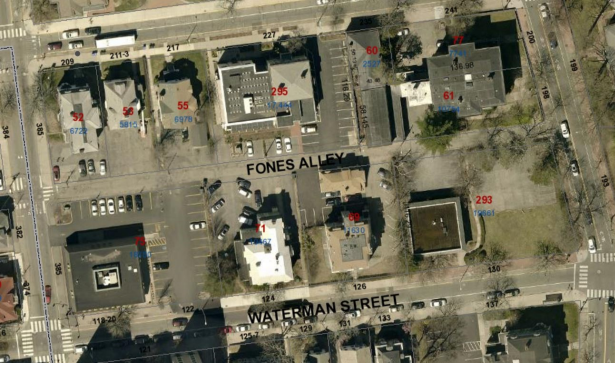


# Providence City Plan Commission

June 16, 2020



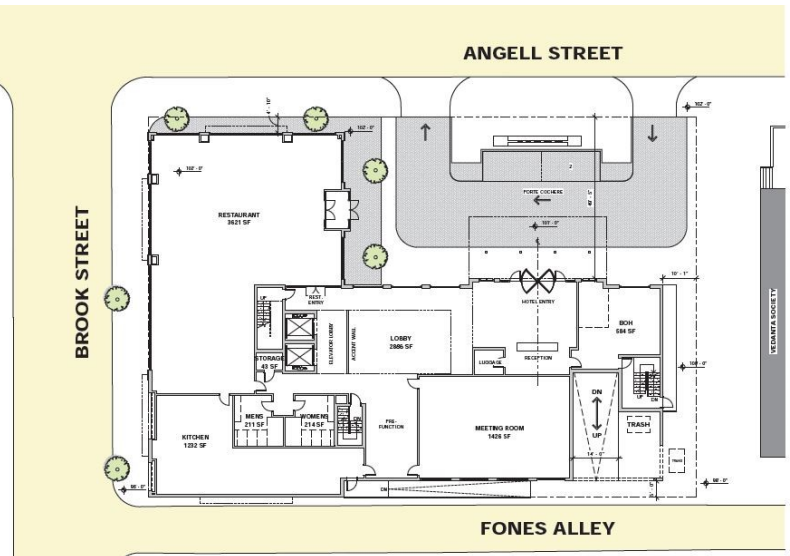
## AGENDA ITEM 2 - 209-217 ANGELL STREET



An aerial view of the site



View of the site from Angell Street



First floor plan

### OVERVIEW

**OWNER/APPLICANT:** Smart Princeton Hotel Group, Applicant

217 Angell Investments LLC,  
Owner

**CASE NO./  
PROJECT TYPE:**

**20-010 UDR**  
Land Development Project  
Master Plan / Unified  
Development Review

**PROJECT LOCATION:** 209-217 Angell Street

AP 13, Lots 55, 53, 52

R-P zone with I-3E overlay,  
proposed change to C-2

**NEIGHBORHOOD:** College Hill

**PROJECT  
DESCRIPTION:**

The applicant is proposing to construct a 5 story, 118 room hotel with a restaurant and internal parking. The applicant is requesting dimensional adjustments for building height and parking, a design waiver for building setback, and a dimensional variance for parking.

**RECOMMENDATION:**

Approval of the Master Plan, dimensional adjustments, design waiver, and variance as noted below.

**PROJECT PLANNER:**

Choyon Manjrekar

## PROJECT OVERVIEW

The applicant is proposing to demolish the existing houses on the three subject lots in order to construct a five-story, approximately 61' tall, 118 room hotel with a restaurant and internal parking. The lots collectively measure approximately 19,514 SF. The applicant is requesting master plan approval, dimensional adjustments, a design waiver, and a variance through unified development review.

## ANALYSIS AND IDENTIFICATION OF POTENTIAL ISSUES

### Use

The site is zoned R-P and occupied by three buildings that the applicant is proposing to demolish. The applicant has applied to the City Council to rezone the subject lots to C-2. Subject to the zone change being approved, the use will be permitted by right.

### Dimensions and Site Design

Pursuant to the request for a zone change, the project is being reviewed for compliance with the requirements of the C-2 zone.

The hotel is sited at the corner of Angell and Brook Streets. It addresses both street frontages, provides the required amount of transparency and employs building materials that are permitted in the zone.

A dimensional adjustment from the height limit is requested. The height limit of the C-2 zone is 50' and four stories. A height of 60'8" and five stories is proposed.

Angell Street has been designated as the front yard and the Brook Street frontage will be considered the side yard. Vehicles will access the front of the building from Angell Street, and exit onto the same street. Guest parking will be provided internally below grade, and accessible from Fones Alley.

The building will meet and exceed the build-to percentage of 40 percent for the side yard with the building built to the lot line. The build-to percentage will exceed the sixty percent requirement for the front yard. However, a design waiver is required as the majority of the front façade will be located beyond the five foot build-to zone, behind the driveway and a landscaped area.

The materials on the façade are permitted by right in the C-2 zone. Over 50 percent of transparency will be provided on the front ground floor façade and the transparency on the upper stories exceeds 15 percent.

### Parking

The Zoning Ordinance requires off-street parking for a hotel at the ratio of one space per room (no additional parking is required for the integral restaurant or other facilities, as per the Zoning Ordinance, a hotel encompasses related uses such as restaurants, bars, meeting facilities and recreational facilities). One hundred and eighteen parking spaces are required but 40 will be provided. Two surface spaces will be provided on Angell Street and 38 spaces will be provided in the basement level that will be accessible from Fones Alley to the rear. All parking will be operated by valets.

The applicant is requesting a 50 percent dimensional adjustment of 59 spaces, which is the maximum allowable per the Zoning Ordinance. The applicant is further requesting a dimensional variance of 19 parking spaces from the reduced amount to arrive at the 40 spaces.

### Requested Dimensional Adjustments

The applicant is seeking dimensional adjustments from the C-2 dimensional regulations.

**Height:** A height of approximately 60'8" and five stories is requested where the maximum allowable height is 50' and four stories. Per the Zoning Ordinance, Section 1904.E, the CPC may grant a dimensional adjustment for up to 24' or two stories in height when structured parking is provided. Thirty-eight of the 40 spaces in the development are within the building and therefore the development is eligible for the height adjustment. The DPD supports this adjustment because it is in accordance with the eligibility for adjustments.

**Parking:** A total of 118 spaces are required but the applicant is proposing to provide 40. A fifty percent dimensional adjustment is requested to provide 59 spaces. As discussed, structured parking will be provided, thus making the development eligible for a parking adjustment of up to 50% per Section 1904.E. The DPD supports this adjustment because it is in accordance with the eligibility for adjustments.

Requested Design Waiver

A design waiver is requested as a large portion of the front façade will be located beyond the five foot build-to zone, behind the driveway and a landscaped area. Based on the submitted plan, it appears that the waiver is being requested to provide access to the site from Angell Street, which is one way. Vehicles will enter from the eastern approach and exit from the west. The DPD is not opposed to granting the waiver as it appears to be necessary to accommodate site access. A landscaped area will be provided to address the street frontage.

Landscaping

A conceptual landscaping plan has been provided, showing proposed areas for plantings in the building rendering. Potential planting areas include a strip in front of the access driveway and street trees on Brook Street. Per the City Forester, a street tree on Brook Street will need to be removed during construction. The applicant shall replant an equivalent amount of canopy or make a payment in lieu of plantings. A detailed landscaping plan is required at the preliminary plan stage.

Drainage and Site Management

The City Engineer determined that the stormwater ordinance would not apply to the site as it is completely paved. However, stormwater calculations are required with the preliminary plan to determine that existing conditions will not be exacerbated.

**ZONING VARIANCE**

One hundred and eighteen spaces are required but 40 will be provided. With a 50 percent dimensional adjustment, 59 spaces will be required. Therefore, the applicant is requesting a variance in the amount of 19 spaces.

**Findings—Dimensional Variance**

Section 1902 of the zoning ordinance requires that the CPC find evidence of the following standards in order to grant a variance:

1. *That the hardship from which the applicant seeks relief is due to the unique characteristics of the subject land or structure and not to the general characteristics of the surrounding area; and is not due to a physical or economic disability of the applicant, excepting those physical disabilities addressed in Rhode Island General Laws §45-24-30(16).*

With a dimensional adjustment, 59 spaces are required but 40 will be provided. The applicant could conform to the ordinance by providing 19 additional spaces, but that would require additional surface paving, and possible loss of amenities that the hotel will provide on the first floor. The subject property is composed of three lots that front on Angell Street, which is one way. This condition restricts access to, and makes location of on-site parking difficult. Therefore, the relief requested appears to be directly related to the unique characteristics of the property. Parking will be provided below grade and accessible from Fones Alley.

2. *That the hardship is not the result of any prior action of the applicant and does not result primarily from the desire of the applicant to realize greater financial gain.*

As discussed, the hardship suffered appears to be related to the site's configuration, which is not the result of a prior action of the applicant. It is the DPD's opinion that no financial gain is apparent as the relief is being requested to accommodate onsite parking.

3. *That the granting of the requested variance will not alter the general character of the surrounding area or impair the intent or purpose of this Ordinance or the Comprehensive Plan.*

The neighborhood's character is composed of a variety of uses of differing intensities. The C-2 zone lies to the west of the development and the lot to the south is zoned C-1 and occupied by a bank, with Brown University and the I-2 institutional zone further south. The lot to the north across Angell Street is zoned R-3 but occupied by the Wheeler School, an intensely developed primary and secondary school. This area is served by public transportation, bicycle infrastructure and connected sidewalks, that provide viable alternatives to driving. Surface parking does not have a prominent presence in the neighborhood. Therefore, the relief granted to reduce parking would be in character with the surroundings.

4. *That the relief to be granted is the least relief necessary.*

The relief requested is the least required to provide onsite parking.

5. *In addition, the City Plan Commission, as part of unified development review, requires that evidence be entered into the record of the proceedings showing that In granting a dimensional variance, the hardship that will be suffered by the owner of the subject property if the dimensional variance is not granted will amount to more than a mere inconvenience.*

As discussed, the request for relief is related to the unique characteristics of the property, which make it difficult to provide additional parking. If the variance were to be denied, the applicant would be required to redesign the development, which would result in a hardship and more than a mere inconvenience.

### **Recommendation—Dimensional Variance**

Based on the foregoing discussion, the DPD recommends that the CPC approve the parking variance for 19 spaces.

### **MASTER PLAN ACTION**

Below are the DPD's recommended findings and actions on the Master Plan

### **Findings—Master Plan**

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.*

Per the future land use map of Providence Tomorrow—which the comprehensive plan states is not intended for parcel level analysis—this property is at the confluence of Neighborhood Commercial/Mixed Use, Medium Density Residential, and Institutional land use designations. This area is intended to be one where commercial, residential and institutional uses are located in proximity to each other. The uses around the site are primarily commercial, high-density residential, and institutional. A hotel would be consistent with the intention of the future land use map. The hotel would also be in conformance with Objective BJ-1 of the comprehensive plan which promotes business expansion and retention and with Objective BE-3 which encourages compact, mixed-use urban development.

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

Use: Subject to the City Council approving the zone change, the property will be zoned C-2 which permits hotel uses by right.

Dimension: The C-2 zone allows for buildings of up to four stories and 50', but a height of 60'8" and five stories is proposed. A dimensional adjustment for parking in the amount of 50% and 59 spaces is also requested. The DPD recommends that the CPC grant these adjustments, finding that the applicant is providing structured parking.

Parking: Subject to the CPC granting the dimensional adjustment and the parking variance, the applicant will meet the parking requirement.

Design waiver: The CPC should grant the design waiver from the front yard setback requirement.

Landscaping: The applicant shall submit a detailed landscaping plan at the preliminary plan stage that incorporates the City Forester's suggestions.

Lighting: The applicant shall submit a lighting and signage plan at the preliminary plan stage.

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 is required to submit a site management plan, erosion control plan and a drainage plan at the preliminary plan stage.

No negative environmental impacts are expected.



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.*

The applicant shall merge the lots prior to final plan approval. There are no physical constraints that impact development of this property.

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 Angell Street and Fones Alley. Two curb cuts for the pickup and dropoff area will be created on Angell Street. One curb cut will be provided for the basement parking on Fones Alley.

## **Recommendation—Master Plan**

### Dimensional Adjustments

The CPC should grant the requested dimensional adjustments for height and parking, finding that the applicant is providing structured parking. The dimensional adjustments are contingent on the applicant successfully receiving a zoning change for the property to C-2.

### Design Waiver

The CPC should grant the design waiver for a portion of the building to be located outside the build-to zone on Angell Street. The waiver is contingent on the applicant successfully receiving a zoning change for the property to C-2.

### Master Plan Approval

Upon approving the adjustments and design waiver, the CPC should approve the master plan subject to the following conditions:

1. The master plan approval is contingent on the applicant successfully receiving a zoning change for the property to C-2.
2. The applicant shall apply for an administrative subdivision to merge the lots on site prior to final plan approval.
3. The applicant shall submit the following at the preliminary plan stage:
  - Detailed landscaping plan
  - Drainage calculations
  - Erosion control plan
  - Site management plan
  - Lighting and signage plan



SMART



THE OLYMPIA COMPANIES

# SMART HOTELS - ANGELL STREET HOTEL

209-217 ANGELL STREET, PROVIDENCE RI 02906

MARCH 2020

SMART



## Campus Hotels + Communities

### SMART TEAM:

#### Local Partners:

- ZDS Inc.
- Rob Stolzman, Adler Pollock & Sheehan
- Bishop Family

## Customized Approach

Each hotel's design is tailored to the context and character of the particular site to ensure it authentically complements the neighborhood it serves

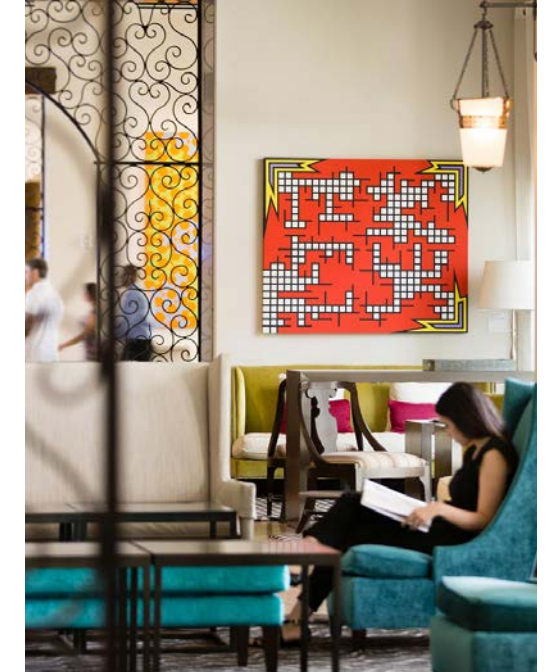
- Neighborhood Boutique
- Custom Designed
- Quality Materials
- Complement Context

## Responsible Development

- Catalytic Neighborhood Projects
- Historical Tax Credit Projects
- Urban Land Institute (ULI) Member
- National Trust for Historic Preservation Member

## Sustainable Projects:

- Sustainable Hotels
- LEED Silver, Gold & Platinum Projects
- U.S. Green Building Council (USGBC) Member



SMART HOTELS  
ANGELL STREET HOTEL

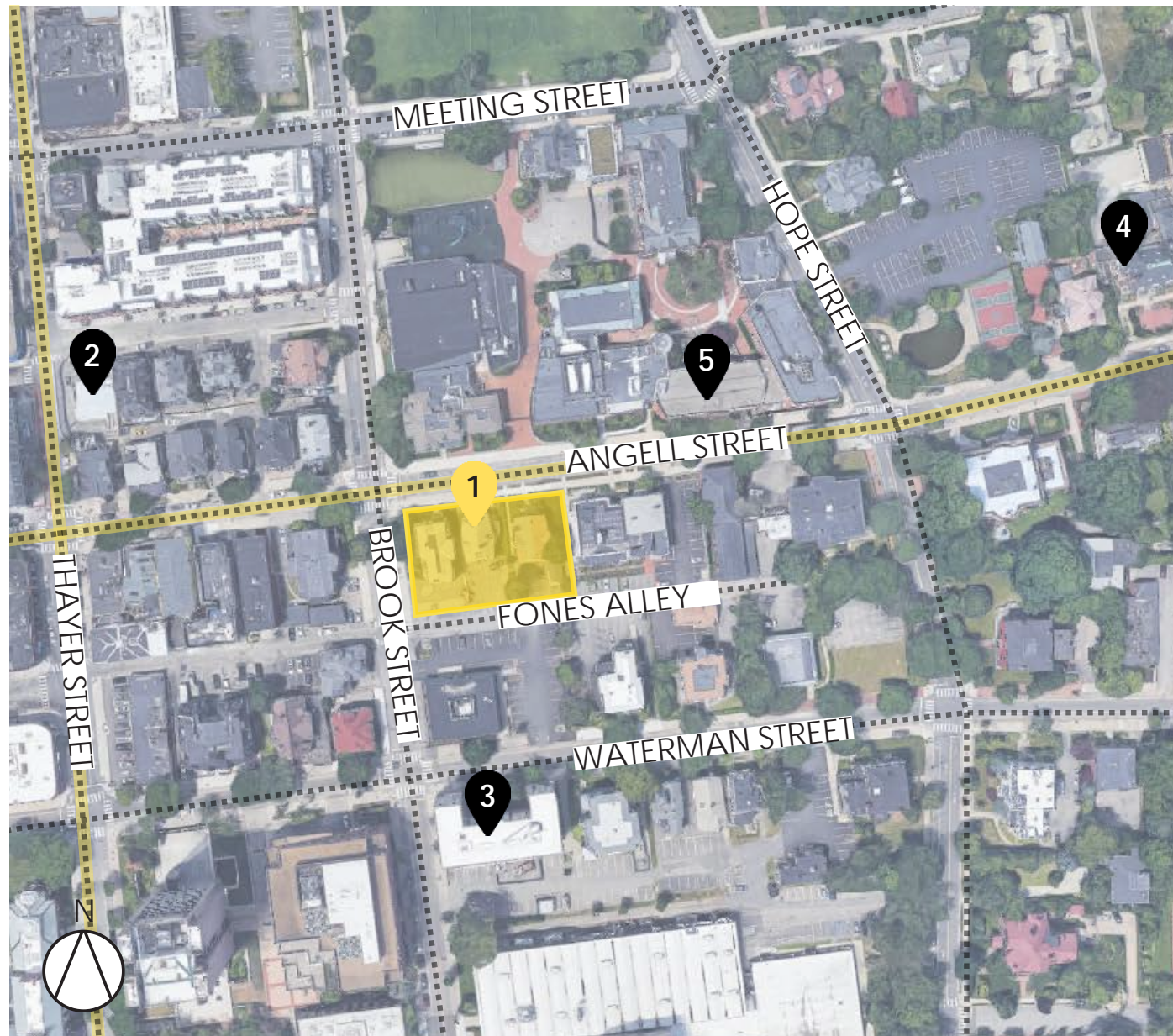


SMART

ZDS  
PAGE 2



**1** *ANGELL STREET HOTEL*, 209-217 ANGELL STREET



SOURCE: GOOGLE MAPS



**2** SHAKE SHACK,  
249 THAYER STREET



**3** BROWN MINDEN HALL,  
123 WATERMAN STREET



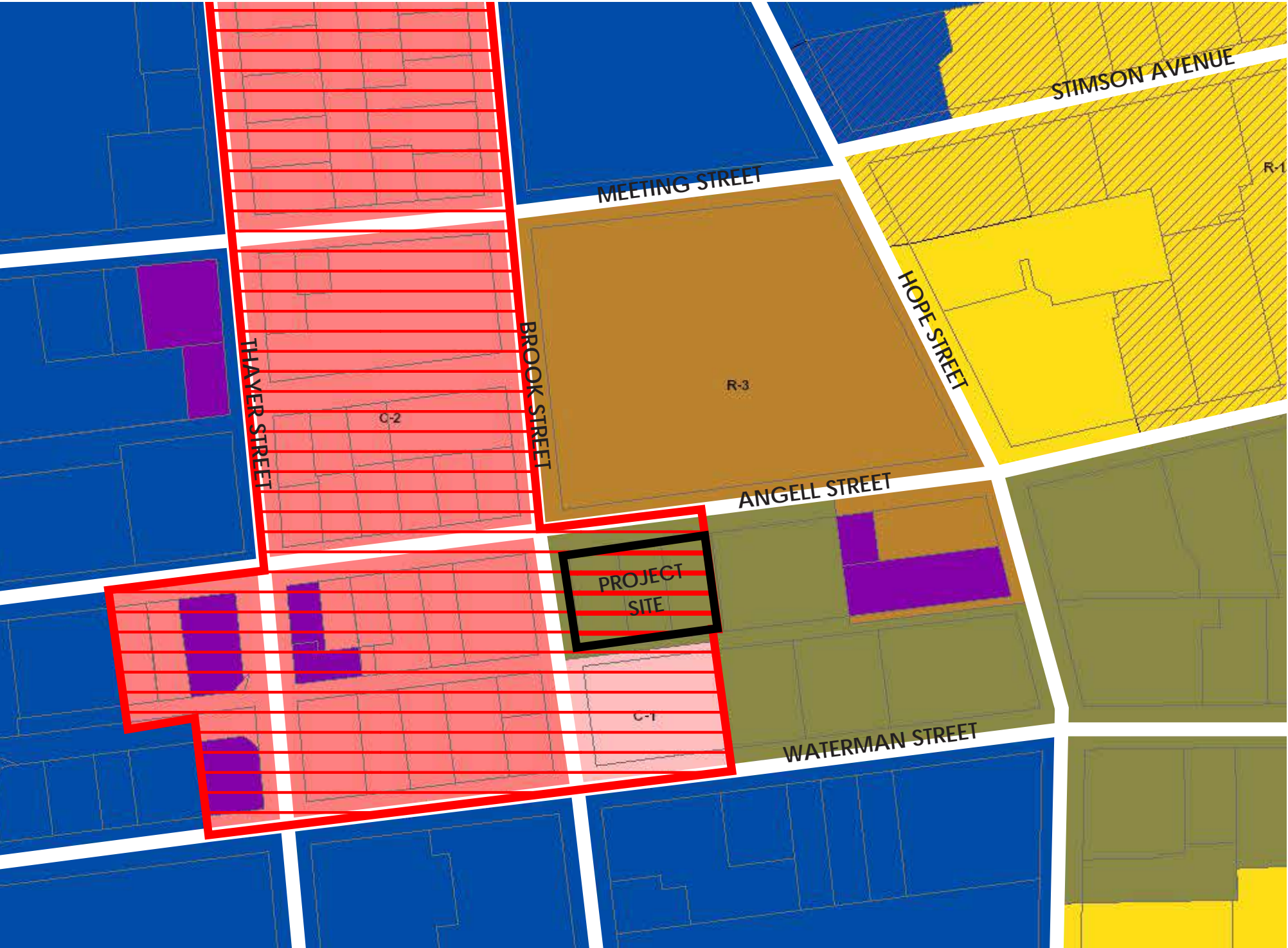
**4** HAMILTON HOUSE, 1896  
276 ANGELL STREET



**5** THE WHEELER SCHOOL,  
228 ANGELL STREET



CONTEXTUAL ZONING DISTRICTS



REFERENCE: PROVIDENCE ZONING MAP

ZONE LEGEND

- I-3E ZONE - EDUCATIONAL INSTITUTIONAL OVERLAY DISTRICT
- R-P ZONE - RESIDENTIAL PROFESSIONAL DISTRICT
- C-1 ZONE - NEIGHBORHOOD COMMERCIAL DISTRICT
- C-2 ZONE - NEIGHBORHOOD COMMERCIAL DISTRICT
- I-2 ZONE - EDUCATIONAL INSTITUTIONAL DISTRICT
- HD ZONE - PROVIDENCE LANDMARK
- R-3 ZONE - RESIDENTIAL DISTRICT
- R-1 ZONE - RESIDENTIAL DISTRICT
- HD ZONE - LOCAL HISTORICAL DISTRICT

SITE DESCRIPTION

- R-P ZONE WITH I-3E OVERLAY

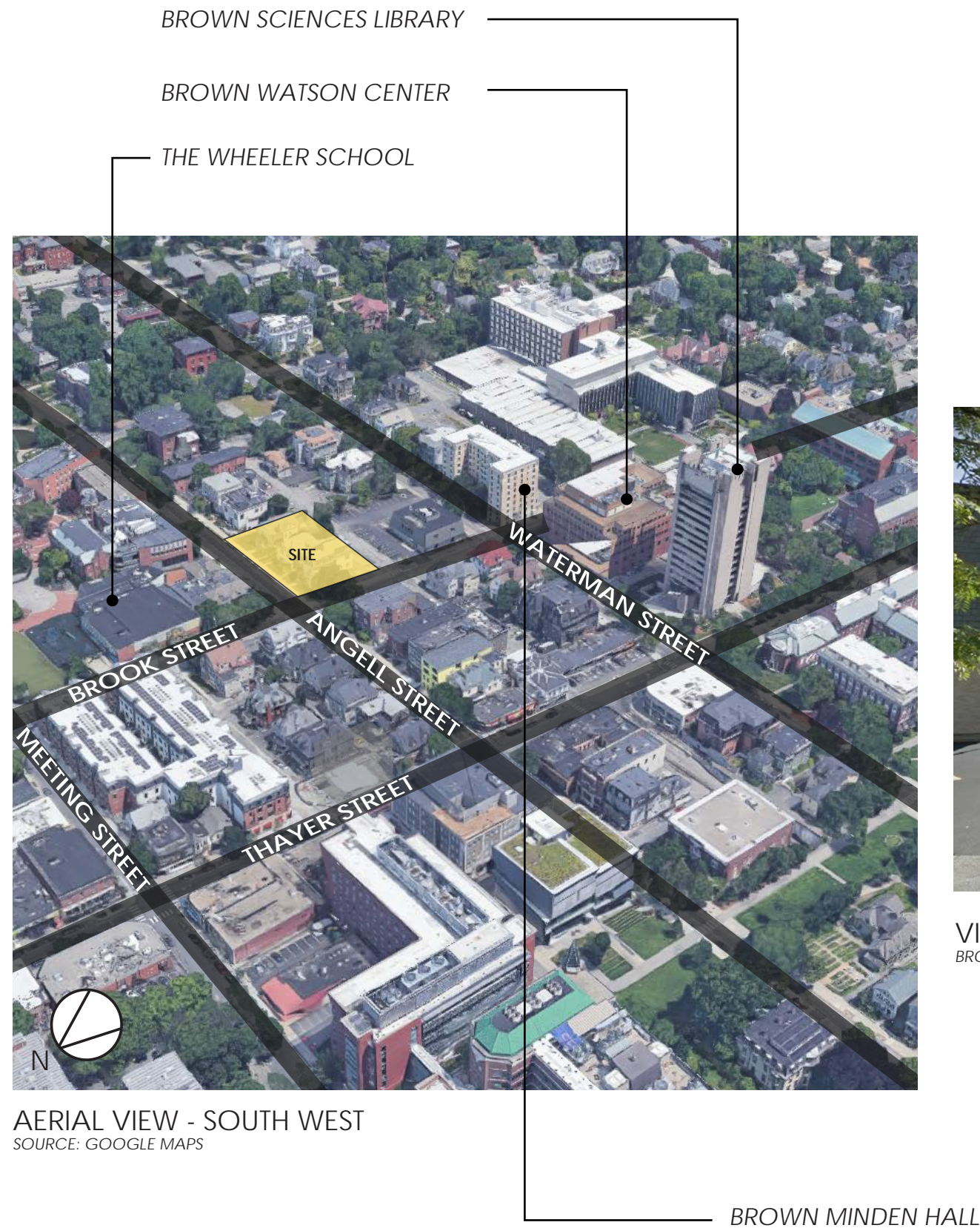
NOTE: 209, 211, and 217 ANGELL STREET ARE IN THE "COLLEGE HILL NATIONAL HISTORIC LANDMARKS DISTRICT"



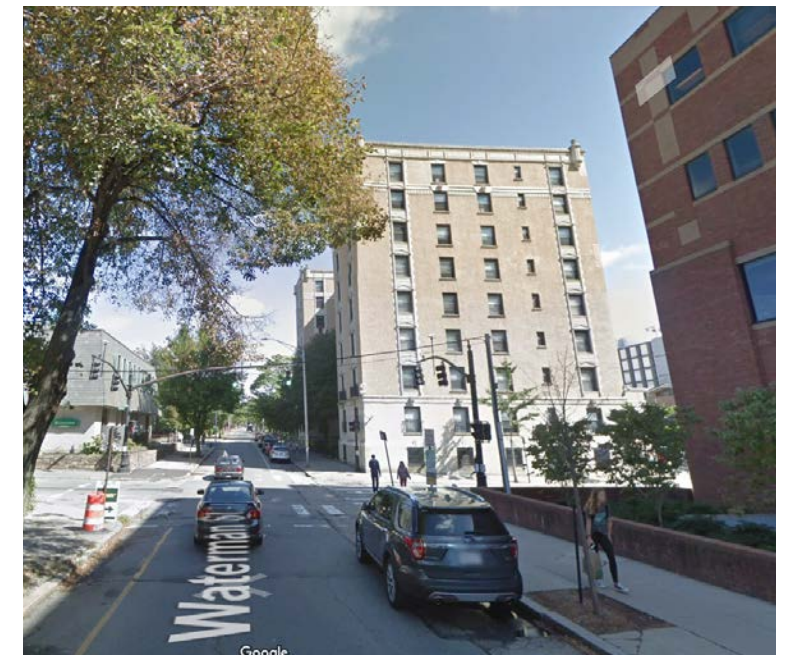


EXISTING STRUCTURES  
ANGELL STREET HOTEL





VIEW 1 - BROOK STREET  
BROWN SCIENCES LIBRARY & WATSON CENTER

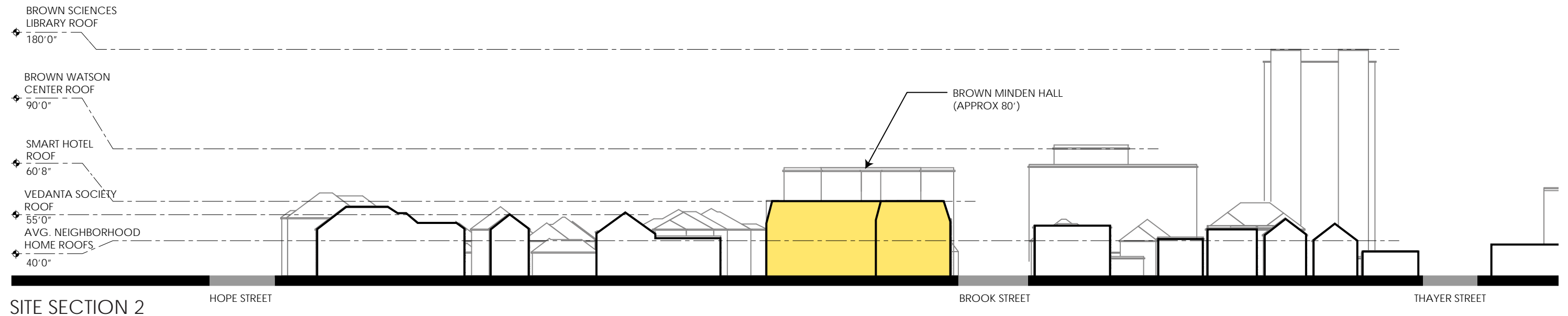
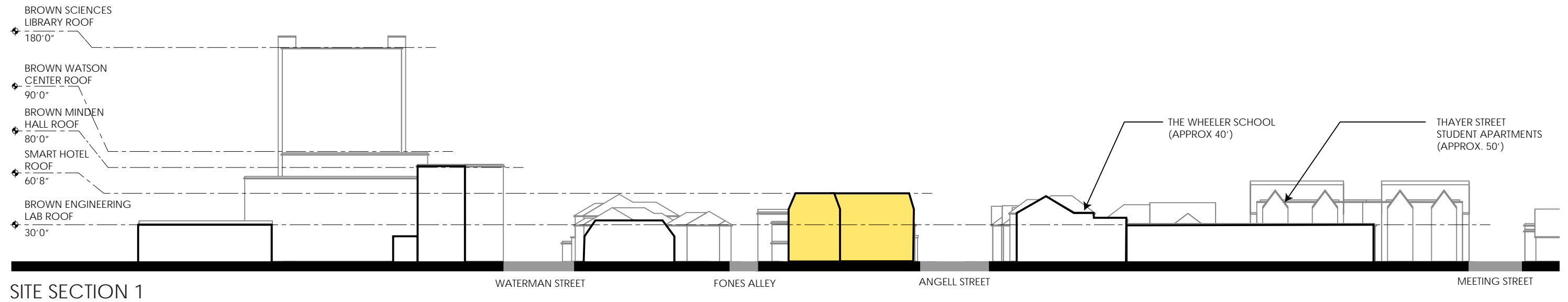


VIEW 2 - WATERMAN STREET  
BROWN MINDEN HALL

## EXISTING CONDITIONS - SURROUNDING CONTEXT

### ANGELL STREET HOTEL





# SITE SECTIONS ANGELL STREET HOTEL



PRIOR HOTEL DESIGN (OCTOBER 2019)  
ANGELL STREET HOTEL





PRIOR HOTEL DESIGN (OCTOBER 2019)  
ANGELL STREET HOTEL





PRIOR HOTEL DESIGN (NOVEMBER 2019)  
ANGELL STREET HOTEL





PRIOR HOTEL DESIGN (NOVEMBER 2019)  
ANGELL STREET HOTEL

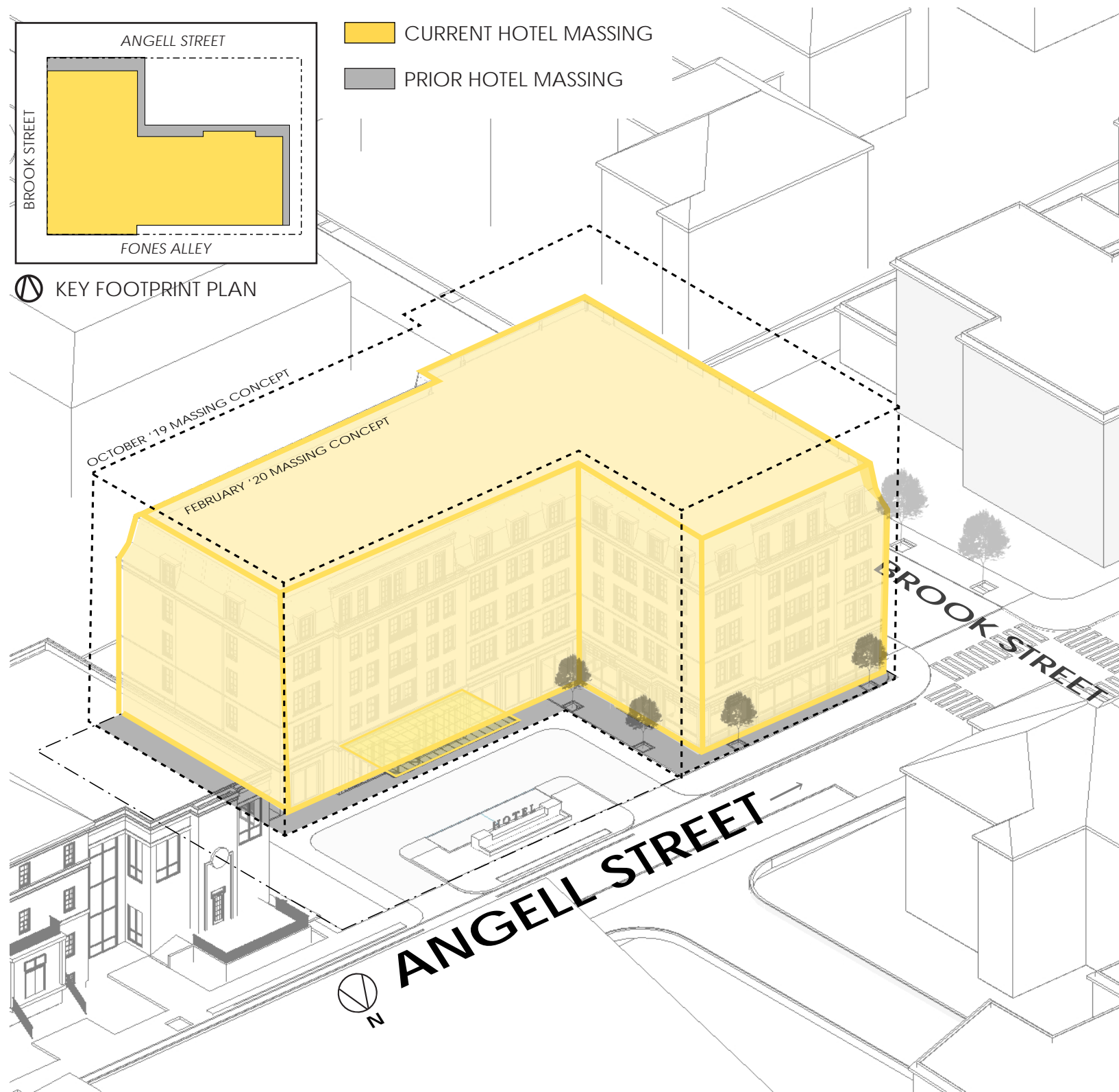












**PRIOR HOTEL ESTIMATED TOTAL:**  
 ABOVE PARKING GROSS SF = 81,785 SF  
 BELOW GROUND GROSS SF = 17,865 SF

**CURRENT HOTEL ESTIMATED TOTAL:**  
 ABOVE PARKING GROSS SF = 60,320 SF  
 BELOW GROUND GROSS SF = 16,190 SF

REDUCTION =  
APPROX. 25%







LIGHT CREAM STUCCO



DARK GREY METAL ROOFING SHINGLES



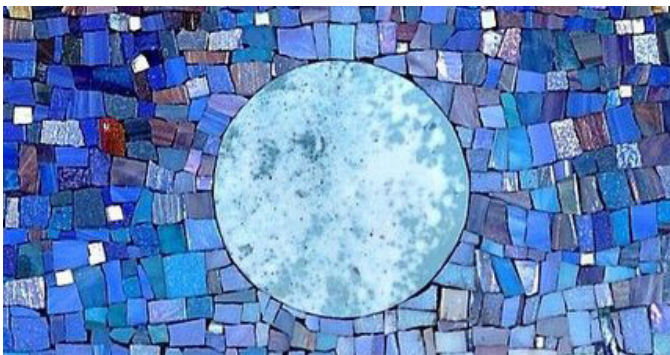
AWNING INSPIRATION



RESTAURANT STOREFRONT INSPIRATION



INSPIRATION AT PORTE COCHERE AWNING



TILE MURAL INSPIRATION



STONE PLANTERS



HOTEL SIGN WITH WATER FEATURE



GROUTED STONE BUILDING BASE



PLAZA PAVERS

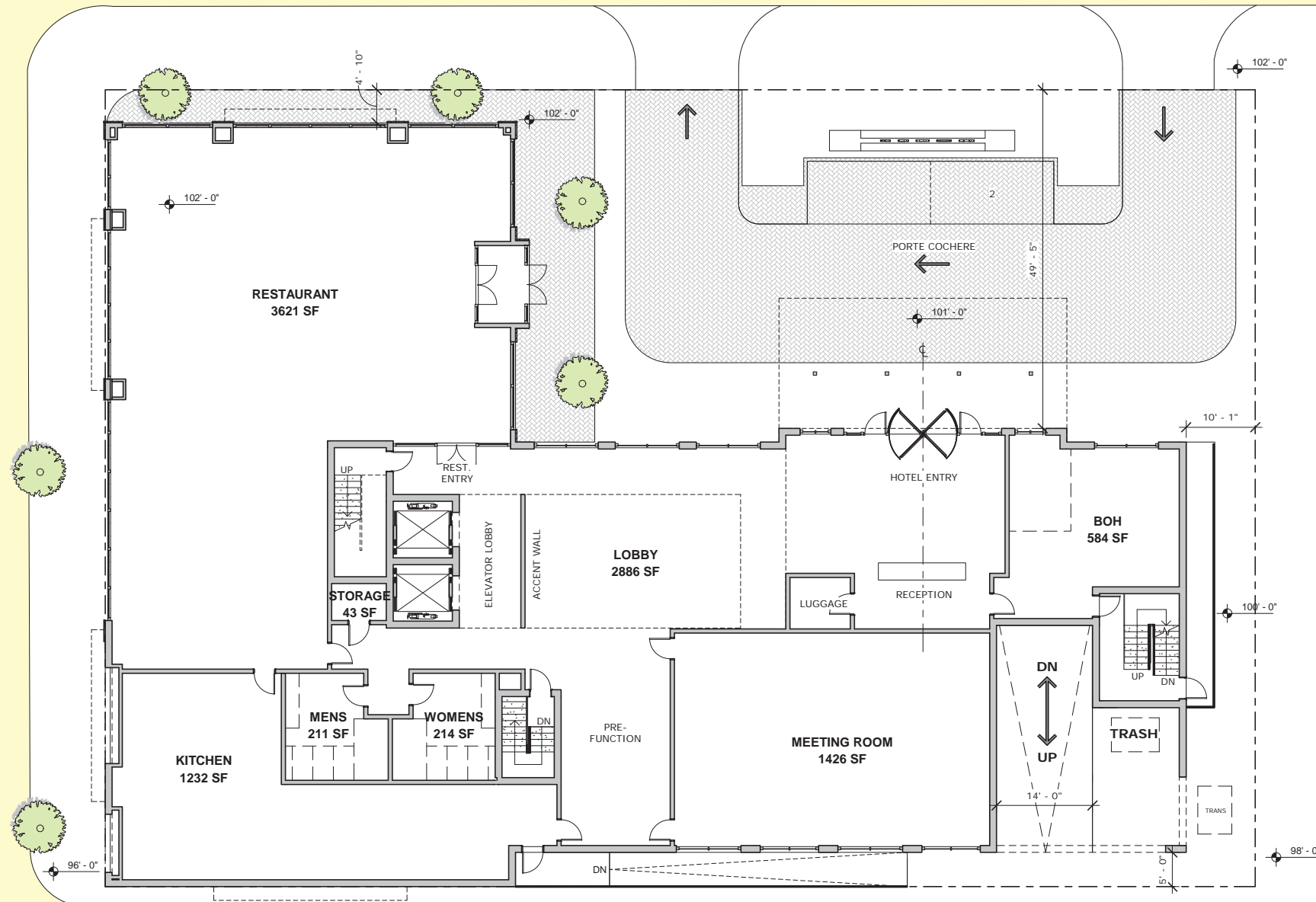
MATERIAL INSPIRATION  
ANGELL STREET HOTEL



BROOK STREET

ANGELL STREET

FONES ALLEY



#### HOTEL GROSS SQUARE FOOTAGE:

LEVEL	SF / FLOOR
LOWER LVL	16,190 SF
FIRST LVL	12,040 SF
2ND, 3RD, 4TH LVLS	12,360 SF
5TH LVL	11,200 SF

**PRIOR HOTEL ESTIMATED TOTAL:**  
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PORTE COCHERE CAPACITY  
DURING PEAK TIMES:

(UP TO 14 SPACES)



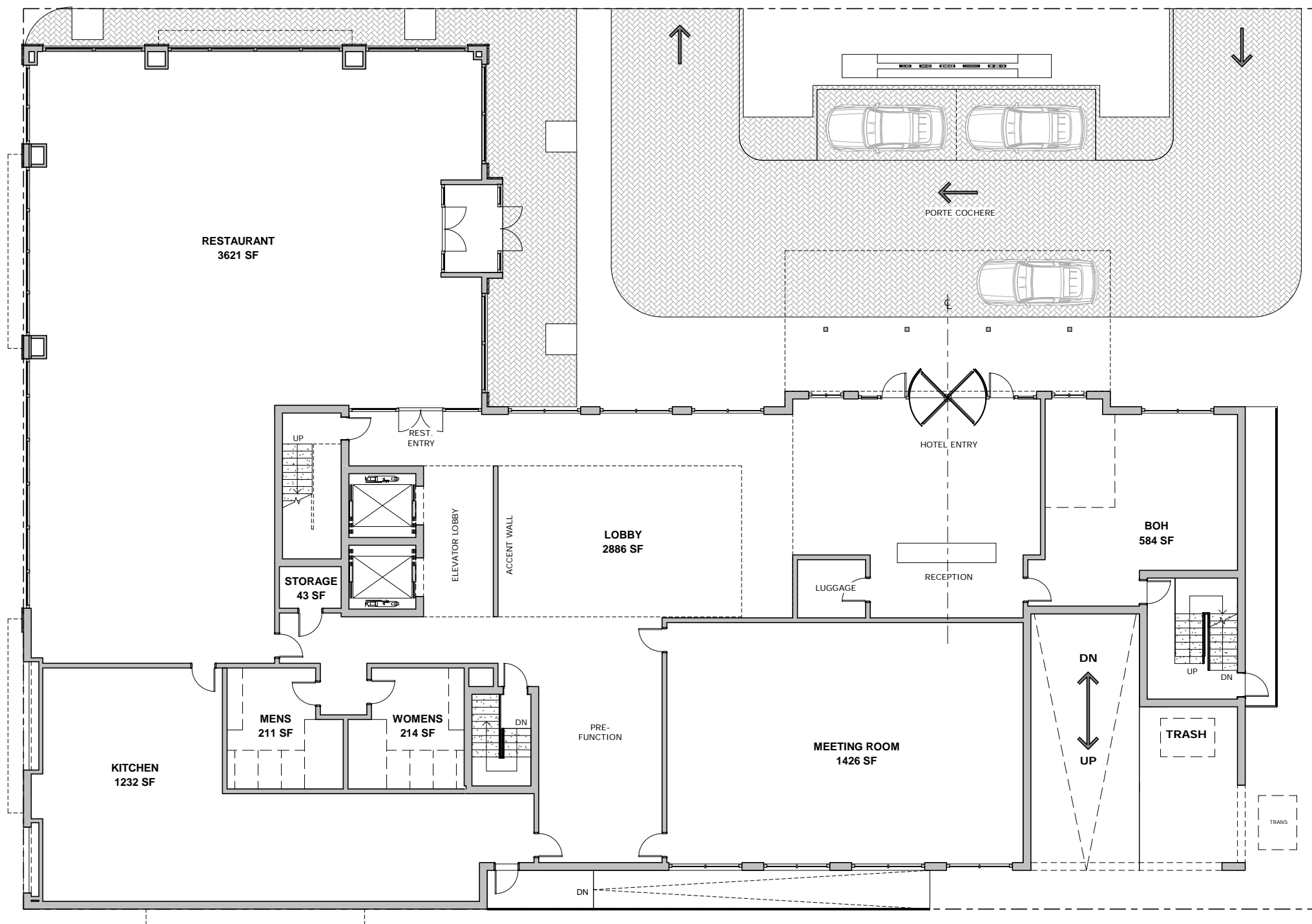
SITE PLAN SCALE @ 3/32" = 1'-0"  
ANGELL STREET HOTEL

THE OLYMPIA COMPANIES

SMART

ZDS

PAGE 16



# HOTEL GROSS SQUARE FOOTAGE:

LEVEL	SF / FLOOR
LOWER LVL	16,190 SF
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2ND, 3RD, 4TH LVLS	12,360 SF
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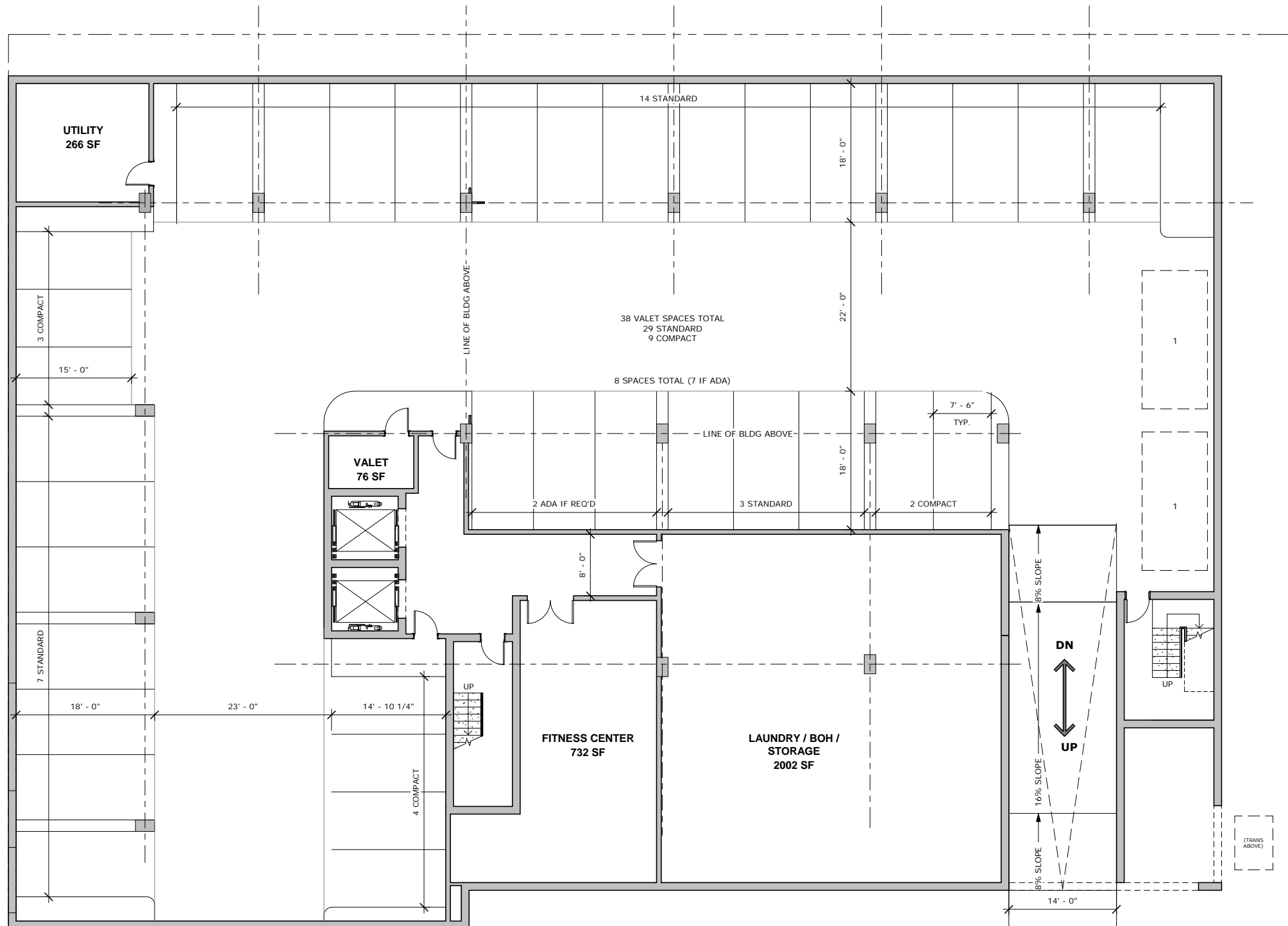
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REDUCTION =  
APPROX. 25%

## FIRST FLOOR DESCRIPTION:

PARKING SPACES = 2 SPACES  
 LOBBY/LOUNGE = 2,885 SF  
 RESTAURANT DINING = 3,620 SF  
 RESTAURANT KITCHEN = 1,230 SF  
 MEETING RM = 1,425 SF  
 BOH = 585 SF



#### HOTEL GROSS SQUARE FOOTAGE:

LEVEL	SF / FLOOR
LOWER LVL	16,190 SF
FIRST LVL	12,040 SF
2ND, 3RD, 4TH LVLS	12,360 SF
5TH LVL	11,200 SF

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BELOW GROUND GROSS SF = 16,190 SF

REDUCTION =  
APPROX. 25%

#### LOWER LEVEL DESCRIPTION:

38 UNDERGROUND CAR SPACES

(VALET ONLY)

PARKING TOTAL = 40 CAR SPACES (2  
ABOVE GROUND AT PORTE COCHERE)

FITNESS CENTER = 730 SF

LAUNDRY / BOH / STORAGE  
= 2,000 SF

UTILITY = 265 SF



LOWER LEVEL / PARKING SCALE @ 1/16" = 1'0"  
ANGELL STREET HOTEL



#### HOTEL GROSS SQUARE FOOTAGE:

LEVEL	SF / FLOOR
LOWER LVL	16,190 SF
FIRST LVL	12,040 SF
2ND, 3RD, 4TH LVLS	12,360 SF
5TH LVL	11,200 SF

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REDUCTION =  
APPROX. 25%

#### PER FLOOR:

ROOM TYPE	#
KING	23
DOUBLE QUEEN	8
SUITE	0

**TOTAL ROOMS / FLOOR = 31**

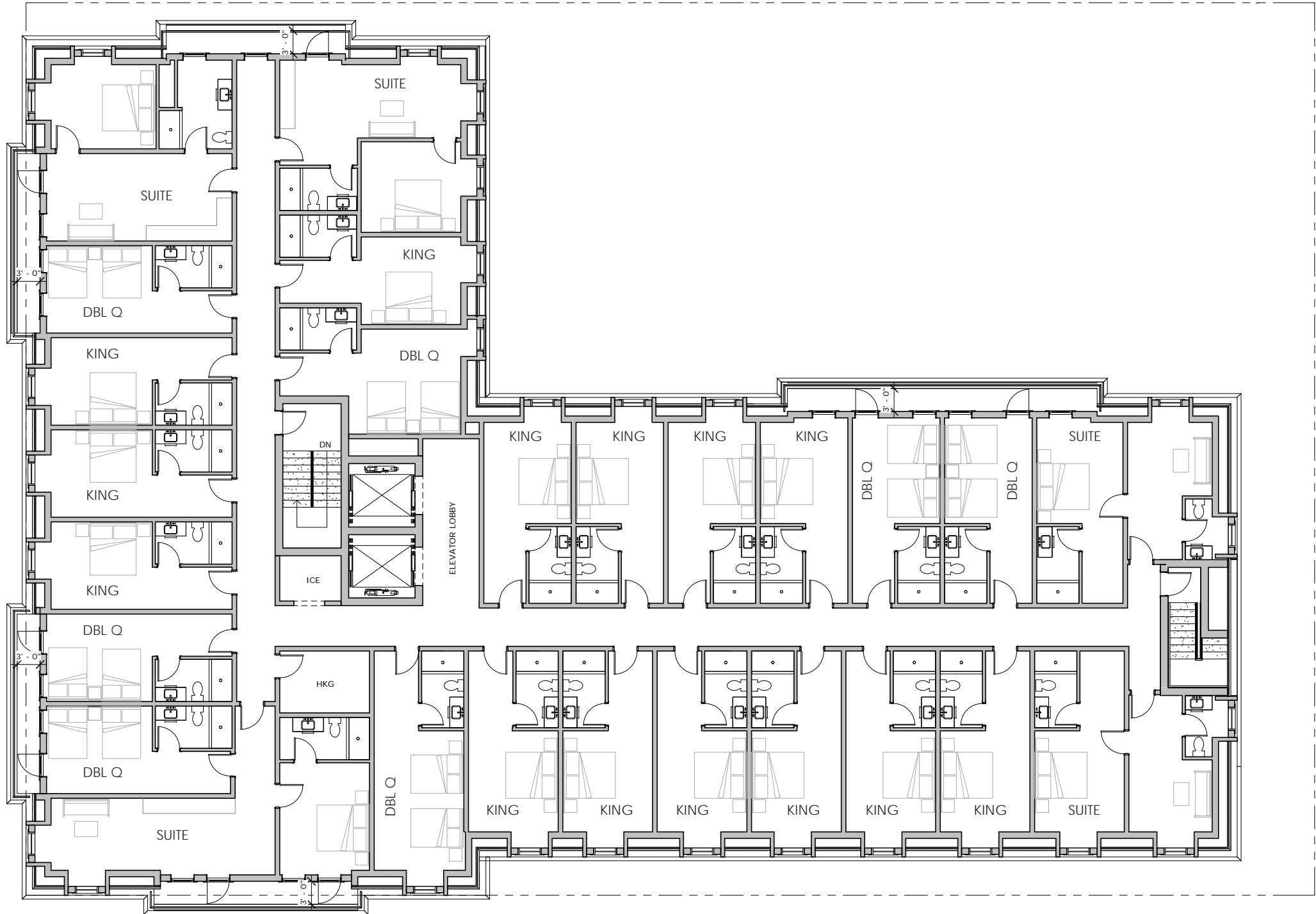
#### HOTEL TOTAL:

ROOM TYPE	#	%
KING	83	70
DOUBLE QUEEN	30	25
SUITE	5	5

**TOTAL ROOMS = 118**



2ND, 3RD & 4TH FLOORS SCALE @ 1/16" = 1'0"  
ANGELL STREET HOTEL



HOTEL GROSS SQUARE FOOTAGE:

LEVEL	SF / FLOOR
LOWER LVL	16,190 SF
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REDUCTION =  
APPROX. 25%

PER FLOOR:

ROOM TYPE	#
KING	14
DOUBLE QUEEN	6
SUITE	5

TOTAL ROOMS / FLOOR = 25

HOTEL TOTAL:

ROOM TYPE	#	%
KING	83	70
DOUBLE QUEEN	30	25
SUITE	5	5

TOTAL ROOMS = 118





NORTH ELEVATION - ANGELL STREET SCALE @ 1/16" = 1'0"  
ANGELL STREET HOTEL





SOUTH ELEVATION - FONES ALLEY SCALE @ 1/16" = 1'0"  
ANGELL STREET HOTEL



EAST ELEVATION SCALE @ 1/16" = 1'0"  
ANGELL STREET HOTEL





BROWN SCIENCES LIBRARY



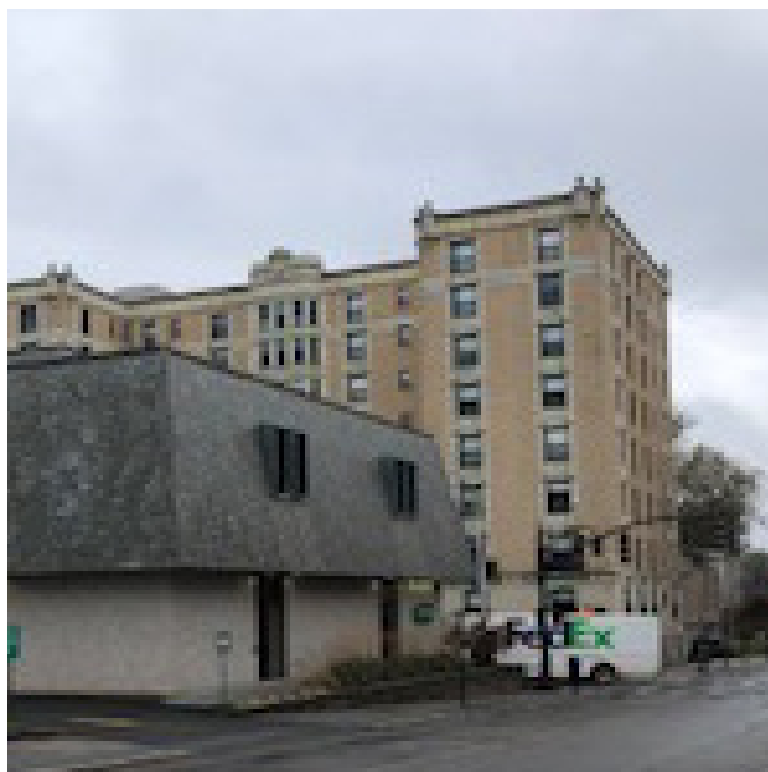
BROWN PERRY AND MARTY GRANOFF CENTER



BROWN FUTURE PERFORMING ARTS CENTER



BROWN DEPARTMENT OF COMPUTER SCIENCES



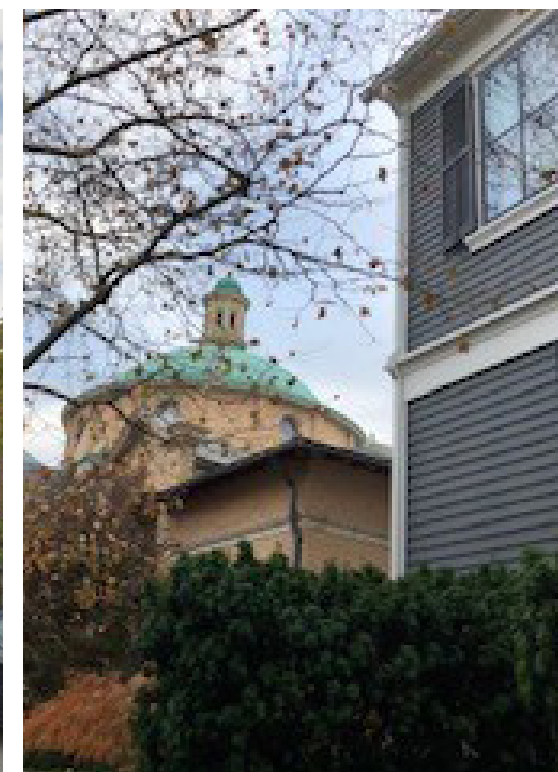
CITIZENS BANK & MINDEN HALL



HAMILTON HOUSE



CENTRAL CONGREGATIONAL CHURCH



# ANGELL & BROOK CONTEXTUAL BUILDING PRECEDENTS

## ANGELL STREET HOTEL

June 10, 2020

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*Peter M. Scotti &  
Associates, Inc.*

*403 South Main St.  
Providence, RI  
02903*

*401-421-8888  
401-331-3018 Fax*

*Scottirealtyri.com*

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City of Providence Planning Commission

Honorable Members,

At the petitioner's request, I have inspected the property located at the southeast corner of Brook and Angell Streets identified as 209 through 217 Angell Street, AP 13 Lots 52, 53 and 55. The combined parcels contain a total of 19,514 square feet with 167.5' of frontage on both Angell Street and Fones Alley and 116.29' of frontage on Brook Street. The parcels are improved by three wood frame, 2-3 story structures originally constructed as single-family residences and subsequently converted to office and multi-unit student housing uses.

The parcels fall within an R-P Residential-Professional zoning district with an I-3E Educational Institutional Overlay Zone.

Within a two block radius of the subject, there are five different zoning districts; the aforementioned R-P zone which encompasses most of the block between Waterman and Angell Streets between Hope and Brook Streets with the exception of the C-1 Neighborhood Commercial District consisting of lots 76 and 271 (site of the Citizens Bank) located across Fones Alley from the subject at the northeast corner of Waterman and Brook Streets and the southwest corner of Hope and Waterman Street (site of one of the three Lippitt mansions) zoned R-3. Directly across Angell Street from the subject (site of Wheeler School) is an R-3 Residential zone consisting of the block bordered by Hope, Brook, Angell and Meeting Streets.



Directly across Brook Street running from Waterman Street north between Brook and Thayer Streets is a C-2 Neighborhood Commercial District also with an I-3 Educational Overlay. South of Waterman from Hope Street west and north of Meeting Street between Hope and Brook and from Thayer Street west is an I-2 Educational Institutional zone.

The purpose of my inspection and subsequent research was to determine (a) what effect, if any, there will be on surrounding properties and uses in particular and the City in general if the petitioner's request to change the zoning designation of the subject site to C-2 Commercial to facilitate the construction of a 118 key, five story boutique hotel on the site is approved, (b) the project's consistency with the City's Comprehensive Plan, and (c) the dimensional requirements and hardships, if any, resulting from the project.

Brown University dominates the overall neighborhood and Wheeler School dominates Angell Street between Hope and Brook Streets. The overall area consists of institutional uses and a mix of residential and commercial uses including offices, mixed use retail and residential. Single-family residential use with one or two exceptions are found on the east side of Hope Street, at least a block away from the project site. In general, the area of College Hill west of Hope Street between Williams Street to the South and Lloyd Avenue to the north continues to accommodate institutional uses and developments.

Immediately abutting the subject site to the east is 227 Angell Street, a three story, 16,000 SF facility occupied by the Vedanta Society just east of that is the carriage house and stable for the Lippett duplex facing Hope Street between Angell Street and Fones Alley. Directly across Angell Street is the multi building Wheeler School campus. Across Fones Alley from the subject starting at the corner of Waterman and Brook in the C-1 zone is the Citizens Bank branch with offices above that now is owned by Brown University. Heading east uses are multi-unit housing at 124 and 126 Waterman Street and offices at 134 Waterman Street. The southeast corner of Brook and Waterman accommodates the 8-story, circa 1900 Minden Hall originally constructed and used as a residential hotel and now used as a dorm. Across Brook Street is the 5-story, 70' high Watson Center with the 17-story, 204' high Science Library to its west.

Across Brook Street from the subject are a series of 3-story, wood frame, multi-unit student housing structures. Continuing west on Angell Street are mixed-use residential and retail



uses with some interspersed institutional uses until we reach the heavily commercial Thayer Street district.

Accordingly, it is my opinion that the subject neighborhood is clearly commercial and institutional in nature and the City's designation of the I-3E Institutional Overlay earmarks the site for redevelopment with an institutional use. As such, changing the site from R-P to C-2 would not affect the surrounding properties and uses.

The petitioner, Smart Princeton Hotel Group LLC ("Smart Hotels"), is seeking a change of zone to accommodate construction of a 118 key, 5 –story, classically designed boutique hotel geared toward servicing the Brown and RISD university community. Smart Hotels has a great track record in designing and building hotels throughout the country that are geared toward accommodating hotel demand generated by Colleges and Universities. In considering the appropriateness of the application in terms of scale, I looked at the surrounding area.

Although I have lived and worked in the immediate area for almost seventy years, I was surprised at the number of buildings of 5-stories or more. The 8-story Minden Hotel and 5-story, 70' high Watson Center and 17-story, 204' high Science Library are most proximate to the subject, however, the 8-story, 112' high Life Science Building at 185 Meeting Street, the 7-story Physics Department at 184 Hope Street and even the circa 1897, very imposing, Pembroke Hall at 117 Meeting Street are all in the neighborhood and should be considered in the context of the proposed structure. Therefore, it is my opinion that the hotel proposed by Smart Hotels is in line with the City's Comprehensive Plan and will neither be an outlier, nor overwhelm its surroundings.

Turning to the hardship that would result if Smart Hotels' requested 5-story adjustment is not granted, I evaluated the petitioner's proposal to assess why, other than for greater financial gain, the hotel needs to be at least five stories and 118 keys. The answer is, very simply, that that is the breakpoint for financial feasibility.

Based on an analysis of market oriented, Average Daily Rates (ADR) assuming occupancy of approximately 70%, market rental rates for the restaurant area and market oriented expenses including Real Estate taxes (projected at \$3,500-\$3,750 per room), a four-story facility with appropriate massing and setbacks on the site would have approximately 87 rooms and would generate a slightly positive return on investment (just over 2% cash-on-cash by operating year 3) that would not be sufficient to attract the necessary capital or financing for the project to

move forward. At 118 keys, the hotel economics are projected to approach economic viability at approximately 8% cash on cash return by operating year 3. The analysis was based on projections for operating year three, when income and expenses are assumed to be stabilized.

It is important to understand that the projected base cost for constructing a four-story hotel encompasses the same infrastructure (e.g., parking, lobby, restaurant, fitness, elevators, roof, back-of-house, site improvements) as necessary for a five-story facility and nearly the same staffing overhead (e.g., GM, assistant GM, F&B/front desk/valet/engineering staff, housekeeping director), but the guestrooms added by the fifth story enable the project to cross the threshold of viability by reducing the costs/guestroom and dramatically enhancing operating efficiency. Adding the 5<sup>th</sup> story to the hotel is estimated to increase construction cost by about 15% while increasing projected net operating income by 60%. The reality is that without the fifth floor, development of the hotel is not economically viable.

While the hotel would be yet more viable with the additional guestrooms a sixth story would add, the applicant has been able to cross the viability threshold at five stories by: (1) working with the design team to reduce guestroom size and floor layout to maximum efficiency, reducing building area +/- 25% from a 6-story concept, while reducing key count by only 6%, and (2) anticipating reduced construction costs as a result of the economic downturn.

In the final analysis, if the change of zone and dimensional relief are granted so that the proposed facility is developed, it will not cause any diminution to surrounding property values or uses. It will provide the area with a much needed amenity and will generate significant tax revenues.

The parking relief requested is due to the unique characteristics of the structure and the site constraints and requiring more spaces would be unnecessary and would render the development infeasible.

The hardship is not the result of any prior action by the applicant or by the applicant's desire to realize greater financial gain. The relief sought is the least necessary for the project to be financially feasible.

The relief requested is the least necessary since anything less will result in the project not being feasible.

Denial of the petitioner's request will result in more than a mere inconvenience since the project will become infeasible and will not go forward.

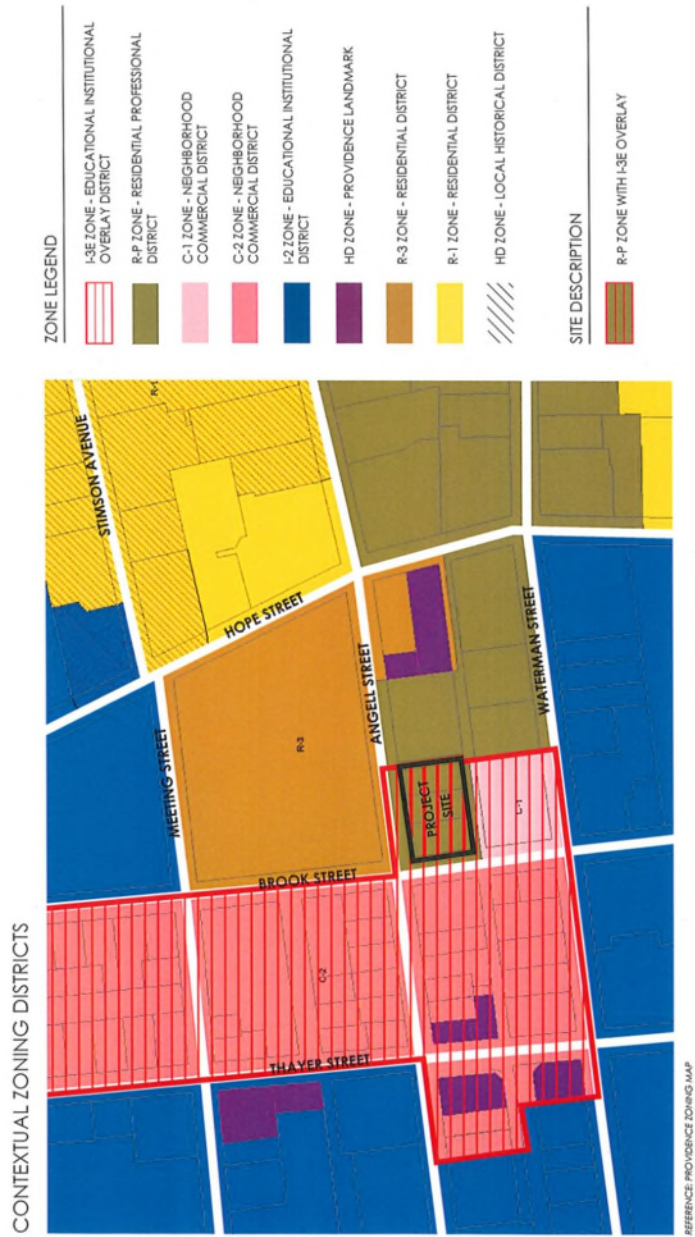
With respect to the applicant's request for Master Plan approval with waivers, the foregoing analysis supports the waiver requests as necessary for the implementation of the project.

Finally, with respect to the applicant's request that the City Plan Commission favorably recommend the change of the City zoning map designation for the subject property from R-P to C-2, based on the foregoing site analysis and our review of the City Comprehensive Plan, we find the application and the project consistent with the Comprehensive Plan, particularly the following Sections: Section 3 (Sustainability), Section 5 (Business and Jobs), Section 7 (Mobility), Section 10 (Community Services), Section 11 (Land Use), and Section 13 (Implementing the Plan) of the Plan.

Respectfully submitted,



Peter M. Scotti, MAI







Engineers | Scientists | Planners

PARECORP.COM



June 10, 2020

Mr. Ed Small, President  
SMART Princeton Hotel Group LLC  
c/o Rob Stolzman  
Adler Pollack & Sheehan  
1 Citizens Plaza, 8th Floor  
Providence, RI 02903

Re: **Angell Street Hotel**  
**209-217 Angell Street**  
**Providence, Rhode Island**  
Pare Project No. 19177.00

Dear Mr. Small:

Pare Corporation (Pare) has completed an investigation into the potential impact of the revised proposed 118-room hotel project to be located at 209-217 Angell Street on the southeast corner of the Angell Street/Brook Street intersection in Providence, RI.

Included in this investigation is a discussion of existing conditions of the surrounding roadway network including observations of traffic flow on the adjacent roadways, discussion of the proposed development including preliminary trip generation estimates, parking and circulation, traffic safety and capacity and a discussion of the impacts anticipated on the surrounding roadway network. The findings of this investigation are discussed below.

The following represents the traffic analysis completed for the development and the impacts it would have on the surrounding roadway network.

### **Existing Conditions**

The proposed site is located on the south side of Angell Street in a R-P Zone with an I-3E Overlay. Currently there are three residential dwellings on-site. The surrounding area consists of a residential professional district, commercial uses, religious uses and educational uses.

Angell Street, which is on the north side of the proposed site, provides one-way traffic westbound and has a 24-foot curb-to-curb width of asphalt that provides a twelve-foot travel lane, an 8-foot wide parking lane on the north side of the road and a 4-foot shoulder on the south side. The parking lane on the north side has several restrictions:

- From the Angell Street intersection with Hope Street to approximately 150 feet along Angell Street: "No Parking 7:30 a.m. to 8:30 a.m. and 2:30 p.m. to 3:30 p.m. on School Days" and "2-hour parking between 8:30 a.m. to 2:30 p.m." is enforced.





- From approximately 150 feet west of the Angell Street/Hope Street intersection to the Angell Street/Brook Street intersection there is a “No Parking, Bus Stop 7:00 a.m. to 4:00 p.m. Monday to Friday” restriction.

There are no parking restrictions from Angell Street to approximately 150 feet west of the intersection with Hope Street after 3:30 p.m. and before 7:30 a.m. and west of 150 feet west of the Angell Street/Hope Street intersection to Brook Street between 4:00 p.m. and 7:00 a.m. Monday to Friday and on weekends.

This segment of Angell Street is designated as a Bike Route.

Concrete sidewalks, approximately 11 feet wide, exist on the north side of Angell Street. On the south side of Angell Street, in the vicinity of the Brook Street/ Angell Street intersection, there are new concrete sidewalks that are approximately 11 feet wide. Further east on Angell Street the sidewalk is a setback sidewalk with an approximate 7-foot-wide concrete walkway with a 4-foot grassed area between the roadway and the sidewalk. The sidewalks on Angell Street appear to be pedestrian friendly and ADA compliant.

Brook Street, adjacent to the site, is a two-way roadway providing traffic northbound and southbound. The pavement width is approximately 30-feet wide. The roadway is striped with a double yellow center line to control traffic flow. The northbound travel lane is approximately 12 feet wide and the southbound travel lane is 18 feet wide. “No Parking” signs were observed on the east side (in front of property) on the roadway. On Brook Street, between Angell Street and Waterman Street, parking is not allowed on the west side of the road. North of Brook Street, two-hour parking is allowed between 8:00 a.m. and 4:00 p.m. Between 4:00 p.m. and 8:00 a.m. there are no parking restrictions. South of Waterman Street there is parking on-street that requires a Brown University permit between 12:00 p.m. and 6:00 p.m. Monday thru Friday and 6:00 a.m. and 6:00 p.m. on Saturdays.

Fones Alley is a cut-through street that runs on the south side of the proposed development. The roadway acts mainly as a driveway to the adjacent uses. The roadway is approximately 14-feet wide. Segments of asphalt sidewalk exist along the roadway. The Fones Alley intersections with Brook Street and Hope Street are stopped control. Stop bars exist but no stop signs are present at the intersections.

The intersection of Brook Street and Angell Street is controlled by a traffic signal. There are two phases for the signal: Phase 1 for westbound and eastbound traffic and Phase 2 for northbound traffic. Pedestrian phases are concurrent with the traffic phases.

#### Data Collection

During the study phase, Pare staff had performed several site visits prior to Covid-19 pandemic to observe existing conditions and to obtain pertinent field measurements. Based on our visits, the following significant observations were noted:

- Heavy pedestrian traffic occurs in the area. Many of the pedestrians appeared to be Brown University students.





- When school is in session, a crossing guard is present at the intersection of Hope Street and Meeting Street at the commencement and release of school.
- Sharrows for bicyclists exist in both directions on Brook Street and westbound on Angell Street.
- A RIPTA bus stop is located on the north leg of the Brook Street/ Angell Street intersection. The area is heavily transit oriented with RIPTA bus routes 1, 32, 33, 34, 40 and 61x traversing in the area.
- Wheeler School released students at 2:50 p.m. Busses and parents queued up prior to release. Parents picked up students on Meeting Street. Parents queued on the east side of Brook Street to turn onto Meeting Street. Queues reached past Fones Alley to Waterman Street. Parents queued on Brook Street were partially blocking traffic. Brook Street was operating as an alternating one-way during this time.
- Buses queued in front of Wheeler School on Angell Street. Signage restricts parking on Angell Street during pick-up and drop-off.
- School related traffic cleared by 3:15 p.m.
- Traffic flow at the Brook Street/Angell Street appeared to flow easily with no significant delays or queues.

Manual turning movement counts (MTMCs) were completed on Monday, November 4, 2019 and Tuesday November 5, 2019 from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m. at the Angell Street/Brook Street intersection. Pedestrian counts were captured during the MTMCs. Peak hour volumes were determined at the intersection for the morning and afternoon commuter peak periods.

### **Proposed Development**

The proposed development is primarily to serve the Brown University and Rhode Island School of Design (RISD) campuses and the adjacent communities and businesses. We understand that SMART Hotel's focus is campus hospitality meaning that- its hotels are located on sites that are walking distance to university campuses and local retail amenities, and its favorable community impacts are achieved through a commitment to sustainable, custom design appropriate to each context. Campus visitors are known to prefer locations on or walking distance of campus as this type of development eliminates search for scarce parking and permits easy movement between the campus and the hotel.

The proposed hotel is to consist of 118 rooms to be located on the building's 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup>, and 5<sup>th</sup> floors. On the first floor there will be a meeting room of approximately 1,425 sq. ft., public restrooms, a lobby/lounge of approximately 2,886 sq. ft. and a 3,621 sq.ft. restaurant. The main entrance into the hotel will be provided through an entrance on Angell Street. Vehicular traffic arriving to the site will be travelling northbound on Angell Street and enter on Angell Street. Drop-offs will occur at a proposed porte-cochere. Valet parking for all guests will be provided for all guests who arrive by car. The valets will exit the cars onto Angell Street to Brook Street to Fones Alley. On Fones Alley, there will be an entrance to a below ground parking lot which will provide 38 striped spaces, plus drive aisles, for valet parking. Also included on the bottom floor (below grade from Angell Street) will be laundry/utility room, a fitness center for the hotel patrons and an office for the valet staff. There will also be two (2)



additional parking spaces in the porte-cochere, for a total of 40 onsite parking spaces. Shuttle service will be provided for the hotel's guests, further reducing any incentive to drive by car to the hotel.

### Parking

The location of this hotel in its relationship to the Brown and RISD campuses is anticipated to ease parking problems as most visitors to the hotel are expected to be mostly out-of-State visitors that will arrive by plane or train and will not be travelling by personal automobile to the hotel. When the site opens in 2022-23, most of the visitors are anticipated to arrive by ridesharing (Uber, Lyft, etc.) or taxi. Once on-site during the visit, guests with cars will leave the vehicles at the hotel and will walk to campus and/or the surrounding areas or will use the shuttle for local trips provided by the hotel.

As previously stated, 40 parking spaces will exist on-site. Based on national reporting, hoteliers are reducing parking as demand is decreasing as fewer guests arrive in their own vehicles as the increase in Uber and Lyft has had a huge impact to how people travel. This trend is anticipated to meet the demand that was reached prior to the pandemic. Over the last five years a decrease of anywhere from almost 25% to 35% in car rentals has occurred, and that number is anticipated to continue or even grow when things return to normal. This trend is anticipated to return as well as the continued use of ridesharing. Based on research for similar types of developments constructed by SMART, the parking being made available will be enough for this development. From SMART's experience at its hotels located in urban neighborhoods, the trend for guest parking demand is significantly decreasing. SMART's Hyatt Place hotel in Chicago's Hyde Park neighborhood has 50 dedicated parking spaces. Overnight guest parking has almost never exceeded 30 spaces since the hotel opened in 2013. SMART's Sophy Hotel, also located in a Chicago city neighborhood similar to College Hill, opened with 17 onsite spaces and rarely has more than a dozen guest cars parked overnight. Sophy's Mesler restaurant typically parks 8 – 10 cars per peak demand evenings. Both hotels are valet-only parking and offer shuttle service. It has been the experience that visitors to those hotels typically arrive by rideshare or taxi.

Based on experience at other SMART hotels, parking by hotel employees is anticipated to be limited. SMART places a priority on hiring staff that lives in close proximity to its hotels, facilitating employees walking, biking or taking public transit to work. Monthly transit passes and covered bicycle parking have historically been provided to the employees. In addition to these considerations, SMART is committed to provide offsite parking arrangements for employees that will require it. SMART will secure the off-site employee parking upon confirming which neighborhoods are the primary source of its employees.

For comparison, the following data is provided for planned or recently opened Providence hotels.

***Table 1: Parking Comparison***

Hotel	#KEYS	ON-SITE PARKING SPACES
Hive	139	46
Beatrice	47	0
Residence Inn Downtown	176	0
Homewood Suites Downtown	120	45



Trip Generation

The SMART Hotel on Angell Street is currently proposed to be a 118-room hotel with various amenities. Trip generation estimates for the proposed land use were calculated using the Institute of Transportation Engineers (ITE) *Trip Generation, 10<sup>th</sup> Edition*, manual. The Trip Generation Manual includes land use descriptions, trip generation rates, equations and data plots which are prepared, gathered, assembled and formatted by or on behalf of the ITE from time to time for reference and use by transportation professionals conducting site impact studies, determining on-site circulation patterns, performing access management studies, determining traffic signal timing, conducting environmental assessments and other transportation related uses and activities. Land Use 310: Hotel was used to generate trips to and from the proposed development during the morning (7:00 a.m. to 9:00 a.m.) and afternoon peak hour (4:00 p.m. to 6:00 p.m.). Land Use 310: Hotel was used as it is described in the Trip Generation Manual that this use is for “a hotel is a place of lodging that provides sleeping accommodations and supporting facilities such as a restaurant, cocktail lounges, meeting and banquet rooms or convention facilities, limited recreation facilities and/or other retail and service shops.” The hotel being proposed certainly meets this description.

Summaries of the trip generation values are provided in Tables 2 and 3 below for the a.m. and p.m. peak hours, the hours with the highest traffic volumes on the street. The trip generation values were based on the plans provided by ZDS Inc.

**Table 2: AM Trip Generation Summary**

		ITE Calculated Values		
Land Use Code	Size	Ent.(trips/hr.- 59%)	Exit(trips/hr.- 41%)	Subtotal(trips/hr.)
310: Hotel (vehicle trip generation per room-0.47/room)	118 Units	33	23	66

**Table 3: PM Trip Generation Summary**

		ITE Calculated Values		
Land Use Code	Size	Ent. (trips/hr.- 51%)	Exit (trips/hr.- 49%)	Subtotal(trips/hr.)
310: Hotel (vehicle trip generation per room-0.60/room)	118 Units	36	35	71





### Trip Distribution

In general, trip distribution to and from the proposed site is expected to follow the existing travel patterns on the adjacent roadway network. Traffic from the site for patrons will enter and exit from the valet area at the main entrance on Angell Street. Once on site, it is anticipated that trips from guests will be mostly walkers or will use the hotel shuttle for local trips.

### Sight Distance

Sight distance is a measure of visibility available at a point of conflict, such as a driveway or an intersection. This is assessed by determining the travel speeds of vehicles on the roadway to ensure that vehicles exiting have adequate time to pull safely out of the location without causing an incident. Sight distance was reviewed for the proposed entrance on Angell Street and on Fones Alley onto Hope Street. Based on the observed speeds of traffic on the roadways and the alignments of the roadways there will be adequate sight distance at the exit points identified.

### Capacity Analysis

Capacity analysis was completed for the Brook Street/Angell Street intersection for existing and build conditions. Capacity analysis characterizes intersections based on their level of service (LOS). LOS is a quality measure describing operational conditions within a traffic stream, generally in terms of service measures such as speed, travel times, traffic interruptions, etc. Six (6) LOS, from A to F, are defined for each type of facility, with A representing the best operating conditions and F representing the worst operating conditions. The LOS criteria for signalized intersections are provided in Table 4. Tables 5 and 6 provide the capacity analysis results for the Brook Street/Angell Street intersection for the AM and PM commuter peak hours for the existing and build conditions.

***Table 4: LOS Criteria for Signalized Intersections***

	<b>Signalized Intersection</b>
LOS	Delay Time (sec/veh)
A	< 10
B	> 10-20
C	> 20-35
D	> 35-55
E	> 55-80
F	> 80

**Table 5: AM Peak Hour LOS Table**

Intersection	Movement		Existing (2019)		Future Build	
			LOS (Delay <sup>1</sup> )	Queue Length <sup>2</sup>	LOS (Delay <sup>1</sup> )	Queue Length <sup>2</sup>
Brook Street & Angell Street	NB	L/T	B (11.8)	67	B (12.6)	71
	W B	L/T/ R	B (15.5)	152	B(17.2)	174
	SB	T/ R	B (10.2)	43	B (10.9)	46

1. Delay shown in seconds per vehicle, 2. Queue Length shown in feet for signalized intersections.

**Table 6: PM Peak Hour LOS Table**

Intersection	Movement		Existing (2019)		Future Build	
			LOS (Delay <sup>1</sup> )	Queue Length <sup>2</sup>	LOS (Delay <sup>1</sup> )	Queue Length <sup>2</sup>
Brook Street & Angell Street	NB	L /T	B (12.5)	122	B 14.4)	132
	WB	L/T/ /R	B(14.1)	124	B(14.8)	145
	SB	T/ R	A (8.0)	39	A (8.5)	41

1. Delay shown in seconds per vehicle, 2. Queue Length shown in feet for signalized intersections.

The Angell Street/Brook Street intersection operates at a very acceptable level of service, LOS B, during the peak hour conditions. The analysis shows little change between the existing and build scenarios.

### Conclusions

It is anticipated that this development will have no significant impact to the traffic and parking in the surrounding area. This study investigated peak hour traffic conditions during a weekday. The type of distribution for this type of use has a relatively even distribution of traffic. The hotel's peak periods would be off cycle with the Wheeler School. Guests that depart the hotel can be expected to leave anywhere between 6:00 a.m. and noon with most leaving after 9:00 a.m. Guest check-in is after 3:00



Mr. Ed Small

(8)

June 10, 2020

p.m. and will be distributed throughout the late afternoon and evening, with most guests arriving after 5:00 p.m. Once guests arrive, vehicular trips are anticipated to be low. With the primary demand generators (e.g. Brown and RISD) and amenities (e.g. food, retail, entertainment) in close proximity to the site, most guests are expected to walk in the area or use the hotel shuttle for any local trips. The results of our traffic analysis of the Angell Street/Brook Street intersection indicate that the existing intersection operates at a very acceptable level of service and will continue to do so with the proposed development.

The parking being proposed on-site, based on data from other similar facilities, meets the needs of the development. It is anticipated that this development will have no significant impact on parking to the adjacent street parking whether it be by the hotel or restaurant patrons. It is believed that the use of valet parking for the hotel/restaurant users will provide less traffic in the area as visitors will not be driving the streets looking for parking. To accommodate employees that may need parking, SMART is committed to finding off-site parking prior to opening and after obtaining information pertaining to where employees may be coming from.

The design of the proposed entrance (drop-off/pick-up area) and the circulation to the below grade parking area will be designed to accommodate vehicular movements including for truck traffic deliveries (anticipated to be box trucks or smaller) and waste pick-up. Based on our review, sight distance at the entrance and at intersecting streets are adequate. It is recommended that stop bars and stop signs at intersections be added at the Fones Alley intersections with Hope Street and Brook Street.

Also, based on our review of the sidewalks and crosswalks in the study area there is a good network to accommodate pedestrians throughout the neighborhood.

In summary, we are of the opinion that the proposed development will have no significant impact on the traffic and safety operations within the study area. We are available to discuss this report with you at your convenience. Please feel free to contact us if you have any questions or need additional information.

Sincerely,

John P. Shevlin, P.E.  
Senior Vice President

JPS/kl