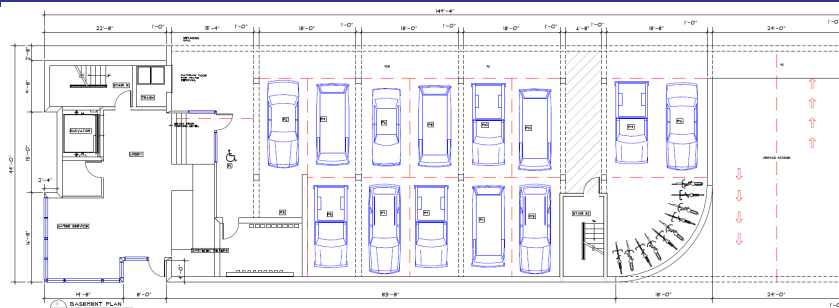


Providence City Plan Commission

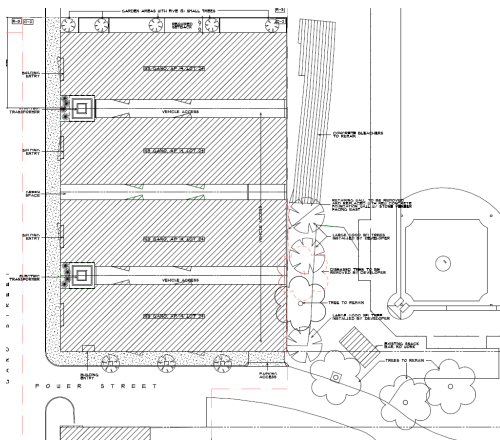
June 28, 2022



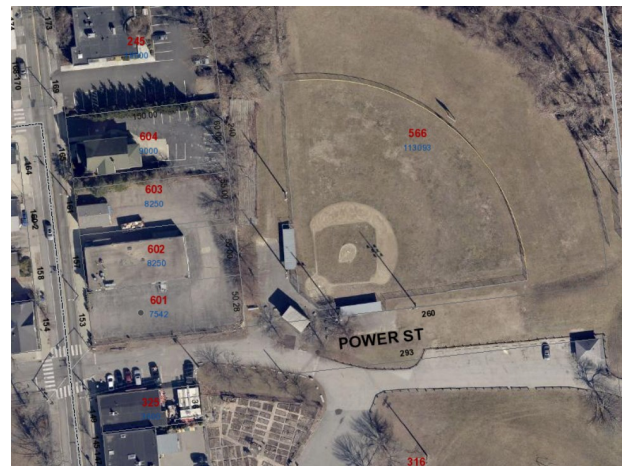
AGENDA ITEM ■ 153-165 GANO STREET



First floor plan



Proposed site plan



Aerial view of the site

OVERVIEW

OWNER/ APPLICANT:	Coastway Management LLC, Owner Power 250 LLC, Applicant	PROJECT DESCRIPTION:	The applicant is proposing to construct four apartment buildings, with one on each of the subject lots. A total of 133 apartments with a total of 68 internal parking spaces are proposed across the four buildings. A dimensional adjustment from the height limit has been requested. Landscaping, drainage and other improvements will also be provided.
CASE NO./ PROJECT TYPE:	22-008MI Preliminary Plan Approval		
PROJECT LOCATION:	153-165 Gano Street AP 14 Lots 601, 602, 603, 604	RECOMMENDATION:	Approval of the Preliminary Plan subject to the noted findings and conditions
NEIGHBORHOOD:	Fox Point	PROJECT PLANNER:	Choyon Manjrekar



1 WEST (GANO STREET) ELEVATION
VF - 1-0'



2 SOUTH (POWER STREET) ELEVATION

Elevation from Gano and Power Street

PROJECT OVERVIEW

The applicant is proposing to construct four buildings—one on each of the subject lots—that will provide a total of 133 apartments and 68 internal parking spaces. The buildings will be developed as follows:

165 Gano Street— Five stories, ~53', 35 apartments and 21 parking spaces

161 Gano Street—Five stories, ~54', 35 apartments and 17 parking spaces

157 Gano Street—Five stories, ~57', 34 apartments and 17 parking spaces

153—Gano Street—Five stories, ~53', 28 apartments and 13 parking spaces

Dimensional adjustments for building height have been requested for all buildings as the C-2 zone has a height limit of 50' and four stories. Drainage, landscaping and

traffic improvements will also be provided.

ANALYSIS AND IDENTIFICATION OF POTENTIAL ISSUES

Use

The subject lot is zoned C-2, where multifamily development is permitted by right.

Dimensions and site design

The subject lot is located on a gradient that slopes upward from the intersection of Power and Gano Streets. The development area will be excavated for the buildings and parking areas to be located at a lower grade than Gano Street. Each building will exceed the 50', four-story height limit of the C-2 zone. A dimensional adjustment for the excess height has been requested. All buildings will be set to the front lot line with buildings 157-165 providing direct pedestrian access from Gano Street. Pedestrians will access 153 Gano Street from Power Street. The three existing curb

cuts off of Gano St. will be closed and vehicles will access the parking area for all buildings from Power Street through a shared easement lane that runs at the rear of each lot and under the four buildings.

The building façades will be composed of brick veneer, vertical wood siding and cementitious panels, which are materials permitted by right in the zone. A significant portion of the first floor and upper stories will be composed of glass and the buildings will exceed the 10 percent fenestration requirement on upper stories. Units will be a mix of one, two bedroom and studio units. The design of each building will employ recesses and projections, including angled bays on the sides of each building and square bays on the front, which will provide variety to the façade and meet the design requirements for multifamily development.

Parking

As each lot measures less than 10,000 SF, no parking is required. However, a total of 68 internal parking spaces will be provided with parking areas located under each building. An analysis has been submitted showing the paths and turning radii of vehicles that will enter and exit the lot. The applicant anticipates that there may be a demand for additional parking and is considering applying for overnight on-street parking permits. The applicant is required to apply to the Department of Public Works (DPW) for the permits. The DPD recommends that the applicant enact a Transportation Management Plan (TMP) and incorporate it into the development to reduce reliance on cars. The permits should be granted subject to the applicant demonstrating implementation of the TMP. Provision of bus passes to residents, provision of additional bicycle spaces, implementation of a bike share facility and dedication of car share spaces in proximity to the building are some of the strategies the applicant could use to reduce parking demand. It is the DPD's opinion that the onstreet permits should be granted subject to the DPW's review of the TMP.

The development abuts a public park to the rear and the applicant will also need to ensure that no residents park there overnight.

Traffic

A traffic study that evaluates the effect of the development on existing traffic conditions is included with the submission. It focuses on the intersection of Gano Street with Power Street. Gano Street is described as straight with a vertical decline from north to south with no limiting factors for sight distances. Power Street is described as generally level with sight distances of greater than 250 feet to the east and in excess of 150 feet to the west. Based on trip generation models, 52 and 55 trips are expected during the AM and PM peak hours. The study accounted for new development in the vicinity and the existing traffic pattern in determining build conditions in 2026. It is estimated that 70%, 20% and 10% of trips will travel to and from the south, north and west of the intersection.

Under current conditions, vehicles traveling north and south on Gano Street have an A level of service (LOS), while C and E LOS are experienced for vehicles traveling east and west bound from Power Street. This translates into delays of approximately 18 and 49 seconds respectively. Under built conditions, Gano Street would continue to have an A LOS, but D and F levels will be experienced for vehicles exiting onto Gano Street. This translates into delays of approximately 25 and 153 seconds respectively. This is not expected to affect traffic on Gano Street, but only traffic entering and exiting the development. The study recommends that parking be prohibited 25' north and south of the Power Street intersection to enhance sightlines for traffic traveling eastbound.

The Traffic Engineer has reviewed the plan and required that the applicant conduct a traffic study within a year, but no earlier than 6 months of the building's full occupation. The study shall include an accident analysis, peak hour turning movement counts and peak hour vehicle queue counts at the Gano and Power Street intersection. The study shall be reviewed by the traffic engineer and any mitigation measures shall be implemented by the applicant.

Landscaping

Per the landscaping plan, the applicant will meet the canopy coverage requirement by making plantings in a 10 foot buffer adjacent to the northernmost building, in the adjacent park to the building's rear, and in a new sidewalk along Power St. The final landscaping plan shall be subject to the City Forester's approval.

Drainage and stormwater management

Best management practices will be employed for stormwater management and drainage off the site. Two landscape strips, at the northern portion of the building and between buildings two and three will be provided. The primary water quality appurtenance will be a green roof system on each building that will be vegetated and capture stormwater and transfer overflow to a dedicated storm drain in Gano Street. Calculations show that the discharge rates will be reduced for 1 to 100 year storm events.

Dimensional adjustment

The applicant is seeking a dimensional adjustment from the height limit of the C-2 zone where each building will exceed the 50', four-story height limit of the zone. Based on plans provided, it is the DPD's opinion that the height adjustment should be granted as the applicant is eligible for the adjustment due to the provision of structured parking.

FINDINGS

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

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

According to the future land use map of *Providence Tomorrow: The Comprehensive Plan* this area is intended for Neighborhood Commercial/Mixed Use development, where multifamily development is encouraged, particularly on commercial corridors. The development would conform to the intent of the plan. Provision of housing would conform to objective H-2 of the plan which encourages creation of new housing in the City.

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

Use: Multifamily development is permitted by right in the C-2 zone.

Dimension and Design: As discussed, the development largely conforms to the dimensional and design requirements of the C-2 zone. The development will conform to the ordinance subject to the CPC granting a dimensional adjustment for height.

Parking: No parking is required, as each of the subject lots measures less than 10,000 SF, but the applicant will be providing parking internal to the buildings and has indicated that they will request overnight on-street permits. The DPD recommends that the CPC should communicate to the DPW that granting of the permits be contingent on the applicant enacting a transportation management plan that would allow residents to avail of alternative transportation measures that would reduce the need for parking.

Landscaping: It appears that the applicant will meet the landscaping requirement. The final landscaping plan shall be subject to the City Forester's approval.

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.*

No significant 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.*

There are no physical constraints that impact development of this property as the lots 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 will be provided from Gano and Power Streets. In reviewing the site plan, the DPD found that the parking area for a business at the southern portion of Power Street encroaches into the right-of-way. The DPW will work with the owner to reconfigure the arrangement for angled parking to allow for unimpeded access from Power Street.

RECOMMENDATION

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

1. The CPC should approve the dimensional adjustment for height finding that the applicant will provide structured parking.
2. The applicant shall implement a TMP that will reduce the reliance on vehicle parking to the satisfaction of the DPW, for granting of the overnight on-street parking permits.
3. The applicant shall include an enforcement plan to ensure that no parking occurs in the park with the final plan submission.
4. Per the traffic engineer, the applicant shall submit a traffic study that includes an accident analysis, peak hour turning movement counts and peak hour vehicle queue counts at the Gano and Power Street intersection no earlier than 6 months and no later than 1 year from full occupation. The applicant shall implement any measures required by the engineer.
5. The final landscaping plan shall be subject to the approval of the City Forester.
6. The validity of the preliminary plan approval should be extended to one year from the date of recording of the approval letter.
7. Final plan approval should be delegated to DPD staff.