

DOWNTOWN DESIGN REVIEW COMMITTEE

Staff Report for May 13, 2024

NEW BUSINESS

1. Case No. 2024-11 DD-DPR: 76 Westminster Street (Turks Head Building)

Applicant/Owner: 76 Westminster Street, LLC
Architect: ZDS Architecture & Interior Design
Type of Review: Preliminary Plan Review

Building Description: Turks Head Building (1913): Howells & Stokes of New York, architects. Gilbane Company, builders. 17-story, granite and brick sheathed, V-shape, steel frame structure with arcaded, polished granite base on lower three stories; brick walls above punctuated with regularly spaced rectangular windows in 11-story shaft; square windows on upper stories with paneled interstices; heavy modillion cornice; high relief sculpture of a Turks head in frieze above 3rd story. CONTRIBUTING

Proposal: Replace an existing storefront window (Weybosset Street elevation) with a new double door, transom, and awning.

Note: In July 2016, the DDRC reviewed and approved this exact proposal (approved with one condition regarding the awning). However, the work was never completed.

Issues: The existing Café La France space is located on the first floor on the Weybosset Street side of the building and is only accessible from the building's lobby. The new doors are proposed to allow access from the Weybosset Street sidewalk.

The applicant proposes to remove an existing non-original storefront window and granite lintel within the masonry opening (which is not being altered) and to install a new storefront entry system consisting of a new bronze aluminum double door, transom, and spandrel panel (to match existing storefronts). Clear glazing is proposed. A new domed awning is proposed over the new entrance. Domed awnings are permitted in the D-1 zone provided they are installed over building entryway.

Staff could not find photographic evidence of a door in this location. An original first floor plan of the building, which staff found in an old booklet about the Turks Head Building, also does not identify a door in this location. It appears that this opening always had a storefront window. Staff does not have an issue with the concept of changing a window to a door in this location. Staff suggests that the owner keep the granite lintel on site in the event the window is reinstalled.

Regarding the proposed awning, staff recommends that the domed awning be mounted within the arched masonry opening and not to the face of the building. If signage on the awning is proposed, it is limited to 25% of the surface area.

Recommendation: Staff recommends that the DDRC make the following findings of fact:

- a) 76 Westminster Street is a structure of architectural and historic significance and contributes to the architectural and historic significance of the Downtown District.
- b) The work proposed consists of the replacement of an existing storefront window with a new door system and canopy.
- c) The application for Major Alterations is complete.
- d) The work is in accord with DRC Standards 9 and 10 in the following ways: The work shall not destroy historic materials that characterize the property; and the new work shall be differentiated from the old and shall be compatible with the massing, size, scale and architectural features to protect the

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historic integrity of the property and its environment; and The work shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

Staff recommends preliminary approval of the application, citing DRC Standards 9 and 10, with the condition that the awning be mounted within the arched masonry opening. The final plan is subject to review and approval by the Administrative Officer.

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2. Case No. 2024-08 DD-DPR: 21 Atwells Avenue - *Public Hearing*

Applicant/Owner: PRI, LP, Delaware Limited Partnership
Architect: ZDS Architecture & Interior Design
Type of Review: Preliminary Plan Review

Building Description: Hilton Providence, *formerly Holiday Inn* (1966-1971): Allen O’Hara, Incorporated, architect. 13-story, reinforced-concrete structure with pier-and-spandrel articulation of northeast and southwest elevations, blank northwest and southeast elevations, and a porte-cochere entrance. NON-CONTRIBUTING

The hotel building at 21 Atwells Avenue is not part of the new construction, but it is located on the same site. It is included in this application because the parking garage and one-story function room associated with the hotel building is to be demolished.

Site Description: The project site is bounded by Aborn Street, Sabin Street, Atwells Avenue (all B Streets), and Interstate 95, on Assessor’s Plat 26, Lot 347. However the site of the new building only fronts Atwells Avenue and Aborn Street (both B Streets). The project site is zoned 300’ and allows for a maximum building height of 300’.

Proposal: The subject of the hearing will be an application by PRI I, LP, Delaware Limited Partnership, requesting to demolish the existing parking structure and function room addition (to the existing hotel) located at 21 Atwells Avenue, and to construct a new multi-story residential building consisting of 216 apartment units and an 8-story podium parking structure on the site, located on a block bounded by Atwells Avenue, Sabin Street, Aborn Street, and I-95, Providence, RI. The applicant is requesting a Downtown District Demolition Waiver (Zoning Ordinance Section 1907.E.2) to demolish the existing structures. The applicant is also requesting a Development Incentive in the form of a Height Bonus (Zoning Ordinance Sections 603 and 1907.F). Additionally, the applicant is requesting Waivers (Zoning Ordinance Section 1907.E.1) from Zoning Ordinance Section 604, *Development Standards*, for Mechanical, Equipment – Roof Coverage and Setbacks, and from Zoning Ordinance Section 606, *Design Standards for New Construction*, to include Required Recess Line, Required Maximum Distance Between Building Entrances, Required Ground Floor Transparency, and Required Upper Floor Transparency. At the conclusion of the hearing, the DDRC will take action with respect to these items.

DEMOLITION WAIVER

The project is seeking a waiver to demolish the concrete parking structure and one-story function room (attached to the hotel building). Both are utilitarian, secondary structures constructed in the late 1960’s/early 1970’s with no architectural or historical significance. As per Zoning Ordinance Section 1907.E.2, *Downtown District Demolition Waivers*, the DDRC may grant a waiver to demolish a building. A public hearing is held to take testimony on the application for a Demolition Waiver.

Section 1907.E.2.a states that “in order to preserve the urban fabric of the D-1 Zone, no building shall be demolished, in whole or in part, until the DDRC has granted a waiver demolish the building and has approved plans for the new construction.”

Demolition waiver applications are to contain an analysis of the building’s historic or architectural significance (if any), the reason for the proposed demolition, and plans, with elevations, of proposed new construction.

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The applicant has submitted the written request for a demolition waiver, which includes information about the structure's significance and reason for demolition, and conceptual plans for the proposed new construction. In addition, the applicant has addressed the items listed in the Downtown Design Review Committee's *Documentation Requirements for Demolition* for the structures proposed for demolition.

Eligibility for Demolition

As per City of Providence Land Development Regulations Section 1005.F, the structures are eligible for a demolition waiver as they meet the following criteria listed:

1. Section 1005.F.1: The proposed reuse of the site is permitted in the Downtown District and is in conformance with the regulations of the Downtown District.

The proposed reuse of the site is a permitted use in the Downtown District.

2. Section 1005.F.2.a: The structures are not architecturally or historically significant.

The parking structure and function room at 21 Atwells Avenue are not listed on the National Register of Historic Places. Therefore, the buildings are not architecturally or historically significant.

In summary, both structures are eligible for the demolition waiver as they meet the criteria set forth in sections listed above. If the Committee is satisfied with the level of documentation provided for demolition, staff recommends the Committee make the following motion:

Motion #1: Staff recommends the DDRC grant the demolition waiver and preliminary approval of the demolition of the parking structure and function room based on the above findings of fact.

NEW CONSTRUCTION

TPG Tower is a new, multi-story, 216-unit residential building on an 8-story parking structure podium (248 parking spaces) and is to be constructed immediately following demolition, as required by Land Development Regulations Section 605, *Additional Requirements for Downtown District Demolition Waivers*. Access to the main building entrance (drop off) will be from Atwells Avenue. Access to the parking structure will be from Aborn Street. The new building is not affiliated with the Hilton Hotel.

Note: On the Aborn Street elevation, there is an approximately 12' building projection (identified as levels 3-7 on the plans) over the right-of-way. This will require the applicant to seek an air rights easement through the City Council.

The applicant has submitted the required floor plans, elevations, and renderings. The applicant is also requesting a Development Incentive in the form of a height bonus (Zoning Ordinance Sections 603 and 1907.F). An average grade calculation (to determine building height) and shadow studies have also been provided.

The following sections from Providence Zoning Ordinance Article 6 pertain to the proposed new construction project in the D-1 Zone.

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Section 601 - Uses

The proposed use of the site (residential) is a permitted use in the D-1 District as listed in Article 12.

Section 602 - Dimensional Standards

The project is in conformance with Section 602.

Section 603 - Development Incentive, Height Bonus

All requests for development incentives are reviewed by the Downtown Design Review Committee at a public hearing in accordance with Section 603.2 of the Land Development Regulations. The Downtown Design Review Committee is authorized to grant development incentives in accordance with the provisions of the D-1 District.

The building height relative to average grade is 312'-5" to the roof level, with floors 28-29 above the maximum 300' height restriction for zone D-1-300. The project is seeking a Development Incentive in the form of a height bonus above the maximum allowable building height of 300'-0". The project proposes meeting the height bonus requirement with the inclusion of an integrated parking structure. Per Zoning Ordinance Section 603.E.3, *Schedule of Development Bonuses, Parking Structure*, a project is eligible for a bonus of increased building height based on the calculation that for each square foot of parking in a parking structure, an equivalent amount of floor area may be added to the building above the maximum height, not to exceed two additional stories. The calculation provided is as follows:

- Parking structure square footage total: 99,976-sf
- Floors 28 and 29 square footage total: 16,112-sf = 2 stories, less than 99,976

Based on these calculations provided and the plans submitted, the project is eligible for the height bonus of 2 extra stories or 12'-5" in height on top of the maximum allowed height of 300' for a total building height of 312'-5".

In granting a development incentive, the Downtown Design Review Committee shall make positive written findings on each of the following provisions:

- a. The design or development condition resulting from the development incentive has no adverse impact on the surrounding natural environment, built environment, or pedestrian and traffic circulation.

The design condition resulting from the development incentive will have no adverse impact on the surrounding natural environment, as it is an urban environment. It will have no adverse impact on the built environment, as the zone allows for buildings of significant height. It will have no adverse impact on pedestrian and traffic circulation.

- b. Granting of the development incentive is in the best interest of good planning, urban design and/or architecture practice, as evidenced by consistency with the Comprehensive Plan and Zoning Ordinance.

Granting the development incentive is consistent with Comprehensive Plan Objective BE-2, Strategy A, which promotes design innovation and architectural diversity while preserving Providence's

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traditional character, Objective BE7, Strategy B, which encourages developments to be compatible with surrounding uses in scale, density and character, while not stifling innovative design and architecture, and Section 101.K of the Zoning Ordinance, which promotes a high level of quality design in the development of private and public facilities.

If the Committee is satisfied with the documentation provided for the incentive, staff recommends the Committee make the following motion:

Motion #2: Staff recommends the DDRC grant the development incentive in the form of a height bonus based on the above findings of fact.

WAIVERS

The project is seeking waivers from standards in Zoning Ordinance Section 604, *Development Standards*, and Section 606, *Design Standards for New Construction*. As per Section 1907.E.b of the Zoning Ordinance, the DDRC holds a public hearing on any request for a waiver in accordance with the development review regulations. Pursuant to Section 1907.E.1.a, the DDRC may grant waivers that carry out the purpose of the D-1 District and are in harmony with the general purposes and intent of these regulations. In granting a waiver, the Downtown Design Review Committee may impose such conditions deemed necessary to carry out the purpose of the D-1 District.

Section 604 – Development Standard/Requested Waiver

Section 604.E: Mechanical Equipment

1. Mechanical equipment located on the ground or on the roof shall be screened so as not to be visible to a pedestrian from within the right-of-way of an A Street abutting the property containing the building. The screening shall complement the design of the building through the use of similar materials, colors, finishes and architectural details.

As per project plans and the architect’s statement, rooftop mechanical equipment will be completely screened from view. In addition, the screening is designed to complement the design of the building. According to the architect “the top of the building has been designed so that the lines of the tower continue to the skyline with no significant setbacks from the exterior facades. The top of the building is expressed with the vertical extension of the facade curtainwall system above the roof elevation with an angled top. The roof screen is set back slightly from the roof edge but then maintains a flat horizontal line with its top rail at the elevation of the top of the sloped curtainwall. This establishes a consistent flat top of the building, consistent with the overall geometry and composition of the massing. The roof screen is a condition of both functionality and design.”

4. The permitting authority (DDRC) may waive regulations pertaining to roof mechanical equipment to permit up to 100% of the roof to be covered by such structures without counting as an additional story (per Zoning Ordinance Section 604.E.3).

Due to the large number of HVAC units needed for the residential apartments, the entire roof will be covered with mechanical equipment. Although the exact quantity and layout for the units has not been established for the preliminary plan stage, it is anticipated that maximizing the roof area for HVAC equipment is inevitable. The project proposes to cover approximately 100% of the roof with an enclosed mechanical penthouse with little or no setback.

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Zoning Ordinance Section 202.B.2., *Rules of Measurement, Building Height*, “exempts necessary mechanical appurtenances and/or penthouses to house mechanical appurtenances from maximum height limitations provided the structures or parts thereof comply with the provisions listed in this section.”

As per Land Development Regulations Section 1005.E, the DDRC is to make the positive written findings on each of the following provisions when granting a waiver:

1. Literal enforcement of the provision for which a waiver is sought is impracticable.

Due to the large number of HVAC units required for a residential tower with 216 apartments, limiting the roof equipment coverage is impracticable.

2. The design or development condition resulting from the waiver has no adverse impact on the surrounding natural environment, built environment, or pedestrian and traffic circulation.

With significant and consistent rooftop screening, the development condition will have no adverse impact on the surrounding natural environment, built environment, pedestrian, and traffic circulation.

3. Granting of the waiver is in the best interest of good planning, urban design and/or architecture practice, as evidenced by consistency with the Comprehensive Plan and Zoning Ordinance.

Based on the review of the plans, granting of the waivers are consistent with Objective BE-2, Strategy A of the Comprehensive Plan, which promotes design innovation and architectural diversity while preserving Providence’s traditional character, and Section 101.K of the Zoning Ordinance, which promotes a high level of quality design in the development of private and public facilities.

If the Committee is satisfied with the documentation provided for the waiver related to the rooftop mechanical equipment coverage, staff recommends the Committee make the following motion:

Motion #3: Staff recommends the DDRC grant the waiver in accordance with Zoning Ordinance Section 604.E.4 based on the above findings of fact.

Section 606 - Design Standards for New Construction/Requested Waivers

The following is an assessment of the proposed new construction relative to Zoning Ordinance Section 606 including requested waivers (where indicated).

Section 606.A: Building Height and Massing

2. Buildings shall be at least three stories in height.

The new building is 30 stories and complies with this standard.

3. Building height and massing shall relate to adjacent structures.

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The height and massing of the new building relates to the adjacent structures at 21 Atwells Avenue (Hilton) and 100 Atwells Avenue (Sister Dominca Manor). The project complies with this standard.

4. Ground floors shall be a minimum of 12 feet from floor to ceiling to enhance the pedestrian streetscape.

The floor to ceiling height of the ground floor is approximately 21'-0".' The project complies with this standard.

5. On both A and B Street facades, buildings over six stories shall have a recess line of at least ten feet above the third story and below the seventh story. The recess line should relate to the form of any buildings adjacent to or across the street from the building. The Downtown Design Review Committee may grant a waiver to allow a building in excess of six stories not to have a recess line if it is determined that the building can exist compatibly with neighboring buildings. In such cases, a transition line may be required.

While the new building provides a recess line above the sixth floor on the Aborn Street elevation, there is no recess line on the Atwells Avenue elevation. The design intent of the Atwells Avenue of the facade is to “emphasize the verticality of the building and offer a dynamic ribbon tying the horizontal mass of the podium to the tower.” In addition, the adjacent 13-story Hilton Hotel building does not have a recess line on the Atwells Avenue elevation. As stated in the application, “the proposed building mass steps down toward the highway and also toward the hotel structure, responding appropriately to the smaller massing and datum lines in the facade of the hotel.” The project is seeking a waiver from this standard.

As per Land Development Regulations Section 1005.E, the DDRC is to make the following findings on each of the following provisions when granting a waiver:

1. Literal enforcement of the provision for which a waiver is sought is impracticable.

Due to the design intent of the Atwells Avenue elevation and its relationship to the adjacent hotel building, enforcement of this provision is impracticable.

2. The design condition resulting from the waiver has no adverse impact on the surrounding natural environment, built environment, or pedestrian and traffic circulation.

The design condition resulting from the waiver will not have an adverse impact on the surrounding natural environment, built environment, or pedestrian and traffic circulation.

3. Granting of the waiver is in the best interest of good planning, urban design and/or architecture practice, as evidenced by consistency with the Comprehensive Plan and Zoning Ordinance.

Granting of the waiver is consistent with Comprehensive Plan Objective BE7, Strategy B, which encourages developments to be compatible with surrounding uses in scale, density, and character. It is also consistent with Zoning Ordinance Section 101.K of the Zoning Ordinance, which promotes a high level of quality design in the development of private and public facilities.

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If the Committee is satisfied with the documentation provided for the waiver related to the recess line requirement, staff recommends the Committee make the following motion:

Motion #4: Staff recommends the DDRC grant the waiver from Zoning Ordinance Section 606.A.4 based on the above findings of fact.

Section 606.B - Building Materials

1. The primary exterior finish materials on the facade shall be brick, limestone, sandstone, granite, terra cotta, cast stone, glass, metal, painted wood, cement-based composites, phenolic resin-based composites, or other similar material.

Exterior finish materials include steel, glass, metal panel, and ACM (aluminum composite panel) elements in addition to other materials not identified.

Section 606.C - Entrance Design

1. Buildings shall have their main entrance from a sidewalk on an A Street, or if the building has no A Street frontage, on a B Street.

The main entrance to the building is on Atwells Avenue (B Street). The project complies with this standard.

2. Buildings shall be designed to have multiple entrances, with no more than 35 feet between entrances.

The non-conforming condition occurs on both sides of the building fronting B Street (Atwells Avenue and Aborn Street)

Along Atwells Avenue, the building has one main entry point into the lobby. No additional doors are proposed due to programming and security concerns. The first parking level is located on Aborn Street and includes an overhead door for loading area, gated opening for access to the garage, and an exit door for egress from the stairs at the east end serving the garage levels. Screening is proposed for this elevation. The applicant is seeking a waiver from this requirement on both elevations.

As per Land Development Regulations Section 1005.E, the DDRC is to make the following findings on each of the following provisions when granting a waiver:

1. Literal enforcement of the provision for which a waiver is sought is impracticable.

The first-floor plan on Atwells Avenue is limited to residential lobby uses. The Aborn Street elevation is limited to parking and loading. The requirement for multiple entrances every 35' is typically associated with ground floor commercial uses in the D-1 District. Given the specific uses and characteristics of the building on both elevations that do not warrant multiple entrances every 35', enforcement of this provision is impracticable.

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2. The design condition resulting from the waiver has no adverse impact on the surrounding natural environment, built environment, or pedestrian and traffic circulation.

The design condition resulting from the waiver will not have an adverse impact on the surrounding natural environment, built environment, or pedestrian and traffic circulation.

3. Granting of the waiver is in the best interest of good planning, urban design and/or architecture practice, as evidenced by consistency with the Comprehensive Plan and Zoning Ordinance.

Granting of the waiver is consistent with Comprehensive Plan Objective BE7, Strategy B, which encourages developments to be compatible with surrounding uses in scale, density, and character. It is also consistent with Zoning Ordinance Section 101.K of the Zoning Ordinance, which promotes a high level of quality design in the development of private and public facilities.

If the Committee is satisfied with the documentation provided for the waiver related to the multiple entrance requirement, staff recommends the Committee make the following motion:

Motion #5: Staff recommends the DDRC grant the waiver from Zoning Ordinance Section 606.C.2 based on the above findings of fact.

Section 606.D - Façade Design

1. Building facades shall be built within a build-to zone of between zero and eight feet from the street line. Such facades shall occupy this build-to zone for at least 80% of each lot frontage of the property.

On Aborn Street, the façade is built zero feet from the street line at 100% of the lot frontage. On Atwells Avenue, the façade is setback 7'-10" for the project site but not 100% of the lot frontage due to the adjacent hotel building. This non-conformity is due to the existing condition.

2. A building facade shall have a transition line. Transition lines shall be designed in proportion to the overall height and mass of the proposed building to create a distinction between upper and lower stories. Transition lines shall relate to existing adjoining buildings.

The building has transition lines between the base of the building and the upper floors. The transition line on the podium base of the Atwells Avenue façade relates to the adjacent hotel building. The project complies with this standard.

Section 606.E - Fenestration Design

1. All building facades shall provide areas of transparency equal to at least 70% of the wall area, between the height of one and 12 feet from the ground, of each building facade. This provision may be waived by the Downtown Design Review Committee.

The 8-level podium base, except for the lobby level on Atwells Avenue, will be primarily used for parking. While there is some transparency at the lobby level on Atwells Avenue, the remainder of the elevation (adjacent to I-95) will be a solid wall. Aborn Street is a dead end, utilitarian street primarily used as a service access to the AMP and for parking access to the existing hotel parking garage with

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little to no pedestrian use. Except for loading door and parking garage entrance, this ground floor facade will be a solid wall.

As per Land Development Regulations Section 1005.E, the DDRC is to make the following findings on each of the following provisions when granting a waiver:

1. Literal enforcement of the provision for which a waiver is sought is impracticable.

Due to the ground floor uses and existing conditions on both facades, enforcement of this provision is impracticable.

2. The design condition resulting from the waiver has no adverse impact on the surrounding natural environment, built environment, or pedestrian and traffic circulation.

The design condition resulting from the waiver will not have an adverse impact on the surrounding natural environment, built environment, or pedestrian and traffic circulation.

3. Granting of the waiver is in the best interest of good planning, urban design and/or architecture practice, as evidenced by consistency with the Comprehensive Plan and Zoning Ordinance.

Granting of the waiver is consistent with Comprehensive Plan Objective BE7, Strategy B, which encourages developments to be compatible with surrounding uses in scale, density, and character. It is also consistent with Zoning Ordinance Section 101.K of the Zoning Ordinance, which promotes a high level of quality design in the development of private and public facilities.

If the Committee is satisfied with the documentation provided for the waiver related to the multiple entrance requirement, staff recommends the Committee make the following motion:

Motion #6: Staff recommends the DDRC grant the waiver from Zoning Ordinance Section 606.C.2 based on the above findings of fact.

4. Blank walls shall be separated by areas of transparency of at least three feet in width.

Some podium levels contain areas of blank wall but are relative to the requested waivers.

5. Upper story façade shall provide areas of transparency equal to at least 35% of the wall area of the story.

Although the upper floors of the tower comply with this standard, the podium/garage levels do not. A waiver is requested for all elevations of the podium except for the Atwells Avenue façade which will have some transparency with a perforated metal screen. The other elevations will be solid due to the adjacent highway and Aborn Street. According to the architect “the option of windowless openings, provided for in the ordinance, is not fitting with the nature of the continuous perforated metal that is used to conceal the parking deck from pedestrians and vehicles at street level!”

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As per Land Development Regulations Section 1005.E, the DDRC is to make the following findings on each of the following provisions when granting a waiver:

1. Literal enforcement of the provision for which a waiver is sought is impracticable.

Due to the parking use for the podium base and the adjacent street and highway conditions, enforcement of this provision is impracticable.

2. The design condition resulting from the waiver has no adverse impact on the surrounding natural environment, built environment, or pedestrian and traffic circulation.

The design condition resulting from the waiver will not have an adverse impact on the surrounding natural environment, built environment, or pedestrian and traffic circulation.

3. Granting of the waiver is in the best interest of good planning, urban design and/or architecture practice, as evidenced by consistency with the Comprehensive Plan and Zoning Ordinance.

Granting of the waiver is consistent with Comprehensive Plan Objective BE7, Strategy B, which encourages developments to be compatible with surrounding uses in scale, density, and character. It is also consistent with Zoning Ordinance Section 101.K of the Zoning Ordinance, which promotes a high level of quality design in the development of private and public facilities.

If the Committee is satisfied with the documentation provided for the waiver related to the multiple entrance requirement, staff recommends the Committee make the following motion:

Motion #7: Staff recommends the DDRC grant the waiver from Zoning Ordinance Section 606.C.2 based on the above findings of fact.

4. Windows shall only be composed of clear or lightly tinted glass. Highly reflective window coatings are prohibited.

The project complies with this standard.

Section 606.F – Parking Structure Design

The following design standards apply to the construction of new parking structures and may be waived by the permitting authority.

1. Parking structure openings which face any street shall be horizontally and vertically aligned.

The project complies with this standard.

2. Parking structure access ramps shall not be exposed on A Street facades.

The facades do not front an A Street and the ramps are not exposed.

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3. Parking structure facades shall conceal from view the entirety of all parked vehicles from view of a pedestrian from within the portion of right-of-way of an A Street abutting the property containing the parking structure.

The facades of the parking structure are concealed from view and do not front an A Street.

Based on the above analysis, and the plans and elevations submitted, staff recommends conceptual approval of the new construction.

Recommendation: Staff recommends that the DDRC make the following findings of fact:

- a) 21 Atwells Avenue is not a structure of architectural or historic significance.
- b) The work proposed consists of the demolition of a concrete parking structure and one-story function room and the construction of a new, 30-story research residential building and parking structure.
- c) The application for a Demolition Waiver, Development Incentive, Waivers, and New Construction is complete at the preliminary stage.
- d) The requests for Waivers are in accord with Section 1907 of the Zoning Ordinance.
- e) The New Construction is in accord with the Development Standards set forth in Section 600 of the Providence Zoning Ordinance.

Motion #8: Staff recommends the DDRC approve the preliminary plan stage of review for the new construction, with the condition that the applicant seeks an air rights easement for the building projection over the right-of-way (Aborn Street). Final plans will need to be submitted to the Administrative Officer for review and approval.