

Providence City Plan Commission



December 16, 2025

AGENDA ITEM 2 ■ 27 E RIVER STREET



Rendering from East River



Elevation



View from E River Street



Aerial view of the site

OVERVIEW

**OWNER/
APPLICANT:** 27 East River LLC

PROJECT DESCRIPTION: The applicant is proposing to construct a multifamily residential building with 355 residential units and internal parking in the W-2 zone. The applicant is requesting dimensional adjustments for additional height and a parking reduction.

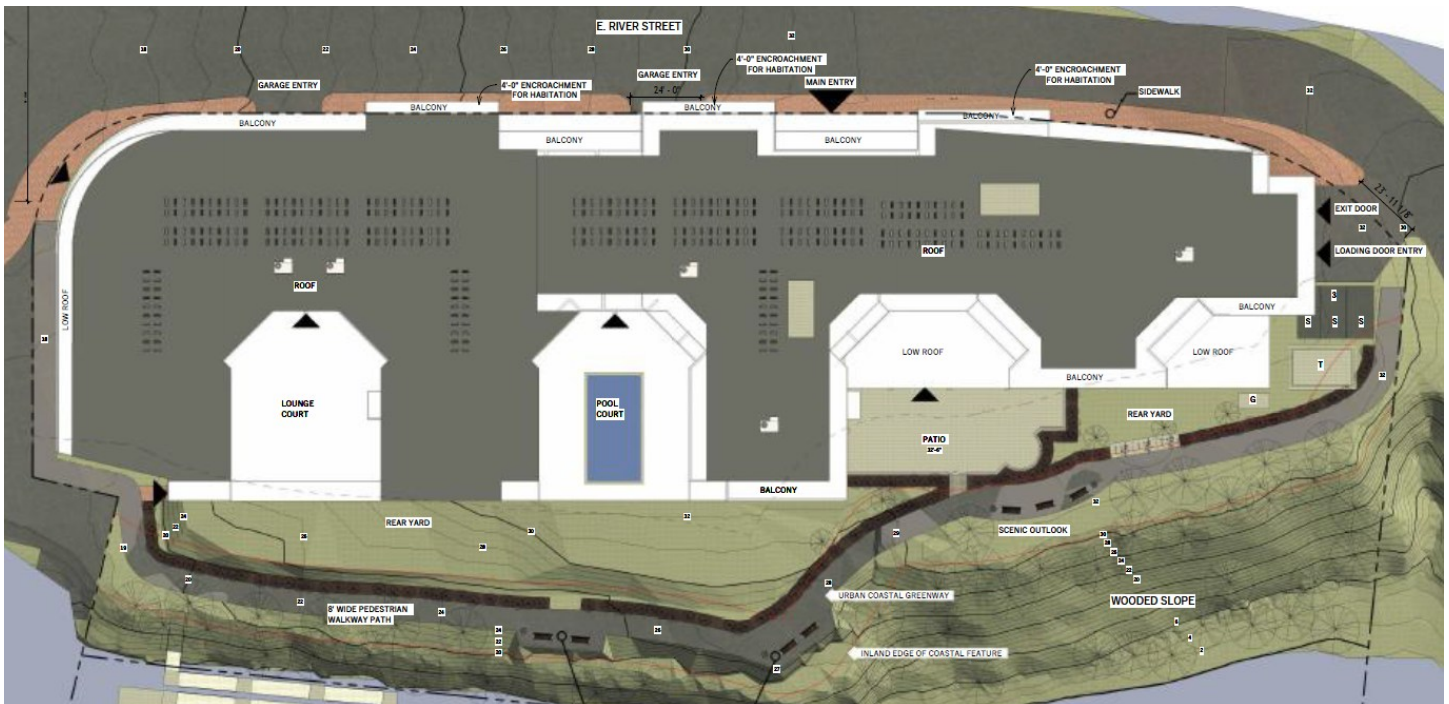
**CASE NO./
PROJECT TYPE:** 24-041MI—27 E River Street
Minor Land Development
December 2025 revised

**PROJECT
LOCATION:** 27 E River Street
AP 15 Lot 483; W-2 zoning district

RECOMMENDATION: Approval of the preliminary plan subject to the noted findings.

NEIGHBORHOOD: Wayland

PROJECT PLANNER: Choyon Manjrekar



Proposed site plan

PROJECT OVERVIEW

The subject property measures approximately 88,000 SF, is vacant, zoned W-2, and fronts on River Street with the Seekonk River at the rear. The applicant appeared before the CPC in October 2024 and received conditional approval of dimensional adjustments for height and parking. The CPC conditionally granted an adjustment for a height of 90' where 75' is permitted by right, in addition to a 50% adjustment for parking. The approvals were granted with the intent of allowing the applicant to develop plans within the parameters of the adjustments. The CPC conditioned the approvals on the applicant submitting a preliminary plan that considers a traffic study of the proposed conditions, conducting community outreach and exploring ways to bring the parking closer to a one to one parking ratio. The submitted plan proposes construction of a residential building with 355 units and 281 internal parking spaces, where 326 units and 163 spaces were initially proposed. The CPC will reconsider the dimensional adjustment for parking and height due to the changed building design and parking configuration. In addition, the CPC's review will include a soil erosion plan, utility plan, transparency calculations, and a signage and lighting plan, which were not considered at the prior hearing. The site's development is subject to review by the Coastal Resources Management Commission (CRMC) as it is located adjacent to the river. The CRMC's opinion has been included with the submission. The plan is considered a minor land development project as no commercial space is proposed.

ANALYSIS AND IDENTIFICATION OF POTENTIAL ISSUES

Use

The site is zoned W-2, which permits multifamily development by right.

Dimensions and Site Design

The building will front on River Street and address the ascending grade from south to north. Vehicles can access the internal parking area from two entrances that will provide ingress to the first and second floors of the parking area. A separate pedestrian entrance to the lobby will be provided at a higher grade at the northern portion of the building.

River Street curves to the north and slopes downward coincident with the northwest corner of the lot. Another garage access point will be provided for the loading area. The building's height of approximately 88'4" (measured from average grade) and 9 stories is within the 90' adjustment requested by the applicant. Bike parking, mail room and a lobby will be located on the second floor with apartments on the floors above. Mechanical equipment will be located on the roof.

The building will be set to the lot line with the facade curved congruent to the lot. The first three stories will be treated with brick veneer and consist of projecting columns with recesses. The main entrance will be composed of glass. The upper stories will employ metal paneling, glass and cantilevered balconies. The plan indicates that three, four foot encroachment permits will be requested for balconies to project over the public right of way. The ninth story will partially occupy the roof and be set back from the facade. Renderings show alternating projecting and recessed sections providing dimensional variety on the façade. Each façade will exceed 25% of required transparency. The incorporation of varied architectural features, incorporation of adequate transparency and use of permitted materials is in conformance with section 1202.K of the ordinance. A landscaped public walking path and access to a kayak launch will be located in the rear of the lot, separating the development from the river.

Parking and site access

Ingress and egress to the internal parking area will be provided from three entrances on E River Street. The first parking level will be in the southeast portion of the lot, the second in the east and the third at the northern portion of the building, providing access to a parking area with a loading space which is required as over 40,000 SF of residential development will be provided. The applicant has requested a 50% parking adjustment to provide 281 spaces for 355 units. A total of 178 spaces will be required when accounting for the adjustment. Of those spaces, 17 will be compact which is within the 10% allowed for developments. In addition, 98 compact spaces over the required amount, ranging in size from greater or equal to 7'9" wide and 15' in length will be included. These spaces will be larger than the compact space size of 7.5' x 15' but smaller than the 8.5' x 18' standard spaces. The parking ratio is approximately .79, which is close to the one to one parking ratio that the CPC required the applicant to build towards. Ninety bicycle spaces will be provided to meet the bike parking requirement.

Per the CPC's requirement, the applicant submitted a traffic study evaluating the impact of the development. The study examined current conditions, forecasted future demand and modeled traffic patterns and measures to mitigate impacts. The study projects 208 trips during the morning peak and 195 during the evening peak. The study projects that built conditions will increase the level of service at neighboring intersections from levels A and B (9 and 13 seconds) to levels B and C (11 and 19 seconds). A sight distance analysis was also constructed showing that East River Street provided distances of 305 feet and 40 miles per hour. The stopping distance on the driveway for the loading space, where East River curves downward was 200 feet for 30 miles per hour. The study finds these distances to be adequate as the speed limit on East River Street is 25 miles per hour.

In addition, the applicant has provided a Transportation Demand Management (TDM) plan which aims to reduce reliance on vehicles and reduce vehicle trips. The TDM plan focuses on a concierge service that will manage and store resident deliveries which would enable residents to use app based delivery services for groceries and retail without the need for vehicle trips. Parking will be leased separately from units, car share spots will be provided, bicycle and micro mobility storage will be provided with the aim of reducing vehicle trips. In addition, residents will be provided information on alternative means of transport when they move in.

Landscaping

The applicant will meet the canopy coverage requirement by making plantings around the site, particularly around the

public walking area. Approximately 13,168 SF of canopy coverage is required and 13,500 SF of canopy coverage is provided. Additional landscaping including more tree canopy will be provided in the CRMC buffer zone adjacent to the walking path.

Environmental Impact

The project falls under the purview of the CRMC as it is located within the coastal zone. The CRMC required that the applicant provide public amenities that would allow for public use of the water and additional amenities that would compensate for the reduced width of the Urban Coastal Greenway (UCG). The applicant has provided a walking path, kayak launch, public seating and visitor parking space as amenities. In addition, the CRMC required that the applicant provide a stormwater management plan and soil testing results. The applicant will submit a revised preliminary determination application based on the updated plan and is required to provide CRMC approval with the final plan submission.

The applicant has submitted a conceptual drainage plan that will employ four subsurface infiltration systems in the rear of the lot. The plan indicates that stormwater runoff will be improved from existing conditions. Per the applicant, expert testimony on stormwater will be provided at the meeting. An erosion control statement is included with the plan indicating that the applicant will use silt fencing and high inlet protection filters to control the flow of sediment off the site in addition to regular inspections.

Dimensional Adjustments

The applicant is requesting dimensional adjustments for a 50% decrease in the parking requirement and an adjustment for a height of 90', which were conditionally granted by the CPC. The adjustments are being reviewed again as the number of parking spaces and the building's design has changed since the plan was last before the CPC. The DPD makes the following findings in accordance with section 1005.B of the Development Review Regulations (DRR).

1. The application is eligible for a dimensional adjustment because it meets one or more of the eligibility criteria of Section 1904.E.1 of the Zoning Ordinance.

The applicant is eligible for the adjustments per section 1904.E.1.a and h of the ordinance through provision of open space set aside for public use and provision of structured parking.

2. The requested or approved dimensional adjustment is within the allowable adjustments listed in Section 1904.E.2 of the Zoning Ordinance.

The CPC may grant adjustments for parking reduction and additional numerical height and stories per section 1904.E.2 of the ordinance. The W-2 zone does not have a limit on the number of stories.

3. The extent of the dimensional adjustment is reasonably related to the condition that makes the project eligible for the dimensional adjustment.

The DPD finds that provision of public open space and structured parking is reasonably related to the request for additional height and a parking reduction and recommends that the CPC grant the requested adjustments.

ACTION—Dimensional Adjustment

The CPC should vote to grant the dimensional adjustments, finding that the applicant meets the criteria for dimensional adjustments in 1904.E of the ordinance and having made positive findings in conformance with section 1005.B of the DRR.

Findings—Preliminary Plan

Section 1005 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.*

Per the future land use map of Providence Tomorrow this area falls under the Waterfront Mixed Use/ Neighborhood designation, which is intended for a mixture of residential and neighborhood uses serving commercial, open and public use spaces. A development that provides housing with public open space conforms to this designation and to objective H-2 of the comprehensive plan, which encourages construction of new housing.

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 W-2 zone.

Dimension: The development will conform to the dimensional requirements of the ordinance subject to the CPC granting the requested dimensional adjustments.

Landscaping: A landscaping plan has been submitted.

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 drainage plan, erosion control plan, and traffic study shall be subject to the City Engineer's review prior to final plan submission.

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.*

It is unclear if there are any physical constraints that impact development of this property as it is subject to review by the CRMC. The applicant is required to obtain CRMC approval prior to final plan submission and shall return to the CPC, should the CRMC approval result in a change to the submitted plan.

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 East River Street.

ACTION—Preliminary Plan

Based on the foregoing discussion, the CPC should vote to approve the preliminary plan subject to the following conditions:

1. The applicant shall submit all applicable state permits at the final plan stage. The applicant shall return to the CPC if approval of the permits results in a change to the site plan.
2. The drainage plan shall be subject to the City Engineer's approval prior to final plan approval.
3. The traffic study shall be subject to the Traffic Engineer's approval prior to final plan approval. Any required changes shall be made prior to final plan submission.
4. Any required encroachment permits shall be submitted at the permitting stage.