

150 Richmond Street Revised Concept Plan Summary

Note: this parcel is also known as Lot 402 (aka Lot 3 of former Parcel 25)

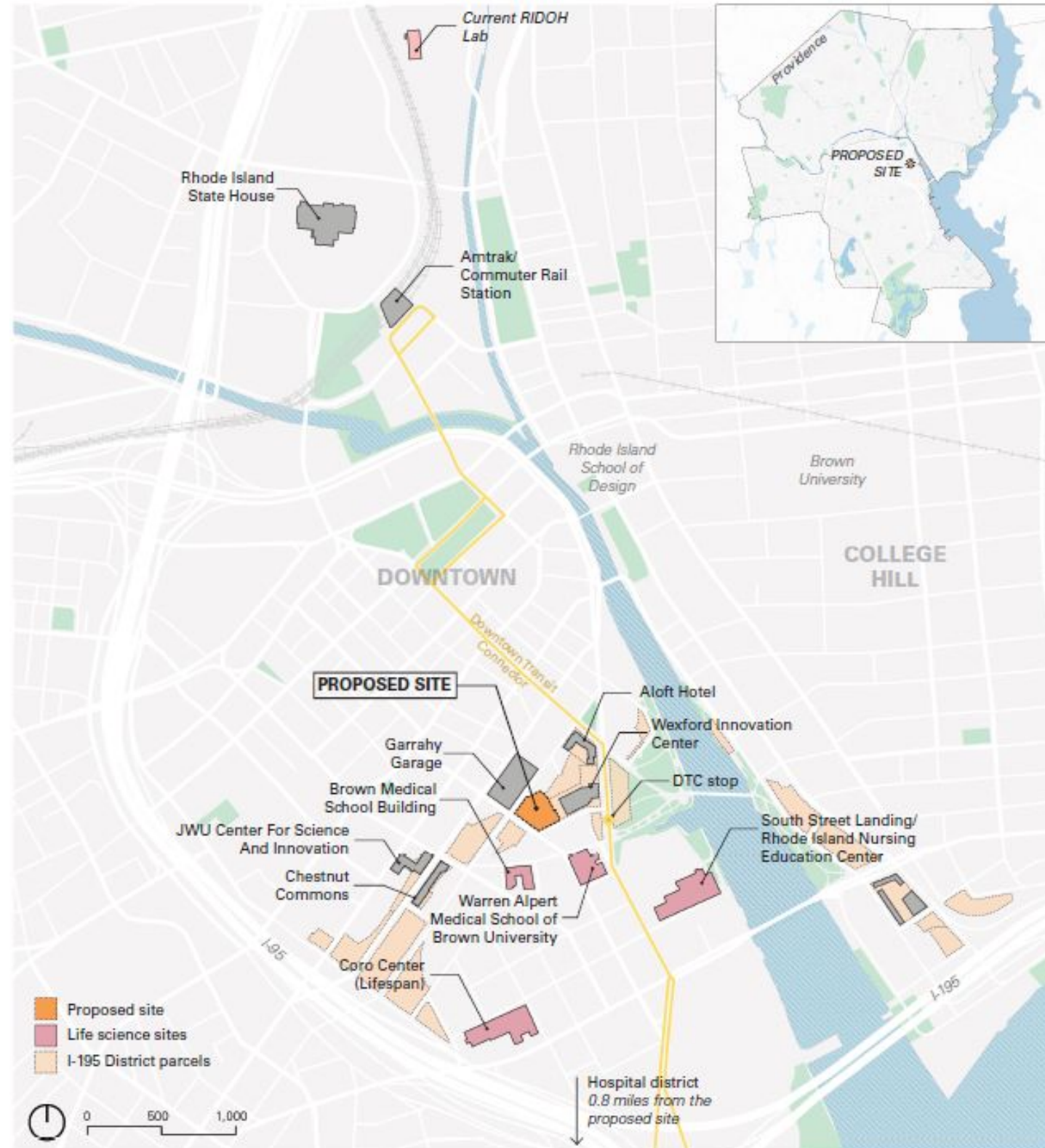
I-195 Redevelopment District Commission Meeting
November 9, 2022

Background & Context

Site Context and Constraints

Parcel Context

Prime location within growing life science cluster and transportation amenities

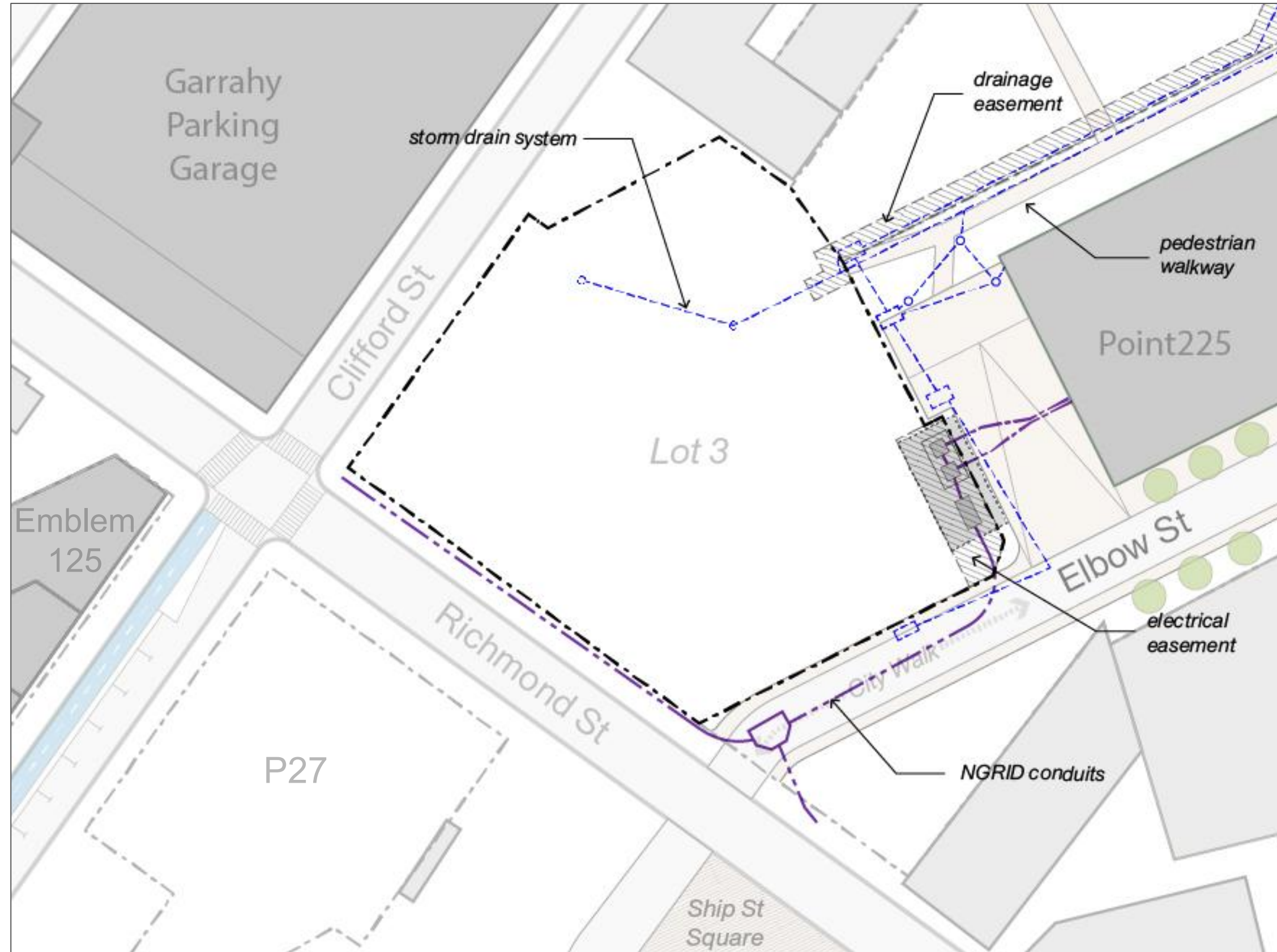


Site Utilities & Urban Design Priorities

Based on prior studies, these are the alignments of key utilities and easements on the site.

Urban design suggestions include:

- Prioritize corner of Richmond Street and Elbow Street (CityWalk) for activation.
- Treat **Richmond Street** as a primary street and **Clifford Street** as a secondary street prioritized for truck circulation, service and loading.
- Screen all exterior at-grade MEP spaces from public view.
- Provide paved walkways to encircle the building for service access and continuity with the back-of-house pedestrian easement from the Wexford property.



Revised Concept Plan Submission

Developer: Ancora and GRE

Program: 212,000 sf lab, anchored by RISHL

Architect: HOK

Site Plan Revisions

Original Comments

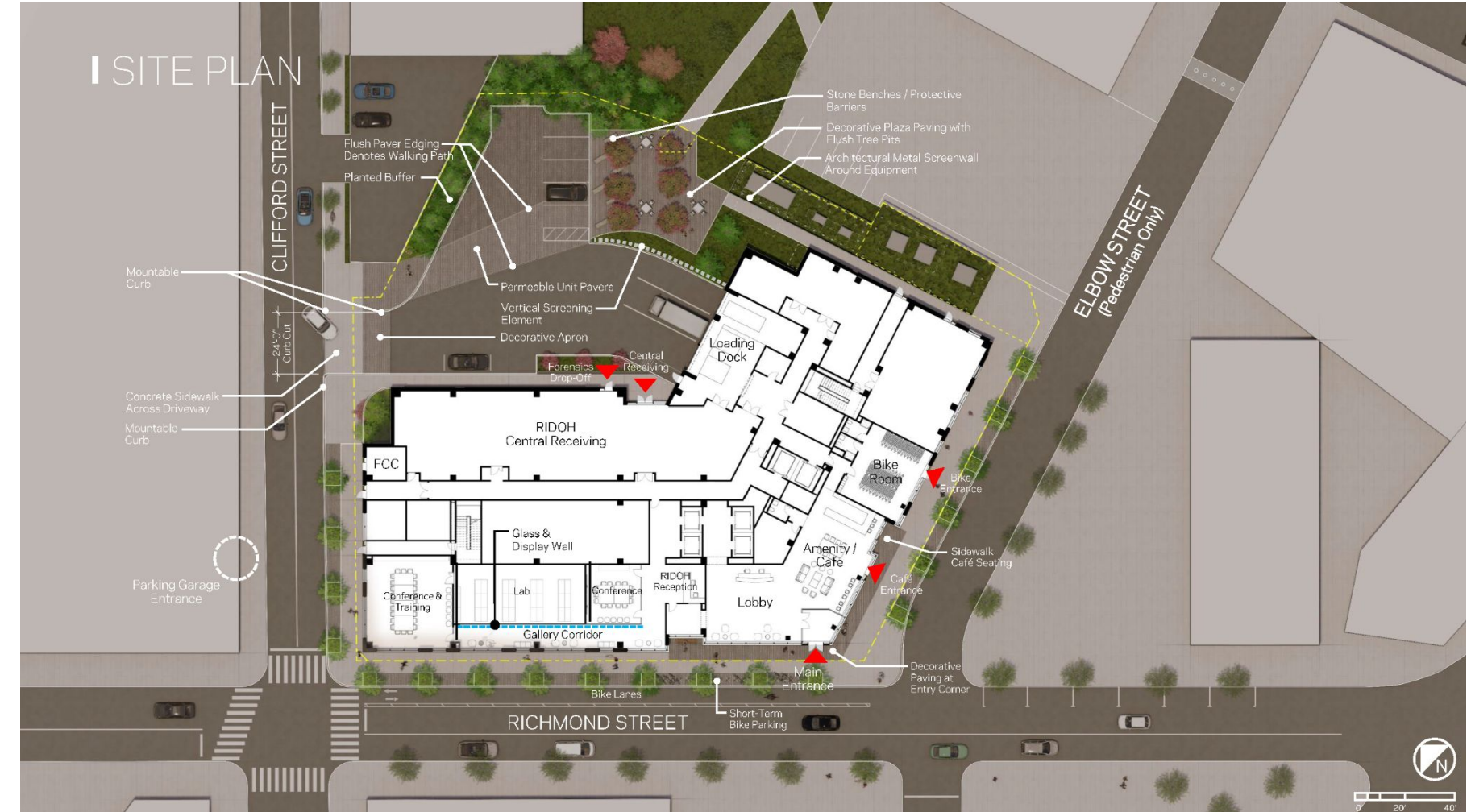
- Pedestrian circulation is not adequately prioritized in the site plan, especially in rear of building.
- Loading and surface parking solutions require further study because of the large curb cut and lack of adequate screening.

Comments about the Revisions

- Relocation of the bike parking into the building along Elbow Street opened up options to better solve the vehicular/pedestrian conflicts behind the building, but there is still more work to do to improve the connection from the mid-block pedestrian path to Clifford Street.



Previous Proposal



Revised Proposal

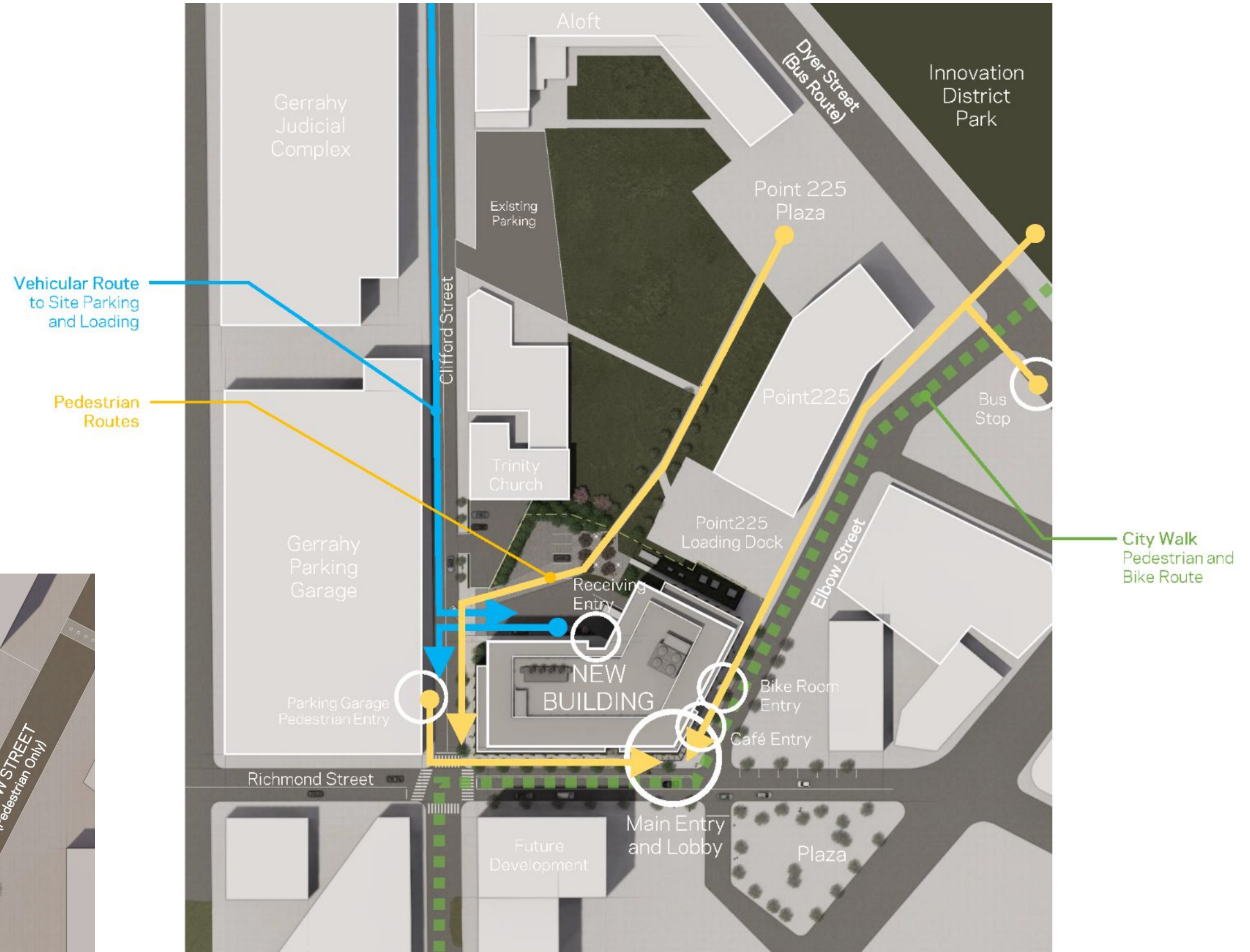
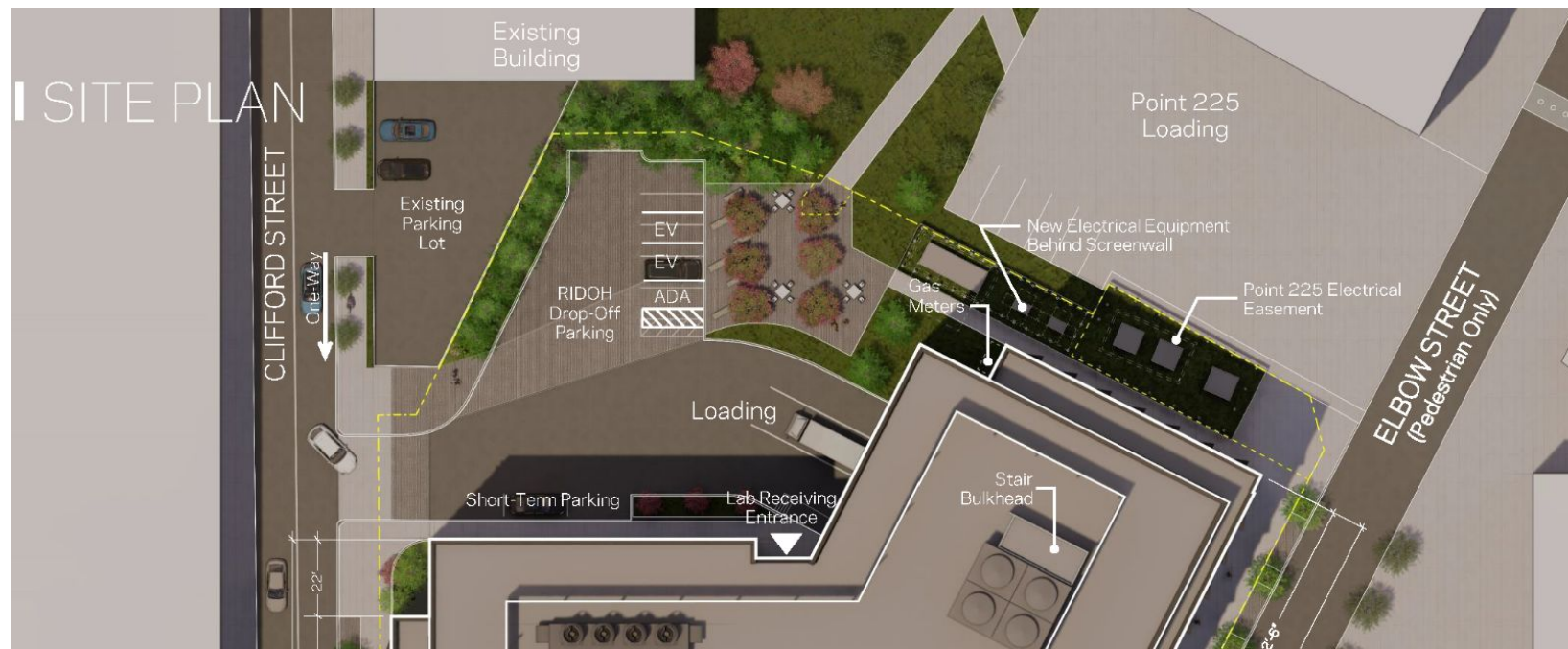
Revised Site Plan Circulation Approach

Original Comments

- Pedestrian circulation is not adequately prioritized in the site plan, especially in rear of building.
- Loading and surface parking solutions require further study because of the large curb cut and lack of adequate screening.

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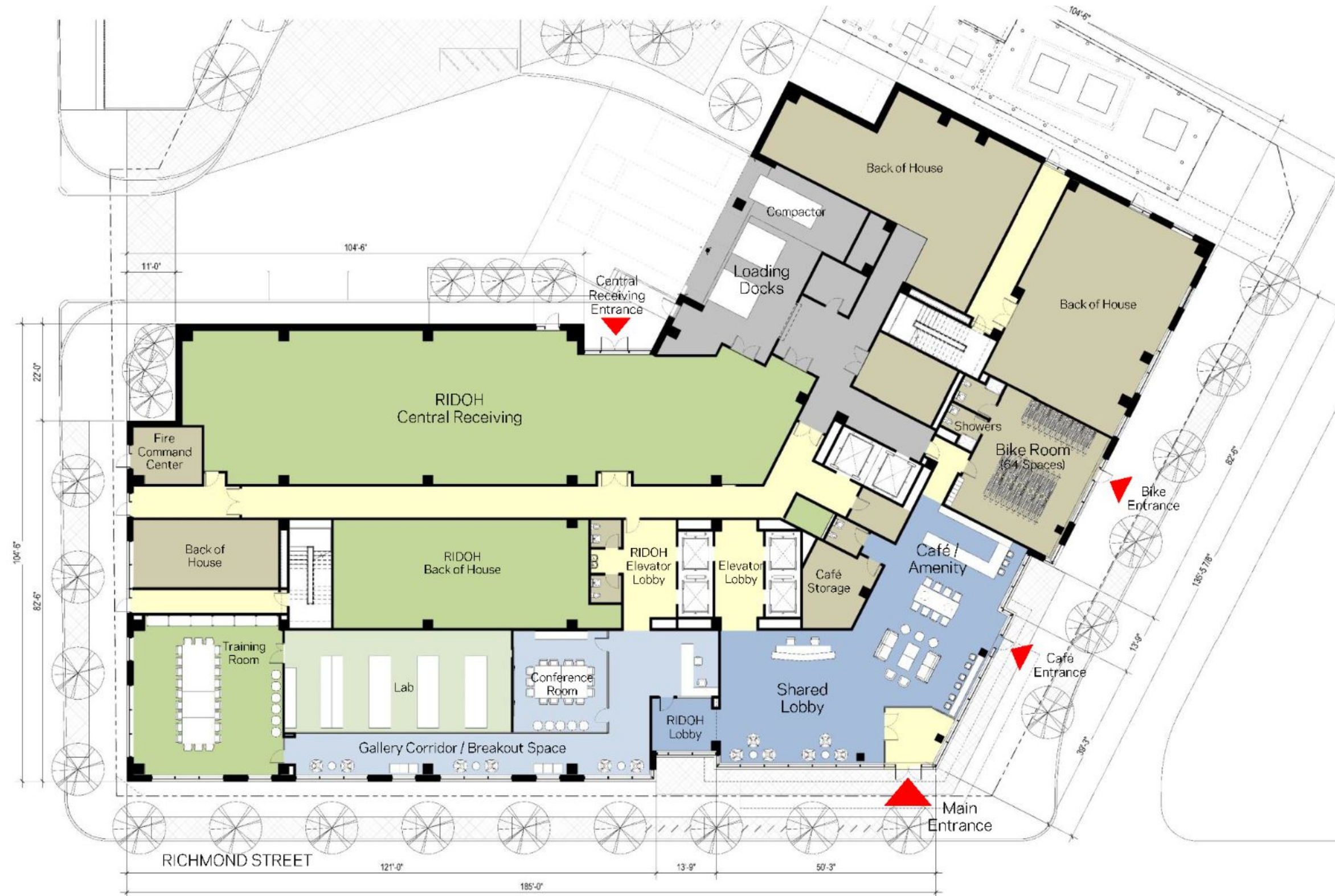
Ground Floor Plan

Original Comments

- Explore the possibility of separate front doors for RIDOH and/or the retail/amenity space, in order to more fully activate the public realm, especially along Richmond Street.
- Explore the introduction of more entryways to order to activate the street frontage.
- The Elbow Street frontage is mostly back-of-house spaces. Add interior bike parking to that edge to help activate the sidewalk.

Comments about the Revisions

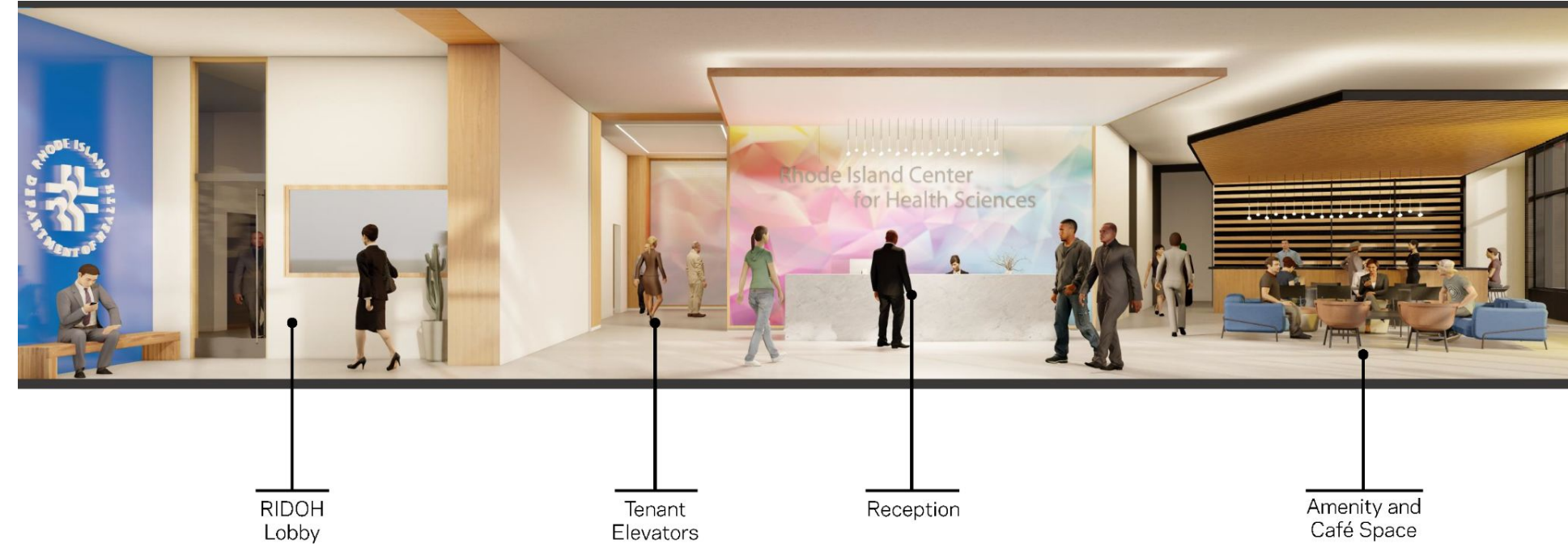
- **Improvements to the ground floor plan include:**
 - **Enclosed bike room with direct connection to lobby/cafe/amenity space**
 - **Dedicated second door to the cafe/amenity space**



Street Activation & Entries

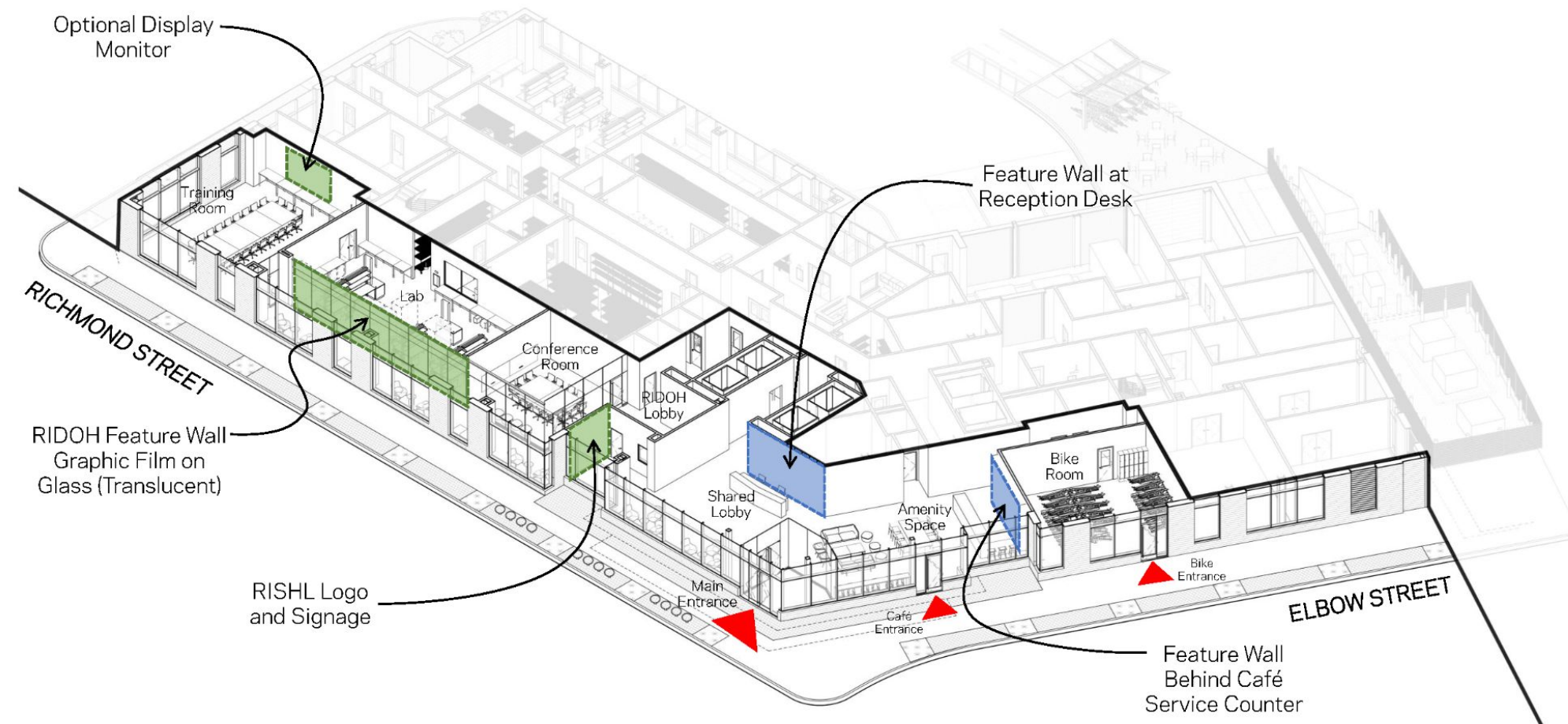
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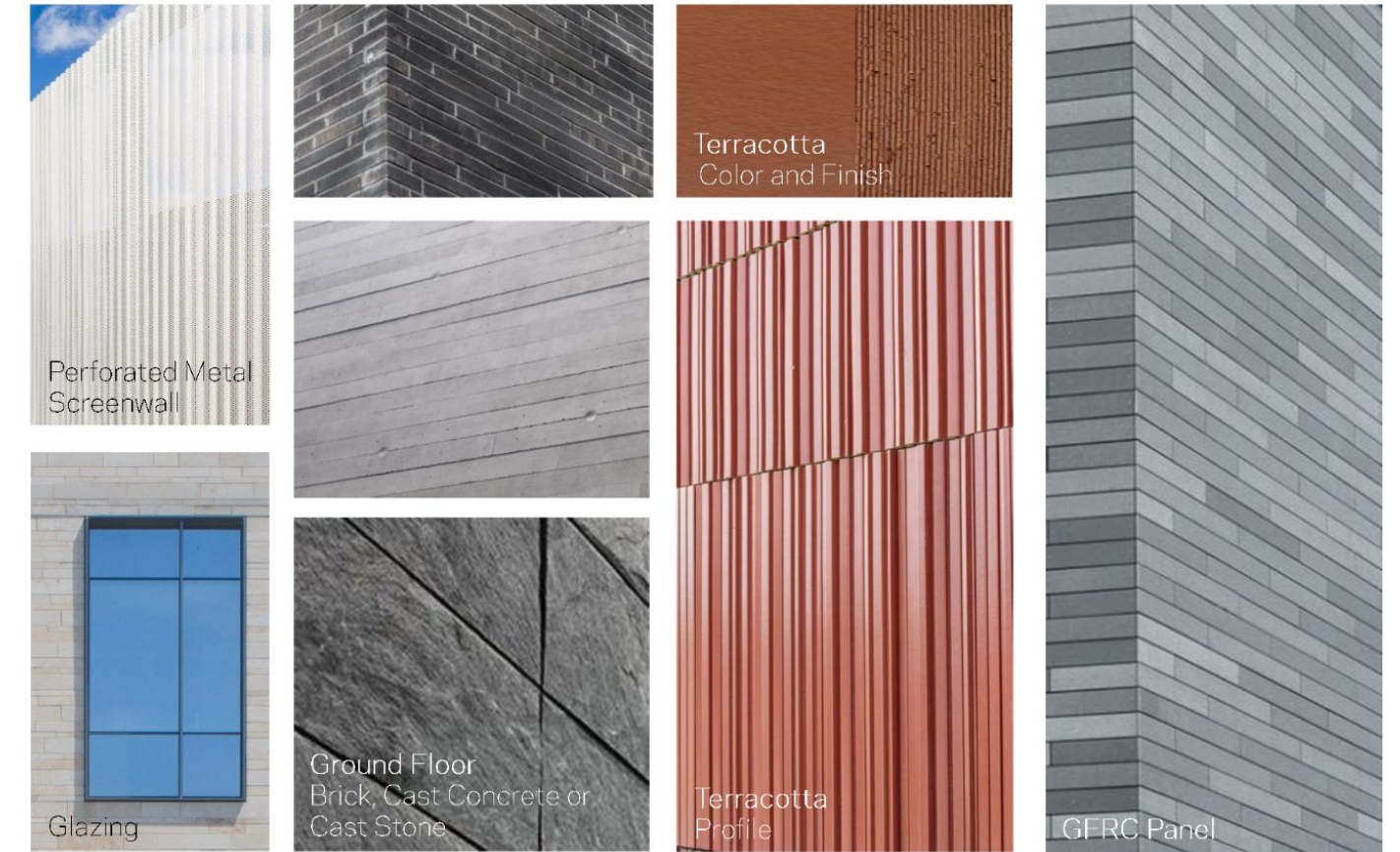
Rear Facade Expression & Materials

Original Comments

- While the Richmond and Elbow Street facades will be the priority over the long-term, the rear building facade will also be visually prominent until nearby parcels are developed.

Comments about Revisions

- The design review supports the decision to differentiate the front and back of the building, both because it helps break down the mass of the building and because the different facades convey the differences in function (lab vs. office)
- While the new rendered views provide a better understanding of how the rear of the building will look from Clifford Street and the 225 Dyer pedestrian pathway, the design review panel thinks the expression is too utilitarian-looking and lacks scale and texture.



Sustainability & Resilience

Sustainability

- **Code & Certification Goals:**
 - Rhode Island Stretch Code for Commercial Construction
 - ASHRAE 90.1-201
 - International Energy Conservation Code (IECC 2018)
 - LEED BD+C Silver Certification
- **Carbon Emissions:** reduce the project's carbon footprint on day one, and achieve the Net zero carbon emissions goal by 2050.
- **Building Performance:**
 - Facade Design: optimize performance of the façade through shading strategies to address heat gain/loss while optimizing daylight into the space and bounce light deeper into the laboratory
 - Envelope & Materials: high-performance glass, air-tight exterior wall, and enhanced insulation
 - Mechanical Systems: consider use of heat-recovery chillers, air-sourced heat pump systems, and enhanced energy recovery, explore feasibility of all-electric design with battery backup as needed.
- **LEED Approach:** elevate performance in energy, carbon, sustainable sites, transportation, water consumption, and sustainable materials. Highlights include:
 - Soil remediation & waste management during construction
 - Connections to public transit (bus) and bike lane (City Walk)
 - Bike parking and storage
 - EV charging stations
 - Water efficiency (e.g. drought-tolerant landscaping to reduce irrigation demand. potable water savings target of 35% for plumbing fixtures, assess feasibility of water reuse systems)
 - Material selection - natural, recycled and low-VOC content while mindful of where materials are sourced

Resilience

- **Stormwater:** Stormwater management on site will reduce urban runoff significantly. The design team will assess stormwater tank on site to collect stormwater runoff.
- **Durability & Critical Systems Placement:** as critical facility with an extended useful life, placement of critical systems and the selection of the building materials will consider long term climate change risks such as rising temperatures, increased annual precipitation and sea level rise.
 - High performance materials and systems will be used at the building enclosure including the foundations, façades, and roofs.
 - Flood protection measures will include raising critical facilities and building systems above the design flood elevation (DFE).
 - Flood protection at the ground floor level shall utilize deployable flood barriers at the building perimeter where the façade and entrances are below the DFE.
- **Power Redundancy:** the design team will evaluate feasibility of
 - Emergency and standby generator
 - Battery storage, fuel cells, and solar PV as potential alternative backup power sources for the project
- **Heat Island Mitigation:**
 - Reflective pavements and roof with the selection of high SRI materials
 - Tree shading and building canopy

Waivers

Massing, Facade, and Street Activation

Type	Development Plan Reference	Developer Rationale for Waiver	Utile Recommendation
Street Frontage	80% frontage required along Clifford Street. <i>Table 2.3-1 and Figure 2.3-1</i>	Because of the programmatic driver for deliveries and drop-offs from Clifford Street, we request a waiver from compliance with the 80% street frontage requirement. Clifford Street property line is 143'-4" in length. Length of building facade within the 8ft build-to zone is 82'-6" long (58% frontage). An additional 22'-0" (15%) of building wall is set back 14'-5" from property line for landscaping and building articulation. Pedestrian and vehicular access to the site can not be accommodated without a waiver from this requirement given the parcel dimensions.	Recommend granting the waiver in recognition of the challenging site dimensions and importance of prioritizing maintenance of a street wall on Richmond and Elbow Streets.
Massing & Facade Articulation	For buildings more than 120 feet long, there must be a change in plane in the building façade above the first floor every 100 feet, using notches, bays, offset façade, etc. <i>Section 2.5.A.1.A</i>	The current design articulation relates the façade recess to the ground floor lobby/amenity location and structural grid, which is dictated by the lab planning module. Facade along Richmond Street is currently 121 feet long without significant change in plane in order to relate to the ground floor lobby/amenity location.	Recommend granting the waiver in recognition of programmatic constraints and good faith effort to comply with spirit of the regulation.
Massing & Facade Articulation	Flat roofs shall include cornices, parapets, or similar architectural details to add articulation and create a shadow line at the top of the facade. <i>Section 2.5 A.1.d</i>	The current design update includes a shadow line.	Waiver no longer needed.
Fenestration	Facades shall provide areas of transparency equal to at least 70% of the wall area, between the height of 1 and 12 feet from the ground. <i>Section 2.5.A.2.B</i>	Due to required support spaces needed at the ground floor, we request a waiver to the requirement for 70% transparency at the ground floor. We can comply with this requirement on Richmond Street but not on Clifford Street.	Recommend granting the waiver in recognition of programmatic constraints and good faith effort to comply with the spirit of regulation.
Building Entry	Building facades more than 100' in length shall incorporate entrances no more than every 40' along the primary building frontage. <i>Section 2.5.A.3.C</i>	Distance between building entrances exceeds this limitation due to ground floor program requirements and security of building. A common building entry is considered ideal for security, program and design for both the RISHL and commercial tenants. Additionally, the building will be branded on the outside and individual tenants branded internally, with the possibility of more discreet tenant signs outside as well.	Recommend granting the waiver in recognition of other street frontage activation approaches that meet the spirit of the regulations.
Marquee Signage	Marquees are to be constructed over a building entrance and are limited to the width of the building entrances plus a maximum of 5 additional feet on either side of the entrance doors. <i>Section 2.5.A.5.D</i>	Building canopies/marquees exceed length limitation above. They are designed to provide cover over the sidewalk at the main entrance and, for secondary entrances, relate to the width of the storefront window bays. We think is most responsive to the unique urban context of street, private street and plaza. Additionally, it provides cover at both the building and retail entries.	Recommend granting the waiver in recognition of larger urban design benefits of the current solution.

Waivers

Parking, Loading, Utilities, and Mechanical

Type	Development Plan Reference	Developer Rationale for Waiver	Utile Recommendation
Loading Curb Cut Width	Clifford Street curb cut width exceeds maximum of 24'. Waiver by Commission required to modify this requirement. <i>Section 2.4.E.5</i>	We request a waiver to create a larger curb cut width to accommodate trucks turning from and onto the adjacent one-way street with street parking. The design team is pursuing strategies to minimize the curb cuts by eliminating some parking from Clifford Street (requested through city AHJ) and/or by incorporating mountable curbs.	Recommend further study to determine if partnerships with the City and abutters yield better alternative solutions to the truck turning radius problem.
Surface Parking	Surface parking is permitted only as a special exception by vote of the Commission, and are only permitted along Secondary Streets. <i>Section 2.4.B.6</i>	There is a programmatic requirement for short-term surface parking, for RISHL only; the surface parking provided for dropping-off of biologic, forensic and chemical samples and poses a risk to public safety and security if users are required to park off-site. Parking area will be accessed from Clifford Street. Richmond & Clifford are both Primary Streets; the site has no access to secondary streets. Parking immediately adjacent to the building is required to facilitate delivery of lab samples to the RISHL.	Recommend further study to determine an agreed upon maximum number of surface parking spaces to meet RISHL needs.
Exterior Loading Docks	Exterior loading docks are prohibited. <i>Section 2.5.E.3</i>	A loading dock is required to serve both RISHL and commercial lab tenants; we request a waiver for an exterior loading dock since it is not feasible to enclose fully at the ground floor. Roll down doors will be closed when the dock is not in use and we are proposing to screen the dock as much as possible from pedestrian view.	Recommend further study to determine if improved screening is possible through landscape and site plan improvements.
Long-Term Bicycle Parking	Bicycle spaces to be a minimum of 2'x6' with a vertical clearance of 7'. <i>Section 2.4.D.2.A</i>	Bike storage has been incorporated within the Building in the plan updates, including stacked bike storage that takes advantage of the available interior volume. The upper storage racks are specified to include a spring-loaded mechanical assist for ease of storage. The storage has been co-located with the shower facilities and ease of access to the main lobby.	Waiver no longer needed.
Mechanical Equipment Louvers	Building-mounted mechanical louvers shall not be mounted on Primary Street facades. <i>Section 2.5.A.7.A</i>	Mechanical penthouse design necessitates mechanical louvers at the 8th floor façade facing Clifford Street, which is a primary street. Louvers are set back from the main building façade and will be minimized as much as possible.	Recommend granting waiver in recognition of unique programmatic needs.
Mechanical Equipment	Ground and roof-mounted mechanical equipment shall be screened so as not to be visible to a pedestrian from within the right-of-way of a Primary Street abutting the property containing the building. <i>Section 2.5.A.7.E</i>	Will provide screening of all rooftop equipment.	Waiver no longer needed.

Thank You!

