

# Summary of Proposed 2023 Updates to the I-195 District Development Plan

I-195 Redevelopment District  
August 16, 2023

# Agenda

## 1. General

- a. Regulation of Projects Following Completion
- b. Regulation of Projects Under Interim Development Plan
- c. Revisions to Parcels

## 2. Section 2.0 Development Standards Modifications

- a. Flood Resilience Requirements
- b. View Corridors
- c. Signage
- d. Open Space District & 195 District Park
- e. Ground Floor Height Minimum
- f. Off-Street Vehicular Parking Optimization Requirements
- g. Bicycle Parking Standards
- h. Transparency/Fenestration
- i. Mechanical Screening Requirements
- j. Fencing

# General

## Changes were made to:

- Regulation of Projects Following Completion
- Regulation of Projects Under Interim Development Plan
- Revisions to Parcels

# Regulation of Projects

References to Interim Development Plan removed

## **District Jurisdiction**

The Development Plan has been amended to retain District jurisdiction over all parcels in the District, regardless of development status to be consistent with the intent of the Special Economic Development District (SED) Act.

## **City of Providence Jurisdiction**

1. Encroachments into the public ROW (temporary signage, etc.)
2. Curb cuts, street trees, on-street parking/loading, etc.

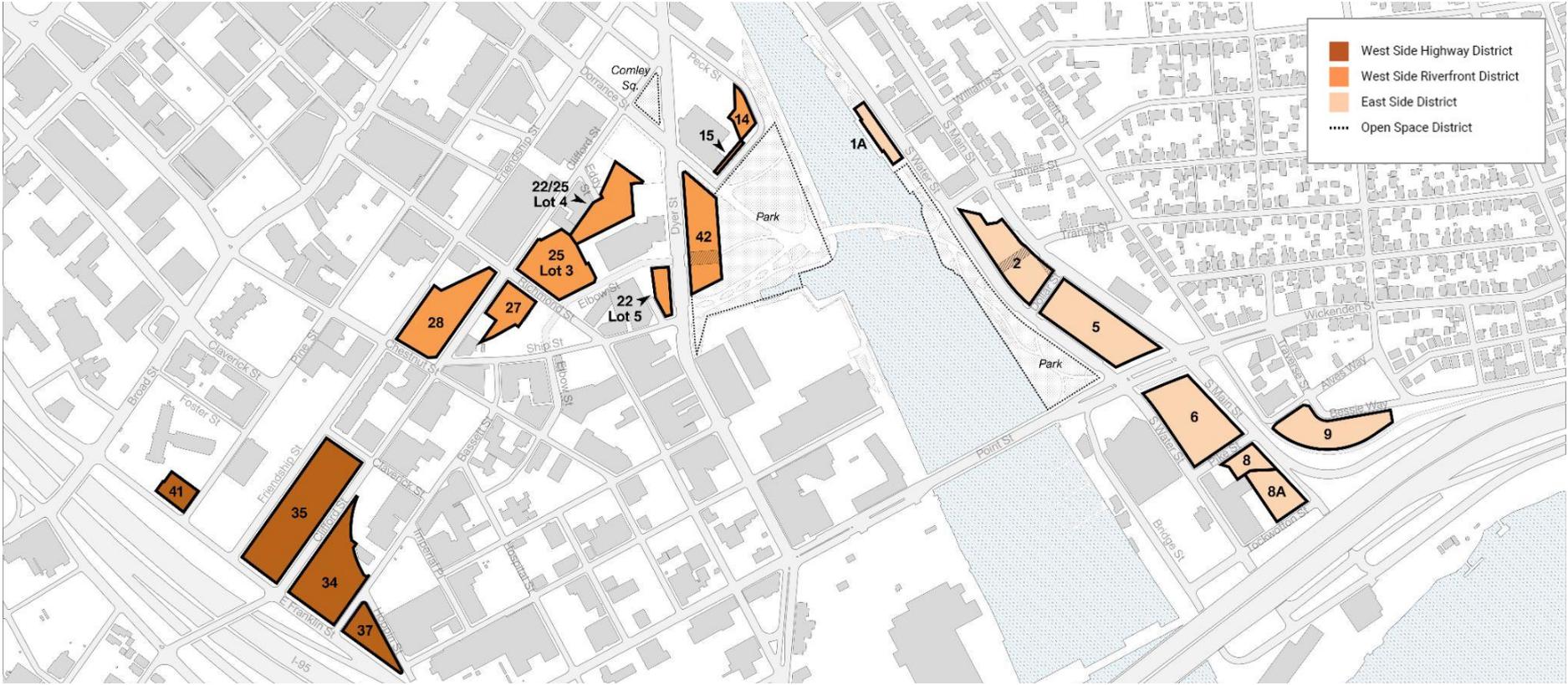
# Revisions to Parcels

These updates capture changes in parcel boundaries, building footprints, and easements.

## Impacted Parcels:

- Parcel 2 (to reflect addition of adjacent property)
- Parcel 14 (to reflect addition of adjacent property)
- Parcel 9 (sub-division)
- Parcels 22 & 25 Lot 1 (previously developed parcel added to Development Plan)
- Parcel 22 Lot 2 (previously developed parcel added to Development Plan)
- Parcel 30 (previously developed parcel added to Development Plan)
- Parcel 42 reconfiguration and design standards (e.g., active frontage and circulation/loading location priority)

# 2020 Development Plan Parcels



Note: Parcel 42 boundary will be updated in this diagram once it is finalized.



# Parcel 42 Boundary

## Existing Conditions w/ Original Parcel Configuration

1. The original parcel boundary of Parcel 42 predates the Elbow Street pathway design and several other changes to the southern portion of the parcel. Easement areas to address these included:
  - a. RIPTA Bus Shelter
  - b. Elbow Street Pathway (planned)
  - c. Other Utility Easements

Collectively, these easements made development on the southern portion of the parcel unrealistic.

2. The Elbow Street path was added to the park design relatively late in the design process once Elbow Street was identified as part of the route of the “City Walk” pedestrian and bike trail. While the name “City Walk” is no longer in common use, the concept of an urban pedestrian and bike trail along this alignment remains relevant and important.



# Parcel 42 Boundary

## Proposed Reconfiguration

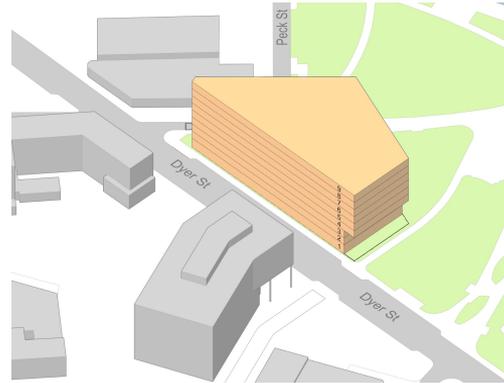
1. The boundary of the development parcel within the park is designed to:
  - a. Take into consideration existing utility/RIPTA easements on southern portion
  - b. Maximize flexibility for different uses including residential, life science, and commercial
  - c. Preserve diagonal views across the park after a building is built.
  - d. Allow for views of the park to gradually open up when pedestrians walk along the Dorrance Street path in the direction of the bridge.
2. The new boundary assumes the Elbow Street path will be reconfigured to:
  - a. Make more space for the development parcel.
  - b. Recognize the new desire line to the footbridge that connects across to the section of the Riverwalk that runs along the edge of the substation.
3. A 20' setback is required along the Elbow Street path for the first three stories. Cantilevered upper floors are allowed to extend to the lot line over this setback zone.



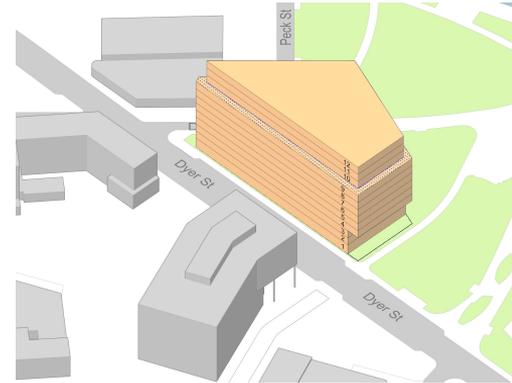
# Parcel 42 Density Bonus Concept

Developers would be provided with the option of pursuing a density bonus that would allow:

	By-Right	Bonus	Total w/ Bonus
Height	130'	+36.5'	166.5'
Stories	9	+3 penthouse	12
Developable Area (GSF)	327,009 GSF	+87,225 GSF	414,234 GSF
Comparison to Original P42 Developable Area	-76,904 SF (-19.0%)		+10,161 SF (+2.5%)



**By-Right Development Envelope**

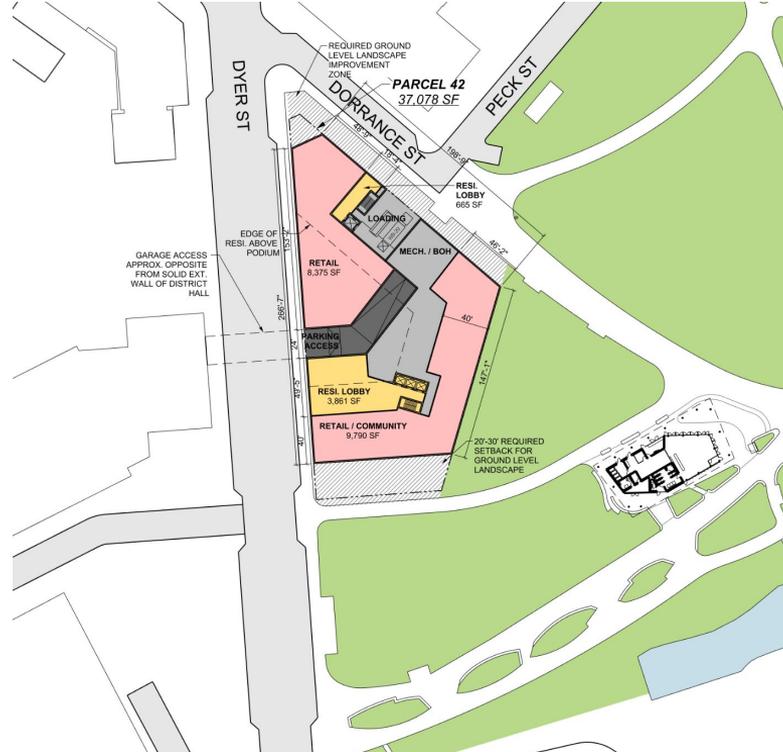
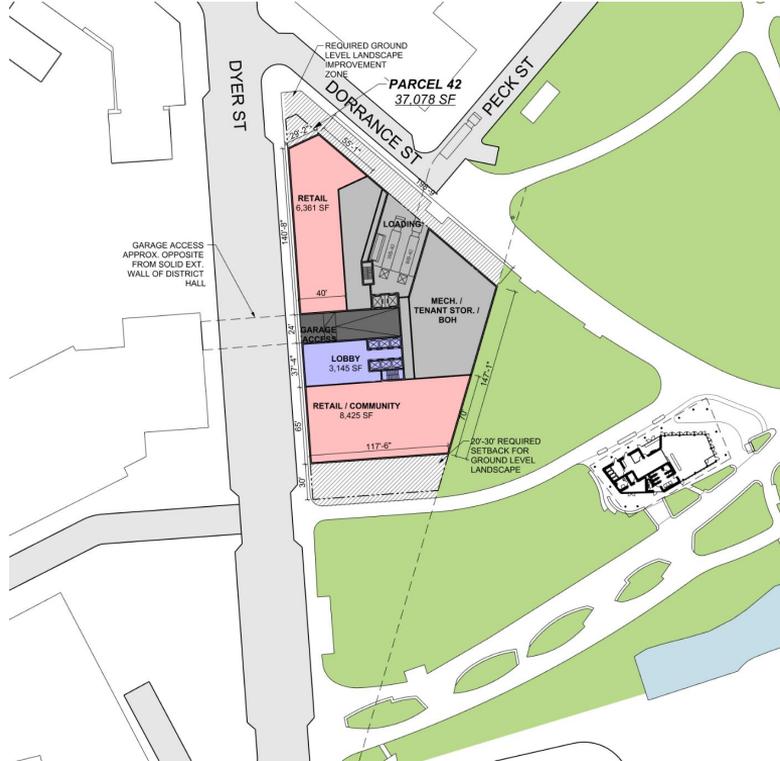


**Bonus Development Envelope**

This density bonus would only be made available to developers that incorporated a ground floor public community or cultural use.

# Parcel 42 Proposed Design Standards

Ground floor activation, circulation, parking & loading guidance to be incorporated into future RFP when issued



# Section 2.0 Development Standards

## Changes were made to:

- Flood Resilience Requirements
- View Corridors
- Signage
- Open Space District & 195 District Park
- Ground Floor Height Minimum
- Off-Street Vehicular Parking Optimization Requirements
- Bicycle Parking Standards
- Transparency/Fenestration
- Mechanical Screening Requirements
- Fencing

# Flood Resilience Requirements

## Two Design Flood Elevations

### DFE-1: Ground Level

Addresses Riverine + Tidal  
Elevation: 9.3' NAVD88

*Preference is to elevate to DFE-1.  
Uses below DFE 1 must be wet- or dry-floodproofed  
and may include lobbies, building access, etc.*

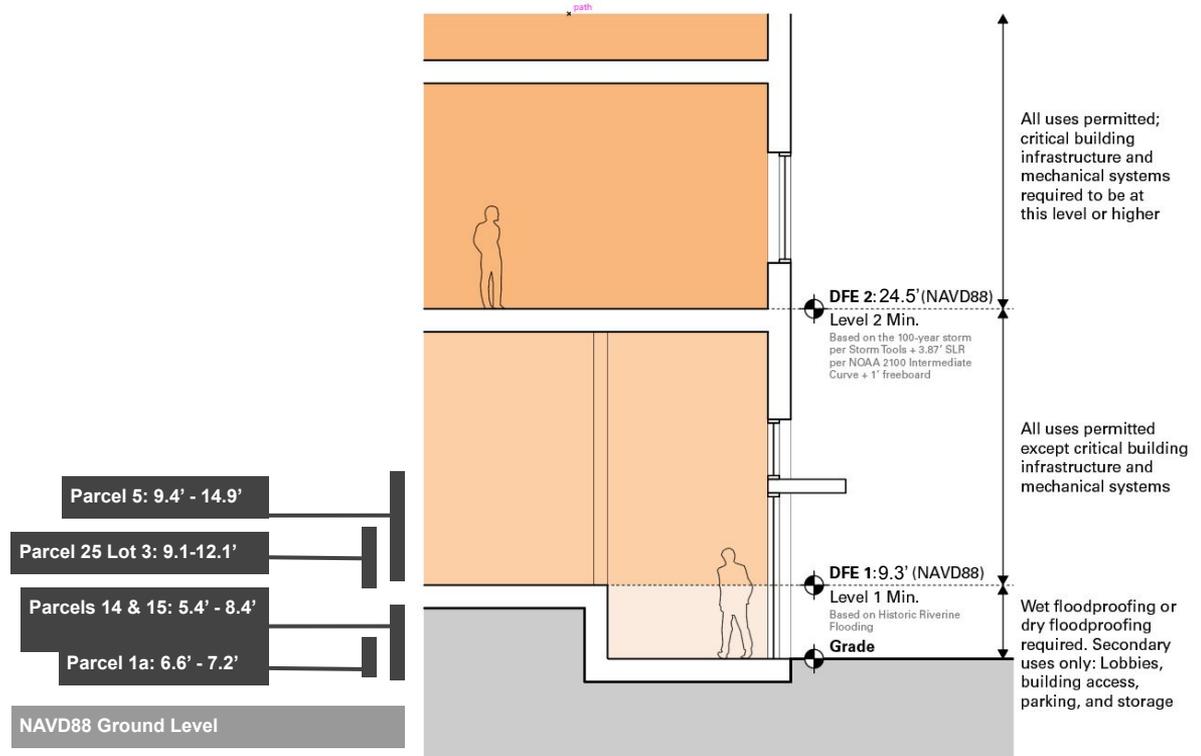
### DFE-2: Second Floor + Critical Systems

Addresses Storm Surge + Hurricane Barrier Failure  
Elevation: 24.5' NAVD88

Parcels that are at least partially below DFE-1:

- Parcel 1a
- Parcel 2
- Parcel 14
- Parcel 15
- Parcels 22 & 25 (including all subdivisions thereof)
- Parcel 42

The District Park Pavilion will also be responsive to this flood resilience guidance.



# Flood Resilience Requirements

Approximate extent of land below DFE-1



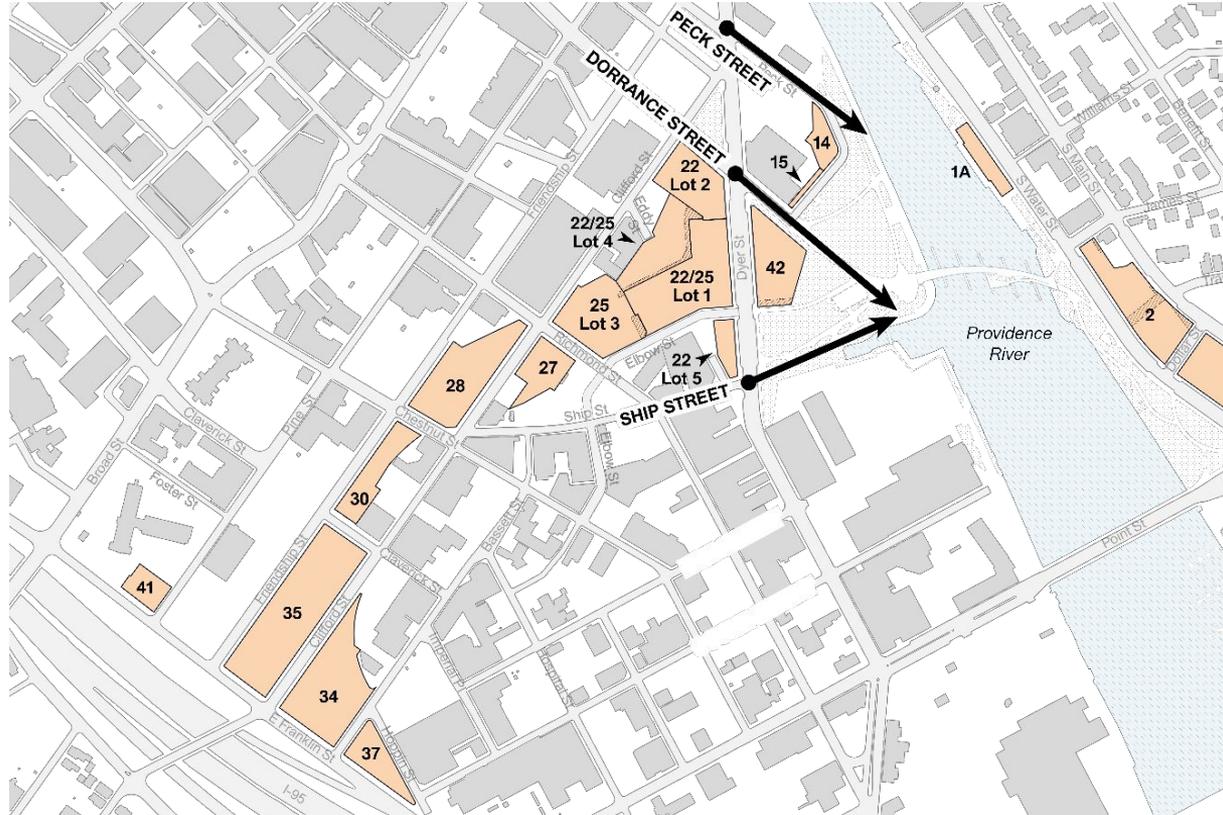
# View Corridors

Modified language protecting View Corridors to clarify that trees, public art, columns, and canopies are allowed as of right within the View Corridors.

Updated language is:

“No permanent structures can be located such that they obstruct the view corridors. The following are allowed as of right within the view corridors:

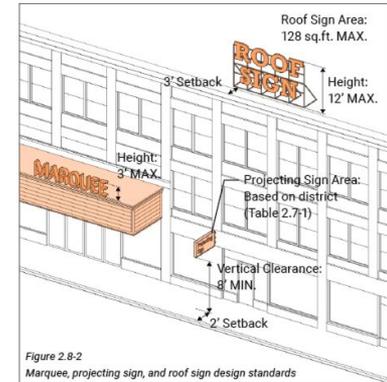
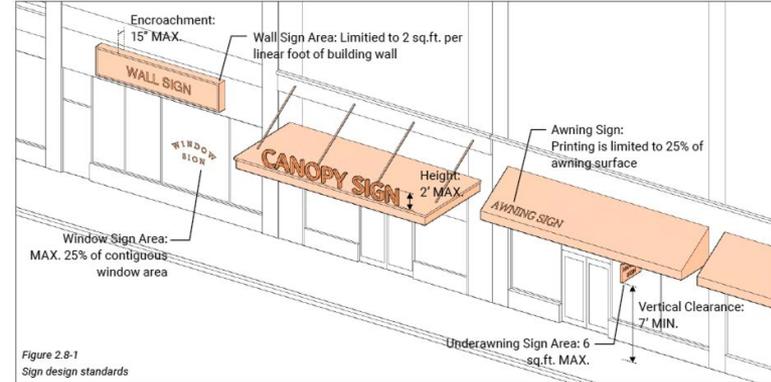
- Temporary structures
- Public art
- Columns
- Canopies and Awnings
- Trees
- Landscaping or structures that are 3 feet or less”



# Signage

Several changes were made with the goal to clarify, improve ease of administration, and re-establish more discretionary leverage to address contextual and qualitative design considerations.

1. Materiality and illumination standards for signs were retained with reduced dimensional requirements so that the location and size of signs can be more discretionary and responsive to unique conditions.
2. The City of Providence definitions of marquee, canopy, and awning were added to clarify the distinctions and aid interpretation of associated design standards.



# Open Space District & District Park Standards

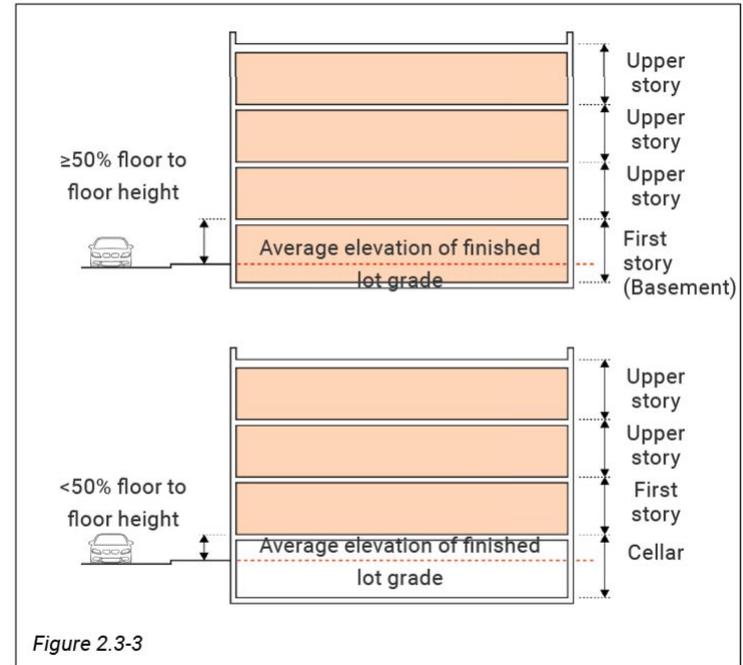
- Added ancillary uses to support park operations and maintenance as an allowed use
- Added that parking is prohibited in open spaces with the exception of temporary event-related vehicles
- Added signage standards for Open Space District consistent with the City of Providence guidance for park signage.

# Ground Floor Height Minimums

Clarified the first floor height measurement to require the minimum ground floor height be maintained for at least 75% of the frontage on Primary Streets.

Additionally, the minimum ground floor heights themselves have been modified to:

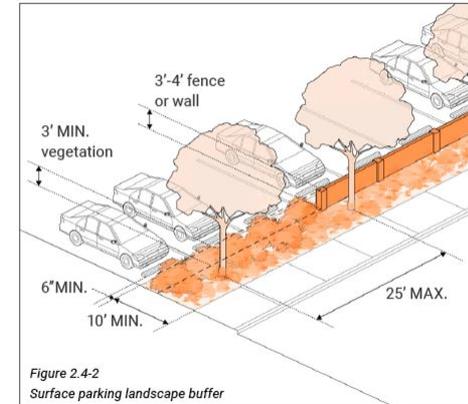
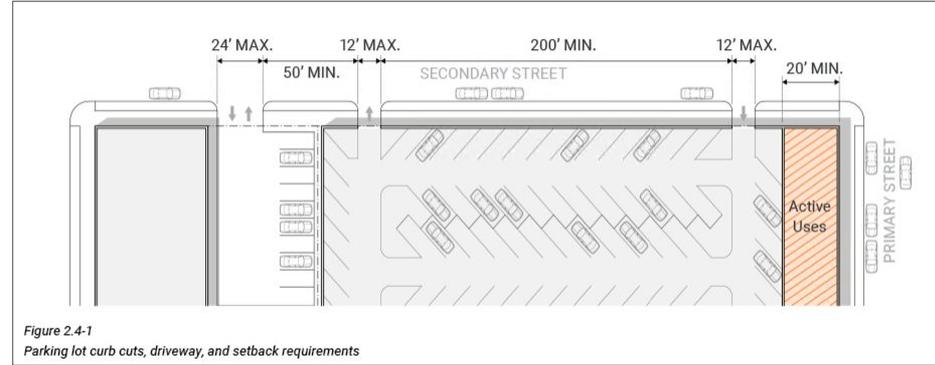
- 15' commercial (lowered from 18'), or
- 12' residential (this is a new option)



# Off-Street Vehicular Parking Optimization Requirements

In response to recommendations from the recent parking studies, developments with off-street vehicular parking (surface or structured) containing **20 or more spaces** will now be required to meet new requirements for parking optimization:

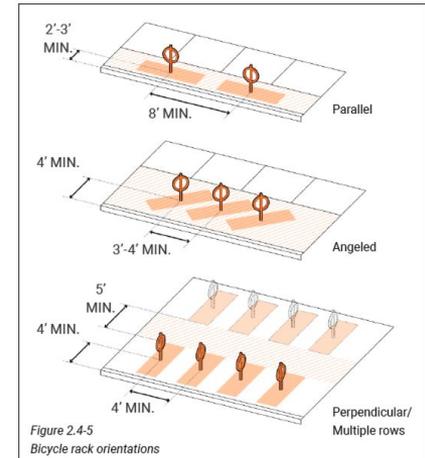
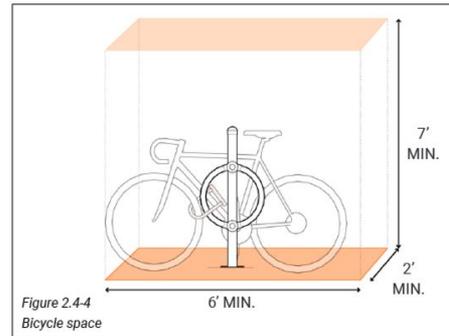
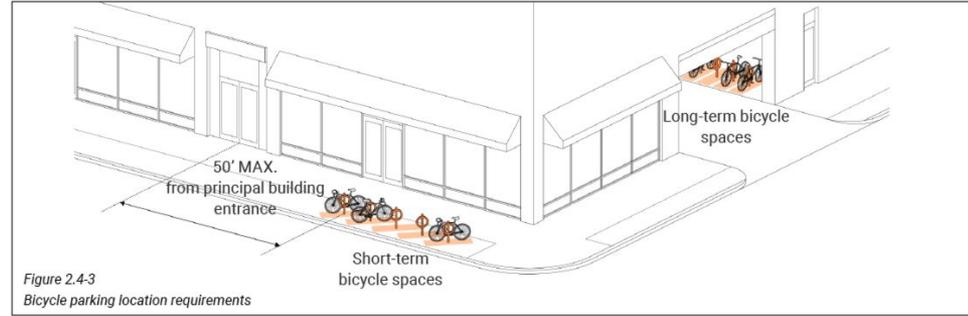
1. Unbundle parking;
2. Allow for shared use by multiple uses and/or developments;
3. Be publicly accessible with clear wayfinding, signage, and transparent market rate hourly and daily parking pricing; and
4. Have infrastructure set up to allow for access card and payment.



# Bicycle Parking Standards

The following minor refinements to the bicycle parking standards were added for improved safety and usability:

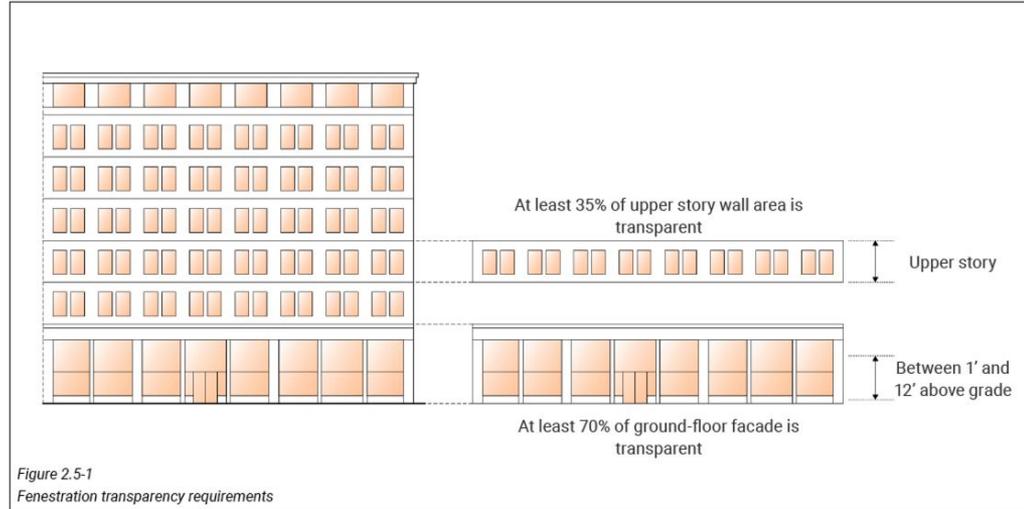
1. The bicycle parking area should be accessible without requiring moving bikes or other items to access the space.
2. Bicycle racks should be implemented in a way to require no to minimal lifting of a bike, and should support bicycles in an upright and stable position.
3. The bicycle parking area shall be well lit at all hours of the day and night.



# Transparency/Fenestration

Amended 2.5.A.2 to change 35% transparency to 25% for residential ground floors and upper story facades, if tied to industry-recognized energy efficiency targets or certifications such as Passive House.

Added a clear method for how to calculate transparency.

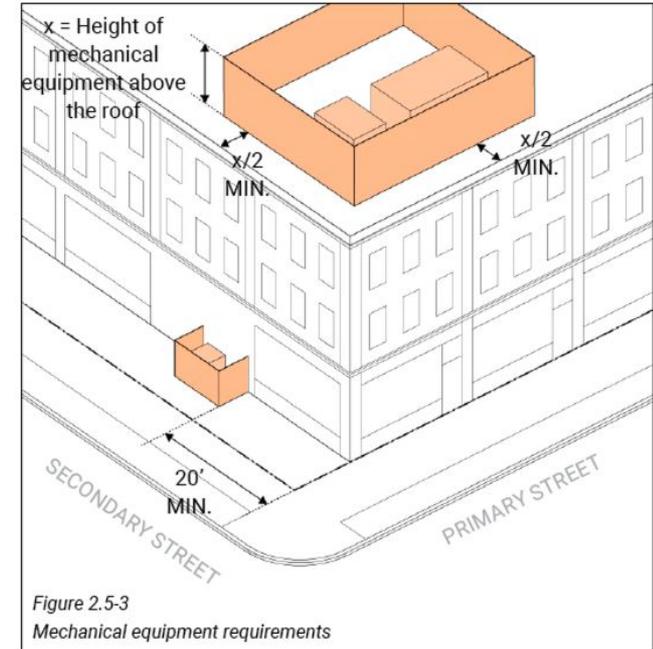


# Rooftop Mechanical Screening Requirements

Amended Section 2.5.A.7 to require roof-mounted mechanical equipment to be screened so as to limit visibility to a pedestrian from adjacent public right of ways.

It now reads as follows:

“Roof-mounted mechanical equipment shall be screened to limit visibility to a pedestrian from adjacent public right of ways. The screening shall complement the design of the building through the use of complementary materials, colors, finishes, and architectural details.”



# Fencing

Amended Section 2.6.B to provide that permanent chain link fences are prohibited, but that temporary chain link fencing is ok during construction.



Thank You!

