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GENERAL

The Metacomet district is presently the land occupied by the defunct Metacomet Golf Club. The District is bounded by Veteran's Memorial Parkway, Lyon Avenue, Fort Street, and Watchemoket Cove.

The club was established in 1901 and was located in Rumford. In 1919, the club moved to its current location. Initially designed by Leonard Byles, the club was redesigned in 1924 by Donald Ross, a prominent golf course designer of the day.

The site is characterized by rolling greens and naturalized landscape design. The property is adjacent to the Veterans Memorial Parkway, Watchemoket Cove, and the East Bay Bike Path. This area is characterized by extensive naturalized green landscapes, low one- and two-story structures (mostly one and two-family residential buildings) with open yards and substantial mature tree canopy. The area surrounding this site enjoys views to the cove, the Providence River, and the Providence city skyline in the distance.

The Parkway (Veterans Memorial Parkway) was design by Frederick Law Olmstead Jr. between 1910-1920 and is a prime example of the pastoral parkway movement of the early 1900s. Today this iconic parkway is protected by the Scenic Highway Board.

DESIGN ELEMENTS, SITE INTERFACE

As stated, this site sits along the historic Veterans Memorial Parkway designed in 1910 by Fredrick Law Olmstead Jr. It is imperative that all development in this area respect the history and character of the parkway and its natural vistas.

Parkway Character Protection

It is recommended that all structures shall be set back a minimum of seventy (70) feet from the parkway right of way. This setback is to maintain the green, rural character of the parkway comprised of rolling lawns, naturalized large canopy trees, paths, stone walks, and open view corridors.

Sidewalks, Bike Paths, and Safe Crossings

Sidewalk and bike path connections for safe enjoyment by the community must be established. Passive uses such as pockets of outdoor dining are permissible in the setback area.

Similarly, tree-lined sidewalks and bike path connections must be established along those portions of Lyon Avenue and Fort Street that are within the district to maintain safe access to the Pierce Athletic Complex.

View Corridors

View corridors are a key element to the character of this area. View corridors consist of three types.

1. Views out to the cove, Providence River, and city skyline. Proposed designs should capitalize on these outward views. The development should not create a wall of construction but rather a pervious collection of buildings that embrace the community. Structures adjacent to the parkway should be low in character with larger structures set back.
2. Views across the site should be protected both for safety and connection to the adjacent features such as Watchmocket Cove.
3. View from the parkway.

The proposed development should be designed to minimize its impact on the visual characteristics of the parkway and the green buffer discussed herein consistent with these guidelines.

As discussed, the green buffer shall be maintained. Large, mature trees should be protected and where necessary, replaced. Larger structures such as apartment buildings and large retail structures shall be set back. It is understood that there will be views to and from these structures, but those views shall be filtered by smaller foreground structures and large canopy trees.

Lighting and Signage

Signage and lighting shall be sensitive to this site. No light spill or glare is permitted onto the parkway or adjacent residential areas. All lighting is to be full cut-off to minimize the impact to the night sky (light pollution).

Signage along the parkway should be limited to the vehicular entrances to the site and should not be internally illuminated. Signage (freestanding and on structures) adjacent to facing The Parkway shall not be internally illuminated without case-by-case approval by the Commission. Structure at the interior of the site may have interior illumination with permission from the Commission on a case-by-case basis. Halo backlighting is not considered interior illumination.

Lighting adjacent to natural water features or wildlife habitat is prohibited.

Entrances to the Property

All vehicular entrances to the property shall be coordinated with the Rhode Island Department of Transportation (RIDOT), the East Providence Department of Public Works, and the Scenic Highway Board. These entrances shall be located and designed to provide safety to both vehicular and pedestrian/bicycle traffic. Turning lanes or other traffic safety elements that expand the zone of The Parkway shall not encroach into the required green buffer. If expansion is required to accommodate traffic to this site, the buffer should be expanded to seventy (70) feet beyond the limit of pavement.

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DESIGN ELEMENTS – SITE

Green Space - Protected Open Space

The area designated as protected open space is critical to the character of The Parkway and this area. The developer, whether this site is used as a golf course or a passive greenspace, shall conform with all requirements imposed on it by the City Council in connection with the zone change approval, any deed restrictions recorded in furtherance thereof, or requirements imposed by the Commission's findings.

1. Existing trees shall be protected and maintained. In the event a tree or trees cannot be preserved, They shall be replaced with a similar, large-scale canopy trees. Replacement trees shall be a minimum of 2-1/2" - 3" stand and stock caliper. Once planted, these trees will receive the same status and care as existing trees.
2. Paving of areas adjacent to the parkway or the protected open space should be minimized.
3. Tree protection, preservation, and management plan shall be reviewed by the Waterfront Commission's landscape architect.
4. All trees should be species native to Rhode Island and coordinated with the City's Tree Commission.

Green Space within the Development

1. Outdoor dining and activities is encouraged. Live music and programs are permitted as allowed by ordinance or limitations imposed by the Commission.
2. Linkages to sidewalks and bikeways shall be created throughout the development area.
3. Public greens and/or gathering spaces are encouraged to create a sense of community. As with outdoor dining, non-amplified music is permitted and encouraged. Amplified programs may be permitted by the commission on a case-by-case basis. Outdoor music or programs are prohibited between 10:00pm and 10:00am.

Trees, Shade Canopy within Development Area

1. Small scale trees and shrubs (landscape plantings) do not count toward tree canopy.
2. Tree canopy shall consist of large-scale species. At maturity, these trees shall achieve a minimum height of 40 feet and 30-foot diameter canopy for shade trees, and 20-foot diameter canopy for street trees.
3. Parking and walkway areas shall have an average minimum of one (1) shade tree per 4000 square feet or one (1) per twelve (12) parking spaces, whichever is larger.

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4. Shade Trees should be installed along all roadways. Spacing between these trees should not exceed fifty (50) feet.
5. All new trees to be species native to Rhode Island and coordinated with the City's Tree Commission.

Paving

Paving in the Veterans Memorial Parkway setback shall not exceed 20% of the total area and shall be limited to walkways, bike paths, and limited outdoor dining terraces. Parking and driving aisles are discouraged within this setback other than as necessary for ingress/egress to the site.

Paving of pedestrian area terraces and sidewalks shall be constructed of concrete or modular pavers. Asphalt pavement of sidewalks and terraces is prohibited. Bike paths and pedestrian walkways shall be constructed of concrete or asphalt with a smooth surface. Paving in these areas shall comply with the Americans with Disabilities Act (ADA).

Handicap accessible curb cuts or transitions shall be provided at all interruptions to walking surfaces.

All sidewalks shall have a minimum unobstructed clear width of 5'-0". No amenities including signage, outdoor dining, or light poles may encroach into this clear space.

Curb cuts shall be limited. Pedestrian interruptions along streets such as curb cuts should be no closer than 100 feet between interruptions and a minimum of 50 feet from intersections. No curb cut should exceed twenty (20) feet in width. This does not apply to ingress/egress to the site.

Parking

Parking shall be calculated per local ordinance per use. Shared parking between uses of different peak occupancy is encouraged.

The total number of parking spaces for residential and commercial uses should not exceed 110% of the minimum parking requirements to minimize environmental and visual impacts. Site wide surface parking to be minimized. Twenty-five percent of all parking site wide shall be screened from view from Veterans Memorial Parkway.

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Bike parking should be provided at a rate of one (1) bike space per twenty (20) vehicular spaces and shall be distributed throughout the site.

Trees in parking areas should be large canopy, shade trees, such as maple, oak, and elm with lower limbs pruned for unobstructed pedestrian access.

Parking shall be buffered from pedestrian walkways / sidewalks. Examples of separation are rubble walls 2'-6" – 3'-6" in height or by a 5'-0" wide planting strip with hedges and street trees.

Vehicle charging

Residential parking areas should provide electric charging stations at a minimum of one (1) station per twenty (20) dwelling units. This should be phased in (50% at construction) and the remainder within five years from the date of completion.

Commercial parking areas should provide charging stations at a minimum rate of one (1) station per 100 parking spaces. This space shall have signage designating one (1) hour maximum parking to facilitate availability for other vehicles to access charging.

Site Services

1. Overhead utilities are prohibited.
2. All transformers to be internal to structures or within walled enclosures with surface finishes to match adjacent structures. Planting buffer/screening by Commission approval only.
3. All rooftop mechanicals shall be entirely screened from view from grade by either rooflines or parapets.
4. Dumpsters are to be fully enclosed by fences or walls. Drainage structures shall be provided within enclosures to contain possible run-off. Dumpsters shall be a minimum of 75 feet from any property line.
5. Due to the character of this development, the applicant should consider all outward facing elevations with the same degree of detail as the "Front Elevations." Blank elevations facing streets are strongly discouraged.

DESIGN ELEMENTS, STRUCTURES

Building Height and Massing

1. Unarticulated "Big Box" structures are prohibited. Breakdown of large structures should be achieved by stepping the exterior wall plane and roof lines. No unarticulated building surfaces should exceed thirty (30) feet vertically or seventy-five (75) feet horizontally on facades facing Memorial Boulevard. Such modulations should shift the plan by a minimum of 5'-0". Porches and roof parapets may be utilized to achieve this modulation.
2. No rooftop mechanicals shall be visible from grade.

Building Design

1. As stated in building height and massing, large, unarticulated "Big Box" structures are prohibited.
2. As the Veterans Memorial Parkway is rural in character, retail and commercial structures in the new "village square" should reflect traditional New England style, in keeping with the surroundings characterized by a mixture of sloped roofs breaking down larger flat roof areas, entrance porches, and awnings providing both shade and cover in inclement weather. Buildings facing into the main retail parking court should present a "town center feel," encouraging pedestrian activity.
3. All service bays and entries shall be located out of the public view with landscape screening to minimize their presence.
4. All town center structures shall share a common design palette. Standard freestanding corporate box structures are strongly discouraged.
5. While structures will have "front" elevations where primary entrances and exits are located, all exposed elevations shall be treated with a common palette. Large blank facades are prohibited. Side and rear elevations shall be articulated in a similar manner to the front, with a minimum average 25% fenestration of all wall surfaces and a minimum 10% fenestration on any individual wall surface in excess of 250 square feet.
6. Banding and soffits to articulate the first floor and are encouraged to reinforce human pedestrian scale of development.
7. All awning designs and illumination shall be reviewed by the commission. Large corporate graphics are discouraged on awning surfaces.

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Exterior Finishes

Exterior finishes shall reflect the character of this area, including the following materials:

- a. wood shingle
 - b. wood clapboard or dimensionally accurate synthetic clapboard siding such as Boral Siding
 - c. natural stucco – EFIS is not permitted within ten (10) feet of grade.
 - d. wood or solid synthetic trim such as Azek
 - e. masonry such as brick, architectural block, cultured stone, cementitious panels, and precast panels
 - f. fabric canopies and awnings – plastic canopies and awnings are prohibited
* except for temporary outdoor structures such as dining canopies on restaurant patios
- * vinyl and aluminum residential siding is prohibited

Renewable Energy

1. Climate change is a pressing issue for all our communities. Best efforts to minimize the development's carbon footprint and reliance on non-renewable energy.
2. Solar panels positioned on sloped roof surfaces are encouraged.
3. Solar panels on large flat roofs in excess of five thousand (5000) square feet are encouraged. Panel area should be equal to twenty (20) percent of the total flat roof area at a minimum.

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Preferred Uses

Discuss with commission.

Definitions