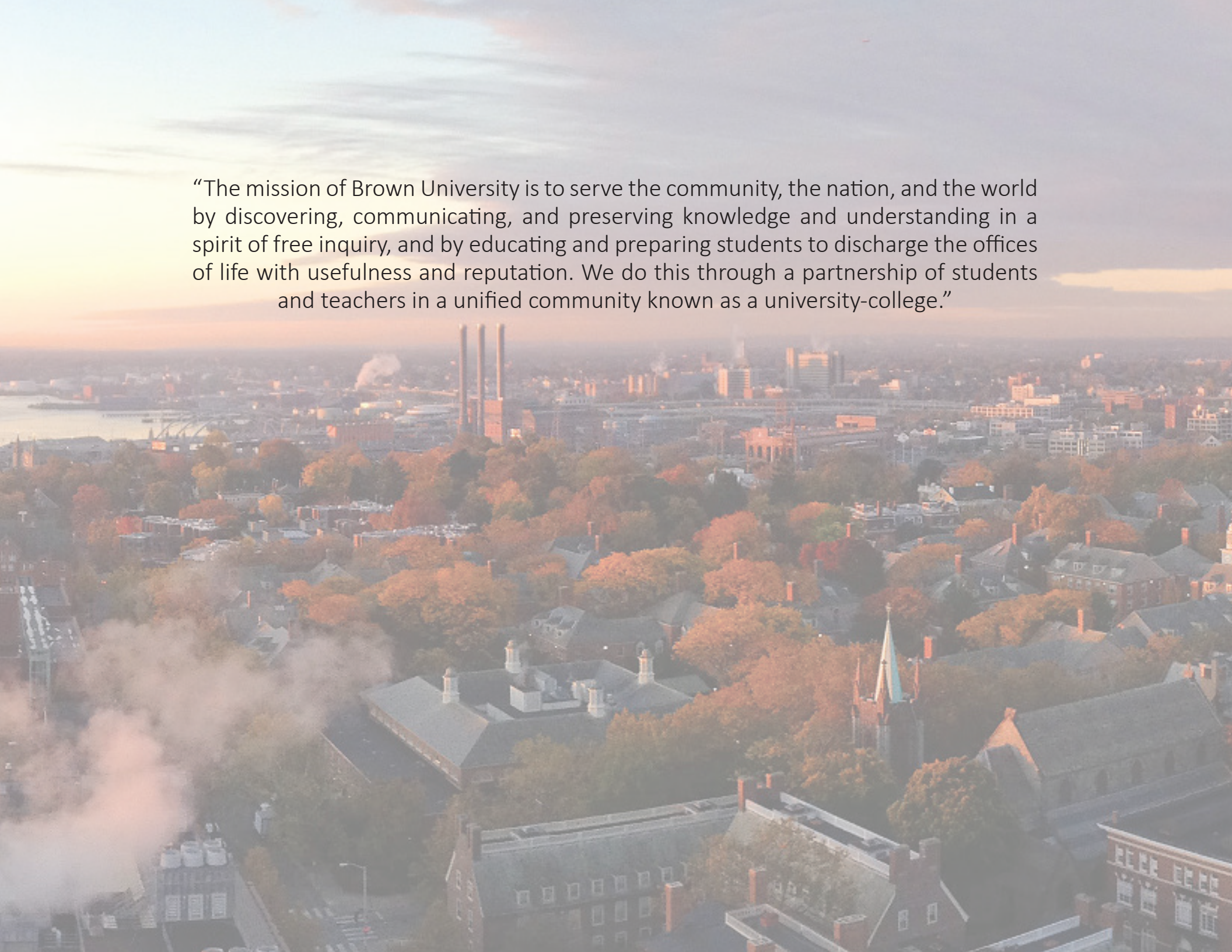
BROWN

# INSTITUTIONAL MASTER PLAN 2017

## AMENDMENT #3

SUBMITTED MARCH 24, 2020



"The mission of Brown University is to serve the community, the nation, and the world by discovering, communicating, and preserving knowledge and understanding in a spirit of free inquiry, and by educating and preparing students to discharge the offices of life with usefulness and reputation. We do this through a partnership of students and teachers in a unified community known as a university-college."

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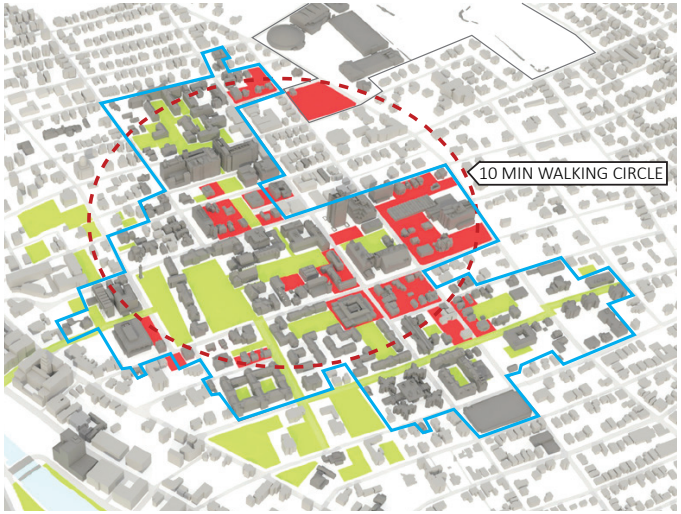
# PLANNING CONTEXT

**BUILDING ON DISTINCTION** (BROWN'S STRATEGIC PLAN)

www.brown.edu/facilities/sites/facilities/files/brown.edu_web_documents_BuildingOnDistinctionOct262013.pdf

In 2013, the Corporation of Brown University approved the Building on Distinction strategic plan, which established a far-reaching set of goals that will enhance the quality of our academic and campus environment. This plan is constantly monitored and adjusted, and it continues to focus the University's efforts in its pursuit of excellence.

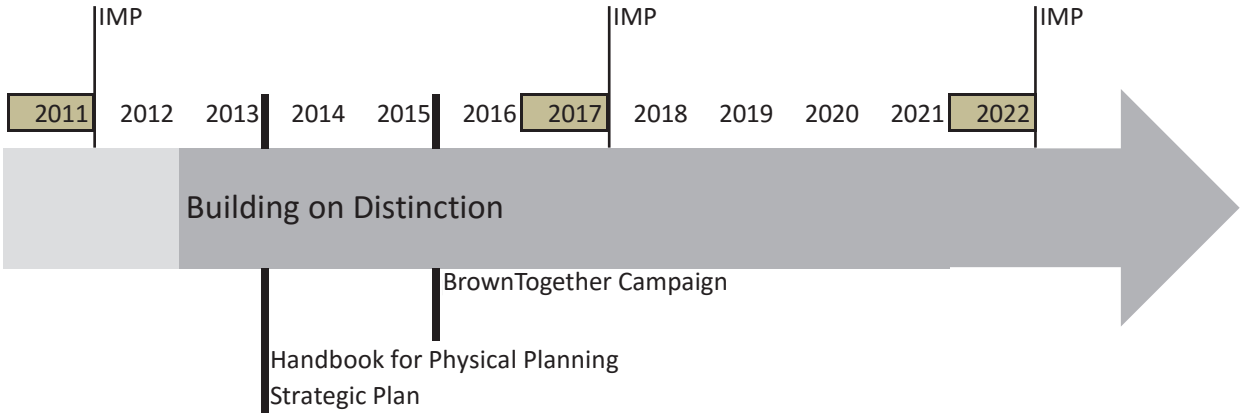



**HANDBOOK FOR PHYSICAL PLANNING**

www.brown.edu/facilities/sites/facilities/files/HandbookforPhysicalPlanning_Sasaki.pdf

In 2013, the Handbook for Physical Planning was created as a corresponding physical framework for Brown's strategic plan. This handbook serves as a guide for decisions about campus planning and design. The handbook focuses on the following interdependent planning principles:

- Strengthen the physical campus as an analog for the Open Curriculum
- Prioritize academic uses in the core
- Celebrate the Brown scale
- Energize the core with a mixture of uses
- Engage Thayer Street
- Connect the campus
- Consolidate landholdings and catalyze partnerships




**INSTITUTIONAL MASTER PLAN PROCESS**

IMP 2017
- Amendment #1 (2018)
- Amendment #2 (2019)
- Amendment #3 (2020)

IMP 2022 - Next anticipated IMP

# PLANNING CONTEXT

**COMMUNITY ENGAGEMENT**

The University's planning process is open and iterative, with regular opportunities for community engagement. Brown staff meets regularly with neighborhood organizations, elected officials, and allied institutions to share Brown's plans for development and solicit feedback.

The public engagement process in the development of this Institutional Master Plan Amendment is as follows:

| | |
|---|---|
| 01/15/20 | City Planning Staff Briefing |
| 02/25/20 | Community Working Group Meeting |
| 03/02/20 | Public Community Meeting |
| 03/02/20 | College Hill Neighborhood Association Meeting |
| 03/03/20 | Public Community Meeting |
| 03/04/20 | Providence Preservation Society: Planning & Architecture Review Committee Presentation |
| 03/09/20 | Fox Point Neighborhood Association Meeting |
| 04/07/20 | (Planned) Thayer Street District Management Authority Meeting |
| 04/21/20 | City Plan Commission Meeting |

# CAMPUS FOOTPRINT

School of Professional Studies / Wexford Innovation Center

1 Euclid Ave Nelson Center for Entrepreneurship

Sharpe House Relocation

**SEEKING APPROVAL**

- Brook Street Residence Hall

**PROJECTS RECENTLY COMPLETED**

- 225 Dyer Street School of Professional Studies / Wexford Innovation Center
- 1 Euclid Ave Nelson Center for Entrepreneurship
- Sharpe House Relocation
- GeoChem Renovation

**PROJECTS CURRENTLY UNDER CONSTRUCTION**

- Center for Lacrosse & Soccer
- Wellness Center & Residence Hall
- Performing Arts Center
- Marston Boathouse Renewal Phase 2

**RECENT CHANGES IN REAL ESTATE HOLDINGS**

Since the 2017 Institutional Master Plan Amendment #2, the University has made changes in property holdings reflecting the planning principles in the Handbook for Physical Planning.

Acquisitions:

- 172 Cushing Street

Dispositions:

- 271 Tockwotten Street

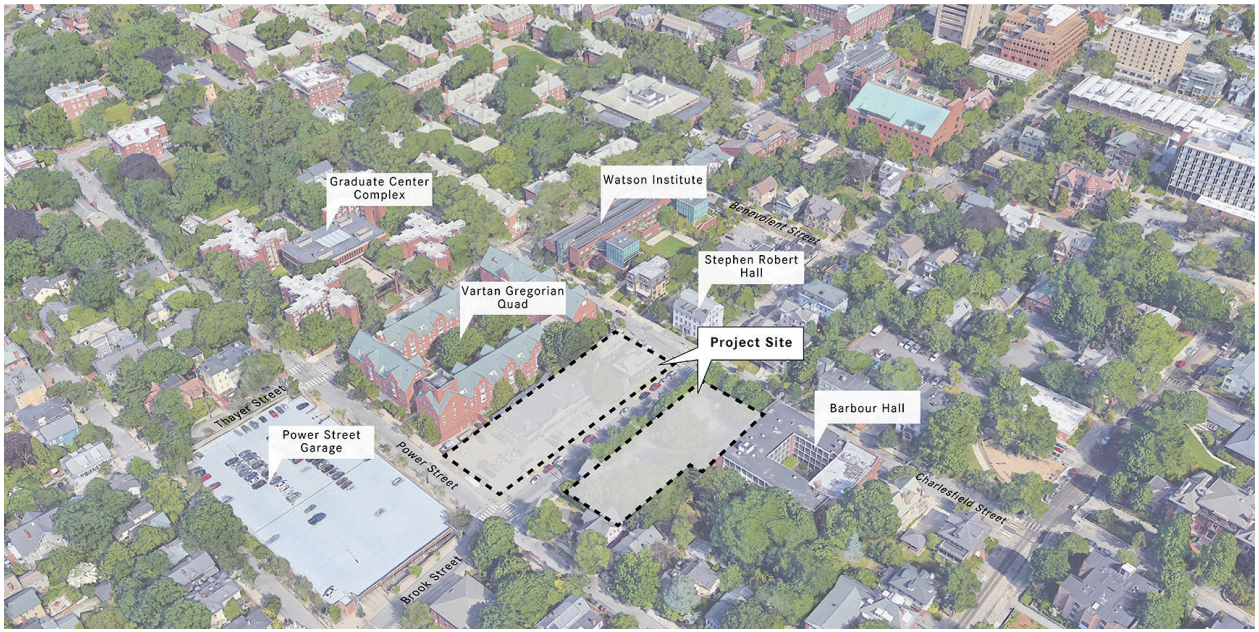
# SEEKING APPROVAL

**BROOK STREET RESIDENCE HALLS**

The University's last major student housing project was the Vartan Gregorian Quad constructed in 1991. The IMP 2011 described the need for 300 new beds and the IMP 2017 identified new residence hall(s) as an anticipated project over the next ten years. In 2018, Brown completed a Housing Study that re-affirmed the need for approximately 400 new beds in order to house 80% of the undergraduate population and support the University's policy that requires undergraduate students live on campus over six semesters.

With this context, Brown University is proposing to build new undergraduate housing that welcomes students of diverse physical, social, and emotional capabilities and differences and fosters their well-being. This new construction will significantly increase on-campus student housing in order to strengthen the undergraduate experience in university housing and reduce the number of Brown students in the off-campus housing market.

The development will house approximately 375 beds in two buildings located on opposite sides of Brook Street on the southern end of campus between Charlesfield and Power Streets. Associated amenities may include entry lobby, multi-purpose room, study rooms, communal kitchens and living areas, central laundry, one fitness facility, and building management space. The potential for 2,500 square feet of retail on the ground floor is being studied in order to activate the ground floor along Brook Street.

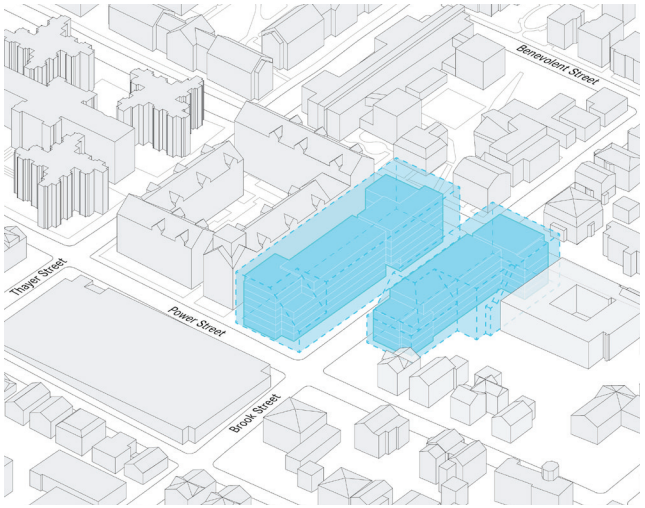



The aerial above identifies the project sites rather than the building footprints.

The proposed program will consist of 80,000 gross square feet up to five stories on the western site, and 50,000 gross square feet up to five stories on the eastern site and will conform with dimensional standards of the I-2 Educational Institutional District. The buildings' massing and design will harmonize with the urban context and surroundings, thus creating simultaneously vibrant and respectful architecture.

The development will include sustainable features that contribute to the University's campus-wide energy conservation and carbon reduction goals.

**MASSING STUDY**



# PROJECT ENABLING

245-247 Brook Street

66-68 Charlesfield St (right) 70-72 Charlesfield St (left)

250 Brook Street

**PROPOSED DEMOLITION**

The western site, adjacent to and just east of Vartan Gregorian Quad ("VGQ"), is currently occupied by two Brown owned auxiliary houses and a retail strip center. The eastern site is currently occupied by a Brown owned, two-family auxiliary house and surface parking lot(s).

Brown engaged Public Archaeology Lab (PAL) to conduct research that meets the standards of HABS Standard I on the properties in order to establish the historic, cultural, and architectural/engineering context for evaluation and outline the history of each building as a basis for an evaluation of its importance.

All four of the properties included in this study are listed in the College Hill National Register Historic District. None of the buildings are within the boundary of the College Hill National Historic Landmark District, nor are they within the City of Providence's College Hill Local Historic District. None of the buildings are considered individually eligible for listing in the National Register. Based on PAL's evaluation and feasibility, Brown plans to demolish the four existing structures on the project sites.

245-247 Brook Street
Two-and-one-half story, two-bay-by-three-bay, wood-frame residence constructed as a multiple family house in 1909 in a hybrid of the Queen Anne and Colonial Revival styles.

66–68 Charlesfield Street
Two-and-one-half-story, two-bay-by-three-bay, wood-frame, two-family residence constructed in 1915 in the Colonial Revival style.

70-72 Charlesfield Street
Two-and-one-half-story, two-bay-by-three-bay, wood-frame two-family residence constructed in 1915 in the Colonial Revival style.

250 Brook Street
One-story commercial building constructed in 1909 as a commercial automobile garage. The building has been heavily altered since its original construction.

# CAMPUS INFRASTRUCTURE

**TRANSPORTATION & PARKING**

The proposed project location is on Brook Street which will provide pedestrian access and connectivity to the core of the campus located to the north. Brook Street has sidewalks and pedestrian accommodations along the corridor and the sidewalks adjacent to the site will be reconstructed to meet current standards. The proposed development will not include the construction of parking facilities. Nearby spaces will be provided for drop-offs and pick-ups.

The construction of the Brook Street Residence Hall will not require the addition of any new parking spaces. Although the siting of the Residence Hall will result in the loss of +/- 60 parking spaces, this is offset by the addition of approximately 375 students moving on campus, which reduces the campus parking requirement by over 140 spaces, under the City's formula. At the completion of the project Brown will maintain its current parking surplus.

The University has engaged traffic engineers VHB to study the transportation impact of the proposed Residence Halls. The full report can be found in the appendix of this document.

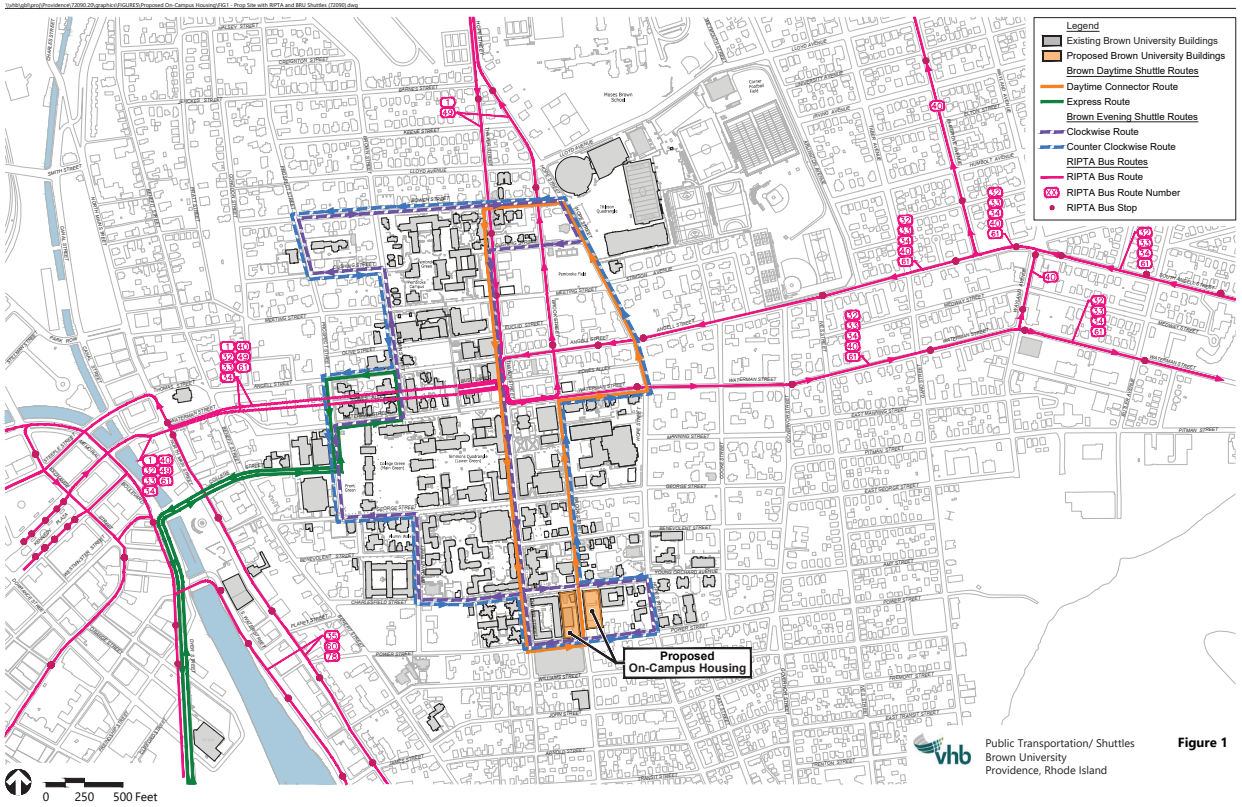



**Figure 1**

# APPENDIX

**A. VHB INSTITUTIONAL MASTER PLAN TRANSPORTATION REPORT UPDATE**

Memorandum

To: City of Providence
Planning Department
444 Westminster Street #3a
Providence, RI 02903

Date: March 19, 2020

Project #: 72090.20

From: Robert J. Clinton, PE
Project Manager - Transportation

Re: Proposed On-Campus Housing
Institutional Master Plan
Transportation Report Update
Brown University
Providence, Rhode Island

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VHB has conducted a traffic and parking assessment to evaluate the potential transportation, traffic, and parking impacts/issues associated with the proposed construction of new on-campus housing on both sides of Brook Street between Charlesfield Street and Power Street. The proposed building locations and the public transportation/shuttles are shown in ***Figure 1***. Please note that a Comprehensive Transportation Study was filed with the City of Providence in February 2017 as part of Brown's Institutional Master Plan (IMP). VHB completed that Transportation Study as well as the previous Transportation Study filed in 2013; therefore, providing comparative data and analysis over time.

**Proposed On-Campus Housing**

Brown University will be constructing two new buildings to provide new on-campus housing on Brook Street between Charlesfield Street and Power Street. The building on the west side of Brook Street will provide approximately 224 beds including amenities, retail and some beds on the first floor. The building will be constructed on lots that are currently occupied by the following uses:

- 66-68 Charlesfield Street – two family house (5,545 GSF)
- 70-72 Charlesfield Street – two family house (5,798 GSF)
- 250 Brook Street – Commercial property including a Providence Police Substation (7,513 GSF)

The building on the east side will provide approximately 153 beds including amenities (no retail space) and some beds on the first floor. The building will be constructed on lots that are currently occupied by a 5,140 GSF multifamily house and surface parking.

**Existing Conditions**

Roadway Geometry and Traffic Control

- Brook Street is approximately 30 feet wide. Parking is prohibited on the east side of the road with limited parking allowed on the west side due to the multiple curb cuts.
- Charlesfield Street is approximately 26 feet wide. Parking is prohibited on the south side of the road with parking allowed on the north side.
- Power Street is approximately 28 feet wide. Parking is prohibited on the north side of the road with parking allowed on the south side.

Memorandum

- Brook Street at Charlesfield Street operates under four-way stop control. There are crosswalks on all approaches.
- Brook Street at Power Street operates under four-way stop control. There are crosswalks on all approaches.

Traffic Volumes

Peak hour turning movement counts were performed on February 13, 2020 at the Brook Street intersections with Charlesfield Street and Power Street. The morning and evening peak hour traffic volumes are shown in ***Figure 2***. The morning and evening peak hour bike and pedestrian volumes are shown in ***Figures 3 and 4***, respectively. These traffic counts were compared with the 2016 peak hour traffic counts that were performed for the Transportation Component of the 2017 Brown University Institutional Master Plan (IMP). The following is a summary of the peak hour traffic volume comparison:

Morning Peak Hour:

- The morning peak hour volumes at both study area intersections have remained relatively constant (total volume traveling through the intersection is within 5 to 10 vehicles). Most of the movements are comparable to the to the 2016 volumes (within 5 vehicles per hour).
- The morning peak hour bicycle volumes have remained relatively constant.
- The peak hour pedestrian volumes have increased during the morning peak (likely due to the construction of the Watson Institute).

Evening Peak Hour:

- The evening peak hour volumes at both study area intersections are slightly higher (volumes on the Power Street eastbound/westbound approaches have increased by 25 – 35 vehicles per hour and the through volume on Brook Street southbound have increased 10 – 25 vehicles per hour. Most of the other movements are comparable to the to the 2016 volumes (within 5 vehicles per hour).
- The evening peak hour bicycle volumes have remained relatively constant.
- The peak hour pedestrian volumes have remained constant during the evening peak (no increase during this time period due to the construction of the Watson Institute).

**Traffic, Parking, and Bike/Pedestrian Impacts**

Traffic Impacts

- The construction of the new on-campus housing is anticipated to reduce the number of students living off-campus, resulting in less traffic and parking issues.
- The site is conveniently located on the Brown University daytime shuttle route. There are also nearby high frequency RIPTA bus lines on Thayer Street, Brook Street, Angell Street, and Waterman Street.


1 Cedar Street, Suite 400
Providence, RI 02903

- The retail space on Level 1 of the building located on the west side of Brook Street is not projected to generate a significant amount of vehicular traffic. The space will serve the residents of the new on-campus housing and be a community resource for people already in the vicinity of the site.
- There will be an increase in on-street drop-off/pickups on the study area roadways. The proposed development is being designed to the provide nearby drop-offs/pick-ups.
- Loading and service activity will be handled by small, single unit/box trucks (no large tractor-trailers are anticipated).

Parking

- No new parking will be provided for the proposed residence hall. The development may result in a minor increase in on-street parking due to the elimination of curb cuts.
- A few on-street parking spaces could be added along Brook Street due to the elimination of curb cuts.

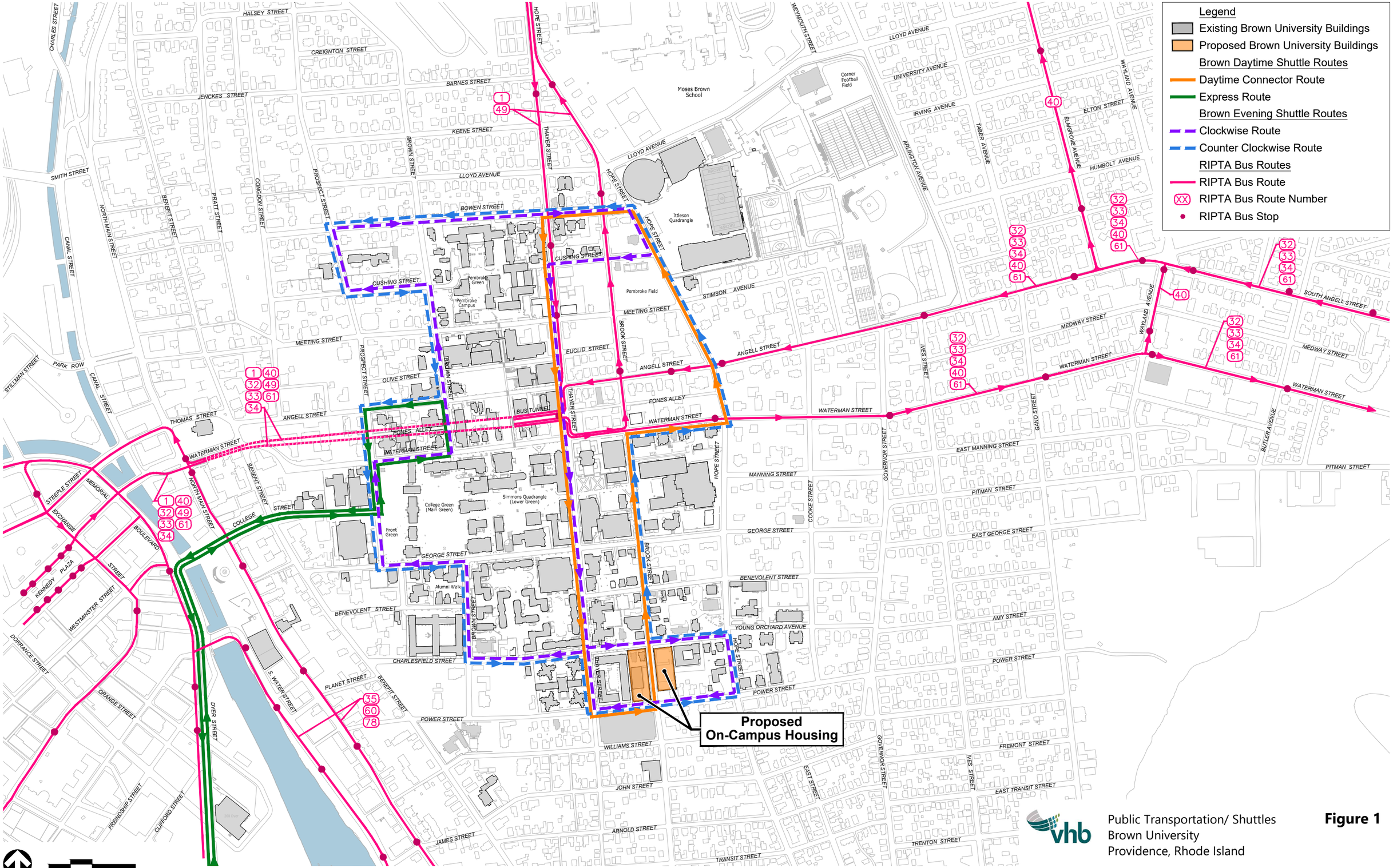
Bikes/Pedestrians

- There will be an increase in pedestrians/bikes along the study area roadways. As previously stated, the Brook Street intersections with Charlesfield Street and Power Street operate under four-way stop control with relatively low peak hour traffic volumes. It is therefore projected that the existing roadway network and traffic control is adequate to accommodate the future pedestrian/bike and vehicular traffic.
- The site's location is on Brook Street which will provide pedestrian access and connectivity to the core of the campus located to the north. Brook Street has sidewalks and pedestrian accommodations along the corridor and the sidewalks adjacent to the site will be reconstructed to meet current standards.
- The proposed development will include ample bicycle racks and associated amenities for cyclists to accommodate the many students, faculty, and staff traveling by bicycle.

**Conclusions**

- The proposed development is not expected to generate a significant volume of new vehicular traffic; therefore, no changes are required to the previously performed traffic analysis under the 2017 Institutional Master Plan (IMP). In fact, the construction of the new on-campus housing is anticipated to reduce the number of students living off-campus, resulting in less traffic and parking issues.
- Most of the trips are anticipated to be walking/biking or via public transportation. The site is conveniently located on the Brown University shuttle route and located on high frequency RIPTA bus lines on Thayer Street and Brook Street.
- There will be an increase in pedestrians/bikes along the study area roadways. The Brook Street intersections with Charlesfield Street and Power Street currently operate under four-way stop control with relatively low peak hour traffic volumes. It is therefore projected that the existing roadway network and traffic control is adequate to accommodate the future pedestrian/bike and vehicular traffic.

\\vhb\gbl\proj\Providence\72090.20\graphics\FIGURES\Proposed On-Campus Housing\FIG1 - Prop Site with RIPTA and BRU Shuttles (72090).dwg

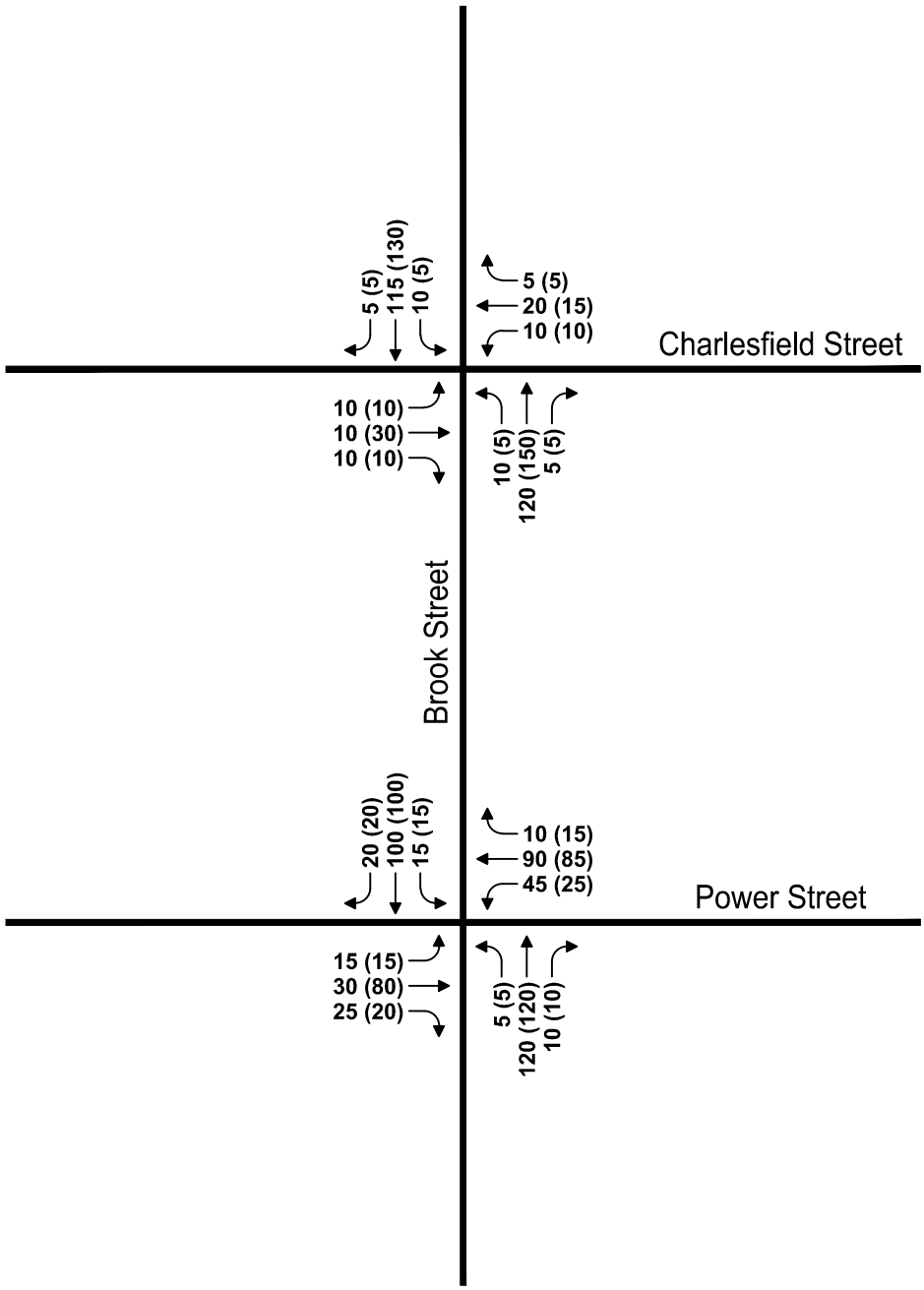



Public Transportation/ Shuttles
Brown University
Providence, Rhode Island

**Figure 1**

**Legend**

XX (XX) AM (PM) Traffic Volumes



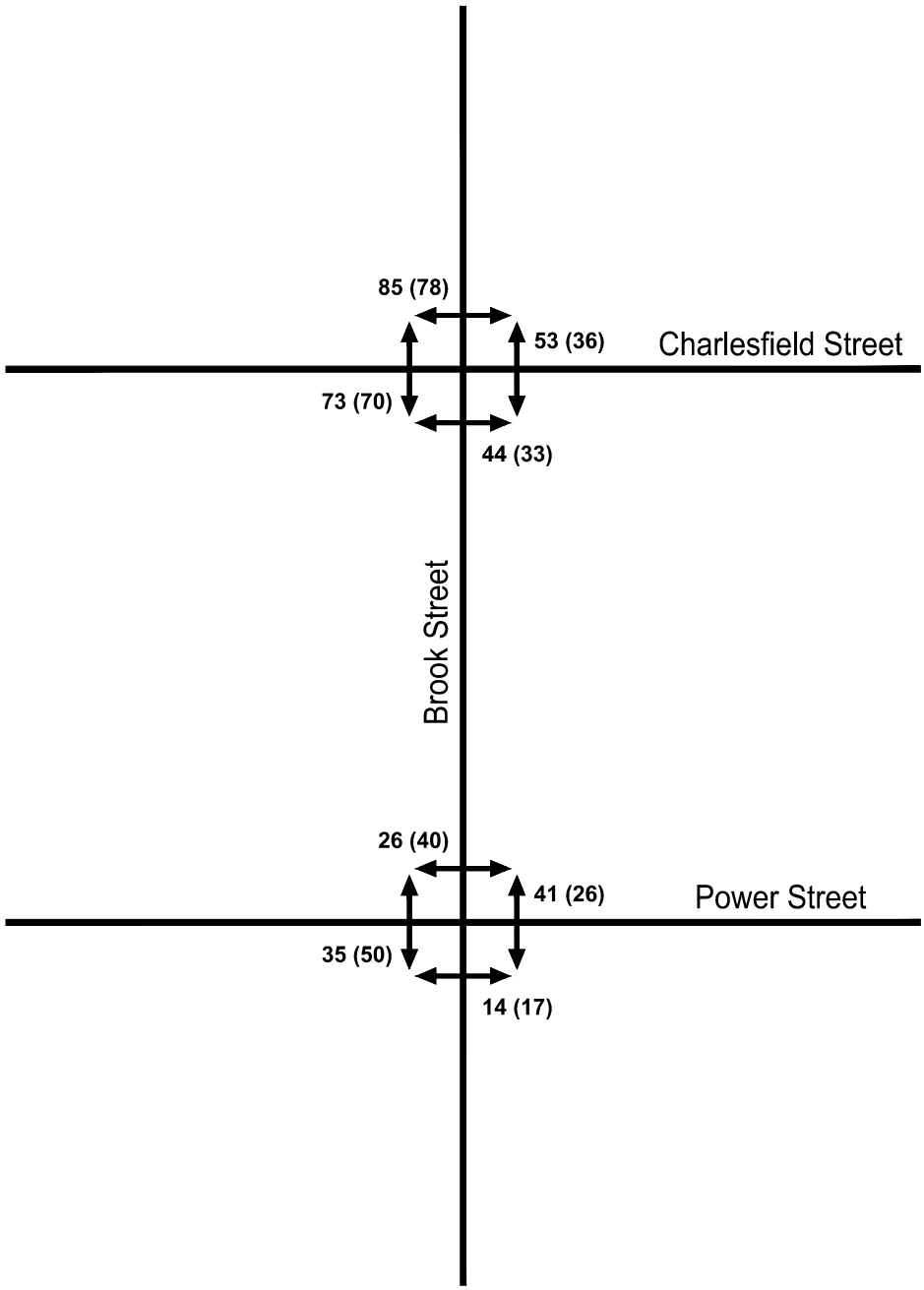

Not to Scale

2020 Existing Morning and Evening Peak Hour Traffic Volumes
Proposed Campus Housing
Brown University
Providence, Rhode Island

**Figure 2**

**Legend**

XX (XX) AM (PM) Pedestrian Volumes



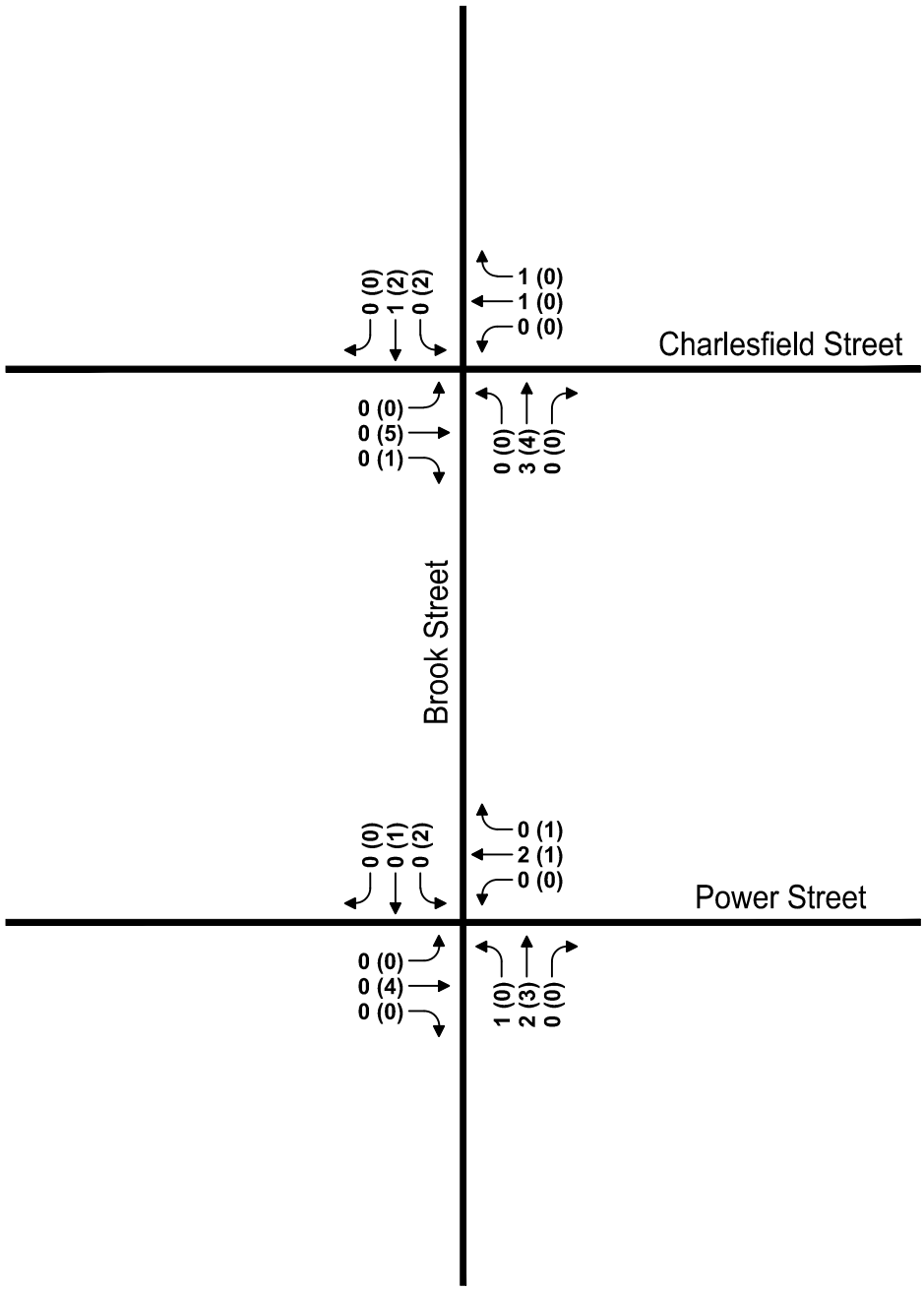

Not to Scale

2020 Existing Morning and Evening Peak Hour Pedestrian Volumes
Proposed Campus Housing
Brown University
Providence, Rhode Island

**Figure 3**

**Legend**

X (X) AM (PM) Bicycle Volumes




Not to Scale

2020 Existing Morning and Evening Peak Hour Bicycle Volumes
Proposed Campus Housing
Brown University
Providence, Rhode Island

**Figure 4**