I-195 REDEVELOPMENT DISTRICT COMMISSION

MEETING OF PARKS DESIGN SUBCOMMITTEE
October 27, 2014

The Parks Design Subcommittee (the "Subcommittee") of the I-195 Redevelopment District met on Monday, October 27, 2014 beginning at 4:00 PM, at the offices of the Commerce RI, located at 315 Iron Horse Way, Suite 101, Providence, Rhode Island.

The following Subcommittee members were present and participated throughout the meeting: Ms. Barbara Hunger, Ms. Diana Johnson and Mr. John Kelly.

Also present were Ms. Jan Brodie, District Executive Director, and Project Associate, Kate Holguin. In addition, David Freeman of CDR Maguire, Phillip Kydd, Michael Lewis and Lambri Zerva of RI DOT, Shawn Martin of Fuss & O'Neill, Kelly Carr of BETA Group and Bonnie Nickerson of the City of Providence were also present.

The meeting was called to order at 4:05 PM.

1. Barnaby Evans presented his overall Park and Bridge design issues. The goal of the presentation was to "fine-tune" the current plans for the parks and the bridge. The presentation emphasized dredging of the river near the bridge and raising the height of the bridge, the extension of the River Walk to connect to South Street Landing and modifying the grades and pathways of the West Side Park such that a lawn, sloping down to the river, could be created.

2. There was a discussion regarding the bridge height and other Providence River crossings' heights relative to activation of the River. Director Lewis discussed that raising the I-195 bridge height would not allow for boat traffic because Point Street and Crawford Street bridges were equally limiting, and the dredged area of the river was in a narrow channel that hugged the western shore. Rising sea levels will help with draft for boat traffic, but not with bridge height. Mr. Lewis suggested that dredging the River would be effective if the scope went across the river's width and included the full length from Point Street to and beyond Crawford Street bridges. It was also stated that dredging would be very costly and should be part of a more comprehensive approach by the City and State in the future using Federal resources. An increase in height of the bridge would also result in a lengthier ramp into the West Side Park.

3. River Walk continuation: It was suggested that rather than using rip rap for the West Side Park river walls, the River Walk be continued along the full length of the West Side Park, including a walkway under the new bridge, that connects to South Street Landing. Mr. Lewis stated that such a River Walk is outside of the DOT budget for the parks, and that other conditions of the river walk experience occur up river, including areas of rip rap. He suggested that nothing being done now would preclude a change to structured river walk paths and boat ramps in the future. The walkway under the bridge might be

the exception, but he said that creative solutions such as floating construction staging could allow for work under the bridge even after it was built.

4. Grading of the West Side Park to allow for lawns that offer a downward slope oriented to views of the River was discussed. This design change would require an adjustment to the current pathway that runs along the upper eastern edge of the park and would remove terracing as currently designed. Ms. Kelly Carr spoke of the long design process, consideration given to sloping lawns and views, and the landscape planning that resulted in the plans as proposed. Director Lewis stated that re-grading was likely to be cost-neutral.

5. Ms. Nina Brown of Brown Richardson Rowe had previously provided the Subcommittee with a $1.3 million estimate for the construction of the arched fountains water feature in the West Side Park. Any water feature is outside of the parks construction budget, so fundraising and other resources are needed. Less expensive options and in different locations within the park in light of possible changes in pathway and lawn design, will be discussed at the next Subcommittee meeting, which will be scheduled upon receipt of a summary by DOT of the implications of raising the pedestrian bridge height.

There being no further business, upon motion duly made and seconded the meeting was adjourned at 5:50 pm.

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I-195 Parks Design Subcommittee Member