



Report I-195 Redevelopment District Providence, RI

Cultural Resources Regulatory Compliance Review and Consultation

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This report presents the results of cultural resources regulatory compliance review undertaken by The Public Archaeology Laboratory, Inc. (PAL) in support of the redevelopment of Parcels 2 and 5 within the former Interstate 195 land in Providence, Rhode Island under contract to Locke Lord LLP on behalf of the I-195 Redevelopment District Commission.

Project Purpose

The I-195 Redevelopment District Commission (Commission), through its legal counsel Locke Lord LLP, contracted with PAL to assist them in understanding the past regulatory review compliance by others and to support consultation concerning cultural resources and the redevelopment of Parcels 2 and 5 on the east side of the Providence River (Figure 1). The Commission serves as the governing board for the I-195 Redevelopment District, responsible for the sale, marketing, and oversight of the former Interstate 195 land that became available in 2011 when the highway was relocated. The Rhode Island Department of Transportation (RIDOT) and the Federal Highway Administration (FHWA) undertook the I-195 relocation project with planning, regulatory permitting, design, and construction occurring between the late 1980s and 2011.

Methodology

PAL's methodology consisted of collecting, reviewing, and synthesizing several sources of pertinent information. PAL review information contained in previous cultural resources reports and related correspondence in the PAL files and archives. Specifically, the reports and correspondence generated from RIDOT's I-195 Highway Reconstruction Project from 1992 to 1995, which PAL worked on, provided the information needed to determine the locations, types of investigations, and results and recommendations of previous historic and archaeological investigations within and immediately surrounding Parcels 2 and 5. PAL also reviewed readily available information from the Rhode Island Historical Preservation & Heritage Commission files, National Register of Historic Places databases, and City of Providence Historic District Commission for information on the history and status of historic district designations and boundaries in the I-195 relocation project area.

To further assess the extent of previous disturbances, PAL reviewed the 1955 construction plans for the I-195 elevated highway and associated ramps on the east side of the Providence River and construction photographs taken in the 1950s before, during, and after the construction of the Providence River bridge

and associated highway approaches and ramps. The construction plans and bridge photographs are on file at the RIDOT.

For the regulatory analysis PAL collected and reviewed information and documents related to the historic designation status of the College Hill Historic District, the I-195 Improvements and Relocation project, and the establishment and authorities of the I-195 Redevelopment Commission.

Results

Previous Regulatory Compliance

The area containing Parcels 2 and 5 is within the area previously occupied by I-195 before it was relocated, completed in 2011. In 1991, the RI Department of Transportation initiated planning for improvements to the aging highway bridge section over the Providence River built in the late 1950s and in 1992 incorporated the Old Harbor Plan into the Environmental Impact Study (EIS) process to evaluate improvement proposals. The Old Harbor Plan, prepared by the Providence Foundation and architect William D. Warner, proposed relocating the highway out of the Old Harbor to the other side of the Providence Hurricane Barrier. The three alternatives considered in the EIS were to rebuild the bridge over the Providence River in place, to replace the bridge with a new bridge just north of the existing one, and to move the highway to south of the hurricane barrier (HMD n.d.).

The Draft EIS was issued for public comment in 1993, and the Final EIS was published in 1996 (RIDOT 1996). The Draft and Final EIS reports addressed Cultural Resources, citing the federal legislative and executive mandates including the Department of Transportation Act of 1966 (DTA), the Federal-Aid Highway Act of 1968, the National Environmental Policy Act of 1969, the National Historic Preservation Act of 1966 (NHPA), Executive Order 11693, the Archaeological and Historic Preservation Act of 1974, the American Religious Freedom Act of 1978, the Archaeological Resource Preservation Act of 1979, and the Surface Transportation and Uniform Relocation Act of 1987. Per Section 9 of Public Law 99-647, the Blackstone River Valley National Heritage Corridor Commission (BRVNHCC) was consulted.

In accordance with regulations of the Council on Environmental Quality (40 CFR Part 1500-1508) and the Advisory Council on Historic Preservation (ACHP) (36 CFR Part 800), the Federal Highway Administration (FHWA), RIDOT and the State Historic Preservation Office (SHPO), which in Rhode Island is the Rhode Island Historic Preservation & Heritage Commission (RIHPHC) determined that the project required review under Section 106 of the NHPA and Section 4(f) of the DTA.

The Final EIS included information that the College Hill National Register Historic District and two other historic districts (Downtown Providence and Providence Jewelry Manufacturing) were partially within the project area. The resources analysis identified the Captain Joseph Tillinghast House on South Main Street at the corner with James Street in the College Hill Historic District and six other individual properties as listed or eligible for listing in the National Register. A consensus determination of eligibility was completed for the Central Wharf Site (RI 1213) (RIDOT 1996:4-149-150). The Final EIS also recognized the existence and location of the College Hill Zoning Overlay Historic District in the figure showing impacted historic resources, although it was not discussed in the text because, as a local historic district, it is not part of Section 106 review (Figure 2).

The analysis of project alternatives found that the Hurricane Barrier Alignment (HBA), which was developed some time after the original alternatives (reconstruction of the existing alignment and north alignment) was advantaged because it removed the interstate from the historic downtown, reestablished the original street network, and represented a “substantial reduction of the existing impact to the College Hill National Register Historic District. The highway is shortened and moved away from the most sensitive and highest concentration of contributing elements of the district” (RIDOT 1996:4-149–150). The HBA did require removal of three National Register historic buildings, Hicks Boiler Works, Providence Machine Company, and Atlantic Rayon Company, and PAL completed Historic Resources Archive (RIHRA) documentation so there would be a permanent record of them before they were demolished (Adams et al. 2002) (RIDOT 1996:4-149-150).

In 1996, to comply with Section 106 of the NHPA, the ACHP, FHWA, and SHPO entered into a Memorandum of Agreement (MOA) with measures to mitigate the adverse effects of the project. RIDOT, BRVNHCC, and the City of Providence also signed the MOA as concurring parties. The stipulations included a Phase III archaeological data recovery of the Central Wharf site, SHPO and BRVNHCC review and approval of final design plans and specifications, and provisions for SHPO or City of Providence review of the redevelopment of excess or surplus right-of-way parcels for consistency with the Secretary of the Interior’s Standards and Guidelines for Rehabilitation and New Construction” and the Old Harbor design plan element of the City of Providence Comprehensive Plan. The MOA was amended in 2000 to require RIHRA rather than Historic American Buildings Survey/ Historic American Engineering Record (HABS/HAER) level documentation of the historic buildings that would be demolished.

The FHWA presented the HBA as the preferred alternative for the I-195 Improvements project in the Record of Decision issued in 1997 (FHWA 1997).

In 2011, the state legislature passed The I-195 Redevelopment Act of 2011 (Chapter 42-64.14), which created a state-local-private sector partnership, the I-195 Redevelopment District Commission (Commission), to oversee and administer the redevelopment of the surplus I-195 properties (State of Rhode Island 2011, I-195 RDC 2022a). The RIDOT and the Rhode Island I-195 Redevelopment District Commission entered a Memorandum of Understanding regarding the surplus lands in 2012 (RIDOT 2012). There are 19 redevelopment district parcels, which the State conveyed to the Commission by quit claim deed in 2013 (State of Rhode Island 2013). To date, the Commission has developed eight parcels. Plans for Parcel 2 are currently underway, and the Commission selected the preferred developer in February 2022 (I-195 RDC 2022b).

Historic Resources

The College Hill Historic District was designated a National Historic Landmark (NHL) and included in the National Register of Historic Places in 1970 (NRIS 70000019, 11/10/70, Snell 1970) with the same boundary (Figure 3). In 1976, the National Register boundary was significantly expanded to encompass approximately 381 acres and is roughly bounded by Olney St., Canal St., South Water St., the Providence River, the Providence Harbor, Governor St., Williams St. and Hope St. (Figure 4). Much of the area was included in the College Hill study of 1956–1960 and is adjacent to the Providence Harbor on the south, the Providence River and central business district on the west, and residential districts on the north and east (PCPC 1967; Sanderson and Morgan 1976). Additional documentation was added to the National Register record in 2018 to include the role of African Americans and Cape Verdeans in the historical development of the area (8/6/18, RIHPHC 2018).

The College Hill Historic District is included in the Rhode Island State Register (State Register) with the same boundaries as the National Register. The State Register includes properties listed in the National Register as well as additional sites determined to be significant to Rhode Island's heritage

The College Hill Historic District was designated as a local historic zoning overlay district by the City of Providence in 1960 and reestablished in 1991 (Figure 5). The district was expanded in 1990 and contains approximately 945 properties. College Hill was the first created of eight current local historic districts in Providence. As presented on the City's website,

College Hill is the site of Providence's original settlement in 1636, and it contains the most distinguished historic architecture in the city. Its name derives from the steep hill rising from the east bank of the Providence River, the district is primarily residential, with commercial uses lining its western edge along the river; institutions such as Brown University and the Rhode Island School of Design have also played a major role in the neighborhood's development. The College Hill Historic District contains a wide range of architectural styles, from early colonial to early 20th-century triple-deckers (PHDC 2022).

Archaeological Resources

The reports and correspondence prepared for RIDOT's I-195 Highway Reconstruction Project in the 1990s provided information relating to previous archaeological investigations within and surrounding Parcels 2 and 5. Both parcels were included in the former I-195 highway right-of-way (ROW) lands subjected to the initial (1992) Phase 1A archaeological reconnaissance survey conducted for the highway reconstruction project (Adams and King 1992). The 1992 Phase IA survey consisted of background research and a walk/driveover of the existing and proposed highway alignment alternatives to identify potentially intact landscapes where pre- and post-contact archaeological resources may be present beneath modern fill deposits. At the time of the Phase IA survey there were no recorded archaeological sites within or adjacent to Parcels 2 and 5.

Residential and Commercial Activities, 1700s–1954

The 1992 Phase IA background research determined that Parcels 2 and 5 and the surrounding area contained shoreline wharves and associated residential, commercial, and maritime trade activities along the east side of the Providence River north of Fox Point in the eighteenth and nineteenth centuries. In 1849 a branch of the Boston and Providence Railroad was built paralleling South Water Street through the city's East Side with a depot at Fox/India Point. The construction of the railroad resulted in the cutting and filling of previously developed city blocks and the construction of new warehouses between the rail line and the waterfront (Adams and King 1992). The railroad line ran in South Water Street with the wharves and industries on the west side (fronting the river) and residential and business structures on the east side between South Water and South Main streets.

By 1875 the northern portion of Parcel 2 between James Street and Transit Street contained predominantly rail-served warehouse and commercial structures on lots fronting both South Water and South Main streets and belonging to the Tillinghast family, J.S. Kingston, H.J. Smith, J. Moore, Clark, Thomas Burgess, and J.M. Ruoff. The southern portion of Parcel 2 between Transit Street and Dollar Street contained similar size warehouse and commercial structures on lots belonging to P.M. Mathewson, Wm. W. Bailey, W.O. Brown, E.T. Sheldon, D. Falvey, and H. Gorman. Parcel 5 to the south between Dollar Street and Cent Street (close to present Bridge Street) contained an entire block of

warehouse buildings on a lot belonging to A.E. Burnside, and other lots with warehouses and other structures to the south belonging to Sarah S. Allen, Smith & Green, and George Walcott (Hopkins 1875). The 1882 (Hopkins) and 1895 (Everts and Richards) atlas maps of Providence indicate that Parcels 2 and 5 and the surrounding area continued to contain a dense mix of multi-story wood-frame residences (including tenements), warehouses, and outbuildings with a few larger brick buildings that served the waterfront and businesses along South Water and South Main streets in the late nineteenth century.

The dense mixed residential, commercial, and later light industrial land uses on Parcels 2 and 5 continued into the early to mid-twentieth century although some of the warehouses had been demolished and all of the earlier residences fronting South Main Street had been converted to storage facilities and store fronts by the early 1950s (Sanborn 1921, 1951). The only major land use change in the vicinity of Parcels 2 and 3 during this period occurred in the 1930s shortly following the construction of the Washington Bridge across the Seekonk River. The City of Providence connected the bridge to the western portion of the downtown area by constructing a limited-access divided highway from India Point to Fox Point. The highway was named Fox Point Boulevard and later renamed George M. Cohan Boulevard (Eastern Roads 2022). The construction of the at-grade highway required the demolition of numerous buildings along the waterfront to the southeast and south of Parcels 2 and 5 where the new highway eliminated a portion of South Main Street to connect to Bridge Street across South Water Street and the Point Street bridge (Sanborn 1951).

I-195 Highway Construction, 1955–1958

In the 1950s the at-grade George M. Cohan Boulevard was merged with the one-mile-long elevated “Crosstown Route” for a new north-south highway corridor through the city. The new highway included the construction a new steel bridge across the Providence River (later renamed the Interstate 195 highway) north of the Point Street bridge. The highway lanes connected to the George M. Cohan Boulevard alignment at Benefit Street and continued in a northwesterly direction through Parcels 2 and 5 where they crossed the river near James Street at the north side of Parcel 2. The new highway was built from 1956 to 1958 and cut off downtown Providence from the Jewelry District and the waterfront to the south and west (Eastern Roads n.d.). The highway construction resulted in the demolition of multiple buildings within Parcels 2 and 5 and the elimination of Transit, Dollar, Dime, Gregory, and Cent streets that had crossed the parcels since the mid-nineteenth century. Only the northern portion of Parcel 2 near James Street was outside the footprint of the new highway alignment although all the buildings in this area had been previously removed between 1921 and 1951 (Sanborn 1921, 1951, and 1956).

The construction of the elevated “Crosstown” section of highway between Bridge Street and James Street leading to the east abutment of the Providence River (highway) Bridge resulted in extensive ground disturbances in the project parcels. The segment of multi-lane highway, roadway bridges, and associated on and off ramps for South Water and South Main streets was built using a combination of massive concrete piers, abutments, and wingwalls (for the ramps and bridges) and massive concrete and granite retaining walls (for the highway lanes). Each of these highway elements required grading and excavations for foundation and footing supports in the unstable “mud” subsoils. Following the demolition of all but two pre-existing buildings between South Water and South Main streets in 1955¹,

¹ The two surviving buildings were a two-story wood-frame house and a multi-story brick commercial building at and adjacent to the corner of South Main and James streets (just outside Parcel 2). Only the house (present

the locations of the new highway lanes and ramps were excavated to a uniform subgrade for the construction of the sub-grade foundations (RIDOT 1955).

The highway construction within Parcels 2 and 5 included five massive northwest-southeast oriented retaining walls (Walls C, D, E, F, and H) that extended from Bridge Street north to the east abutment of the highway's Providence River Bridge crossing.

- Wall C was approximately 250 ft long and 9–16 ft wide; it formed the west side of the eastbound highway lanes.
- Wall D was approximately 525 ft long and 9–15 ft wide; it formed the east side of the westbound highway lanes.
- Wall E was approximately 190 ft long and 9–12.5 ft wide; it formed the west side of the South Main Street off ramp from the westbound highway lane and the southern portion of the west side of the Wickenden Street on ramp to the westbound highway lane.
- Wall F was approximately 380 ft long and 9–13 ft wide; it formed the northern portion of west side of the Wickenden Street on ramp to the westbound highway lane.
- Wall H was approximately 509 ft long and 9–15 ft wide; it formed the west side of the South Water Street off ramp from the eastbound highway lane.

Each wall was comprised of 25-ft long aboveground sections supported by belowground footings on piles and spread footings of the same lengths. The footings on piles consisted of a rectangular concrete cap underlain by a series of 25-ft long by 2-ft diameter cylindrical steel tubes (piles) that were driven vertically into the subsoils and filled with cast-in-place concrete. Construction photographs of this work in progress depict large trenches that encapsulated the foundations and footings and extended approximately 5–10 ft below grade around the linear piling arrangements. Each wall section contained between 10 and 24 piles placed approximately 4–6 ft on center in 2–3 rows, depending on the section's height and fill load. The shortest wall sections closest to grade level and carrying the lightest loads were built on spread footings consisting solely of the rectangular concrete cap. The wall elevations consisted of granite block veneers on their exposed face and cast-in-place concrete backings with drains. Once the retaining walls were completed to their varying heights they were filled with imported "borrow" soils used to support the highway lanes and on and off ramps where open piers were not used (RIDOT 1955, 1954–1958).

In addition to the retaining walls, Parcel 5 also contained portions of the South Main and South Water street on and off ramps and their associated below ground foundations and footings and the north abutment foundation and footings for the Bridge Street overpass. Each of the foundations for these additional highway elements used 25-ft long and 2-ft diameter cast-in-place concrete piles driven into the unstable "muddy" subsoils similar to those used and installed for the retaining walls (RIDOT 1955).

For the South Main Street off ramp foundation, one concrete pier (A7) and the concrete Bridge Street abutment (A8) with an adjoining northwest wing wall were present in the southeast portion of Parcel 5. The concrete abutment (A8) also adjoined the south end of retaining Wall E. The concrete pile cap (foundation) for Pier A7 was 35 ft long and 9 ft wide and 4 ft deep below grade; it was supported by 14 piles in two rows of 7 set 5.5 ft on center. The concrete pile cap (foundation) for Abutment A8 was 60 ft long and 12.6 ft long; it was supported by 44 piles in two rows of 18 set 3.6 ft on center and one row

Captain Tillinghast House) is still present; the adjacent brick commercial building on South Main Street was razed between 1962 and 1972.

of 9 set 7 ft on center. The abutment's wing wall was 39 ft long and 12 ft wide, supported by 21 piles in two rows of 9 set 4 ft on center and one row of 3 set 8 ft on center (RIDOT 1955).

For the South Water Street on ramp foundation, three concrete piers (D10, D11, and D12) and the Bridge Street concrete abutment (D13) were present in the southwest portion of Parcel 5. The concrete ramp abutment (D13) also adjoined the south end of retaining Wall C and the southeast wing wall of the Bridge Street abutment (A4). The concrete pile cap (foundation) for Pier D10 was 41 ft long and 9 ft wide; it was supported by 16 piles in two rows of 8 set 6 ft on center. Piers D11 and D12 were each 45 ft long and 7 ft wide, and also supported by 16 piles each in two rows of 8 set 6 ft on center. The concrete pile cap (foundation) for Abutment D13 was 67 ft long and 15 ft wide; it was supported by 70 piles in two rows of 24 set 3.5 ft on center and two rows of 11 set 7 ft on center. The adjoining southeast wing wall was 81 ft long and 15 ft wide; it was supported by 60 piles in two rows of 19 set 3 ft on center and two rows of 11 set 6 ft on center. The Bridge Street abutment that joined the southeast wing wall in Parcel 5 had a concrete cap footing that was 112 ft long and 15 ft wide. The footing was supported by 104 piles in two rows of 34 set 3.5 ft on center and two rows of 18 set 6 ft on center.

Highway Use and Demolition, 1958–Present

The I-195 highway corridor was relocated in the late 1990s and the interchange and lanes that extended from Bridge Street to James Street on the east side of the Providence River bridge were demolished. The demolition work removed the highway superstructures, the imported fill, and the associated foundation remains down to the new street level grade matching Bridge Street and the restored South Main Street, South Water Street, and Dollar Street configurations. The highway demolition work would have involved some foundation removal work but it is likely that the concrete caps and (hundreds of) subgrade pilings were left in place and buried in the newly graded fill soils. Any “artifacts” contained within these fill soils would be the product of both the 1950s highway construction and the 1990s highway demolition work. In the two decades since the highway relocation project, Parcels 2 and 5 have been transformed into open green spaces with sunflower planting areas on both sides of Dollar Street (City of Providence GIS Aerial Photo Layers).

Because of the extensive number (in the hundreds if not thousands) of 25-ft long (vertical) pile footings and concrete cap foundations used and installed for the new highway elements, the building demolition that preceded the highway construction likely included the removal of most if not all of previous building foundation remains. Some demolition debris including small architectural (e.g., brick fragments, nails and other hardware, window glass, and roofing tiles) and domestic items (e.g., bottle glass and ceramic sherds) from these earlier buildings and associated occupations would have been intermixed in the excavated and graded soils left on site during the highway construction activities. However, these out-of-context items would have no meaningful historical or archaeological research value that would contribute significant new information to the eighteenth and nineteenth century occupations. For these reasons, the 1992 Phase IA archaeological survey assigned low pre-contact and post-contact archaeological sensitivity for intact, potentially significant archaeological deposits (Adams and King 1992) in what is now Parcels 2 and 5. **No further archaeological investigations were conducted in this area as part of RIDOT's I-195 Relocation Project.**

I-195 Highway Project-Archaeological Excavations South of Bridge Street, 1993–1994

The closest former highway lands subjected to archaeological subsurface investigations as part of RIDOT's I-195 Relocation Project were in Area B2 just south of Parcels 2 and 5 on the south side of

Bridge Street (see Figure 1). Area B2 was a small grassy wedge-shaped park that abutted (but did not overlap) the original elevated highway on the south and west, and bordered Wickenden Street to the north and Benefit Street to the east. PAL began archaeological investigations in this park area in 1993 with the completion of Phase IA, Step 2 archaeological investigations that consisted of the placement of two machine-drilled deep auger cores. The cores revealed approximately 4 ft of fill associated with the 1930s construction of Fox Point (George M. Cohan) Boulevard and/or the 1950s construction of the elevated I-195 highway alignment, underlain by an 8-ft thick possible buried A topsoil/demolition horizon containing coal, slag, window and bottle glass, wood, and brick debris associated with documented nineteenth-century residential and commercial structures in this area. The A topsoil/demolition horizon was underlain by intact B and C subsoil horizons from 12–16 ft at the bottom of the borings. This soil profile indicated a possibly intact stratigraphic sequence containing pre-contact through post-contact nineteenth-century land surfaces, and additional archaeological investigations were recommended (Miller and Cochrane 1993).

The RIHPHC reviewed the results of the Phase IA Step 2 archaeological coring and concurred that Area B2 could contain significant belowground resources (Sanderson to Parker, letter dated June 1, 1993). PAL conducted Phase IB intensive archaeological survey in Area B2 in the spring of 1994. The subsurface testing consisted of seven machine-assisted archaeological trenches that identified the belowground foundation remains of the C. Moulton Stone leatherworks (ca. 1880–1955, designated RI 1212) and the Fuller-McLaughlin House (ca. 1850–1955, designated RI 1211). The buildings had been demolished for the construction of the elevated I-195 highway. The foundation remains were identified beginning at 4 ft below the modern highway fill and extending to at least 6 ft below ground surface. A total of 707 post-contact artifacts consisting of domestic (household) and structural materials dating from the nineteenth and twentieth centuries were also recovered. Although there did not seem to be a connection between the owner-occupants of the Fuller-McLaughlin House and the adjacent C. Moulton Stone leatherworks, PAL recommended Phase II archaeological site examination investigations at both sites in Area B2 to determine the historical significance and National Register eligibility of the foundations and associated artifact assemblages (Garman 1994).

The Rhode Island Historical Preservation and Heritage Commission (RIHPHC) reviewed the Phase IB survey results and determined that the C. Moulton Stone Leatherworks (RI 1212) lacked significant research potential because of its lack of association to the Fuller-McLaughlin House and paucity of primary sources, and did not require any further archaeological investigations. The RIHPHC concurred that the Fuller-McLaughlin House (RI 1211) had the potential to contribute significant information to nineteenth-century urban industrial life in Providence and that a Phase II/Step 2 site examination should be conducted to determine its National Register eligibility (Sanderson to Cox, letter dated November 21, 1994).

In the fall of 1994 PAL undertook the Phase II/Step 2 site examination at the Fuller-McLaughlin House site identified in the Area B2 project area. The site examination consisted of additional documentary research, remote sensing, and subsurface testing. The research provided a more complete land use history and residential-industrial activities associated the ownership and occupation of the Fuller-McLaughlin House property. The remote sensing consisted of ground-penetrating radar (GPR) and electromagnetic sensing but did not identify any subsurface anomalies such as trash pits, wells, privies, or walkways. The level of previous disturbances in the overlying fill stratum even obscured the presence of detectable foundations in this area. Since the remote sensing results were limited, PAL recommended subsurface investigations to collect archaeological data regarding the sites' integrity, internal attributes, boundaries, and historical research value (Garman et al. 1994).

The Phase II site examinations in Area B2 consisted of a combination of machine-assisted and hand excavations. PAL excavated two additional trenches in the Fuller-McLaughlin House property, one in the rear yard and the other in the house foundation and north side yard. These excavations produced an additional 260 pieces of cultural material (nineteenth and twentieth century domestic and structural items) and determined that the rear (west) portion of the historic property closest to the westbound elevated lanes of the I-195 highway along with the earlier construction of the at-grade George M. Cohan Boulevard and its associated ramp had destroyed any archaeological deposits that may have been present in the rear yard of the house site. The excavations within the house foundation and north side yard determined that this area had also been severely impacted by the highway constructions and the creation of the city park despite the intact nature of the house foundation remains. Consequently, the site was not recommended to contain significant historical value or be eligible for listing in the National Register (Garman et al. 1995).

The RIHPHC reviewed the Phase II site examination results and recommendations, and concurred with PAL's conclusion that the Fuller-McLaughlin House did not contain sufficient archaeological integrity for inclusion in the National Register of Historic Places (Sanderson to Palumbo, letter dated May 24, 1995). RIDOT redeveloped the Area B2 park for the South Water Street exit and extension off the relocated I-195 highway alignment between 2008 and 2011.

Conclusions and Recommendations

Historic Resources

Parcels 2 and 5 of the I-195 Redevelopment District between South Main Street and South Water Street (north and south) and James Street and Wickenden Street (west and east) are outside of, but adjacent to the boundary of the College Hill Local Historic District that is a local historic overlay zoning district. There is no review jurisdiction for changes in the parcels by the Providence Historic District Commission, although there may be interest due to adjacency.

Parcels 2 and 5 are within the boundary of the College Hill National Register Historic District that is also a National Historic Landmark. These lands were added to the original 1970 district in 1976 when it was expanded with the boundary extended on the west to the Providence River and on the south to Providence Harbor. As a National Register-listed historic property, under Section 106 of the NHPA, projects that may affect the district and that involve federal funding, licensing, or permitting are required to consider the impacts of the project with review by the SHPO and follow the ACHP regulations. Because the College Hill Historic District is included in State Register, projects that may affect the district and that are funded, permitted, or licensed by the State of Rhode Island require project review under the Rhode Island Historic Preservation Act. Projects undertaken by any municipality, including the City of Providence, that may have an effect on the historic property also require review by the RIHPHC under the State Historic Preservation Act. The regulatory review responsibilities of the I-195 Redevelopment District Commission are further set forth in the I-195 Improvements Project Section 106 MOA and other agreements.

Archaeology Resources Potential

As described above, natural and historic soil strata in Parcels 2 and 5 were heavily disturbed during the 1955–1958 construction and 1990s demolition of the I-195 highway lanes, bridges, and interchange (on and off ramps) between South Main and South Water streets from Bridge Street north to James Street at

the Providence River Bridge. The subsequent reconstruction of these two parcels into open green space and restoration of the surrounding streetscapes to their pre-highway grades and alignments further contributed to the ground disturbances that occurred in the past 65–70 years. The 1992 archaeological reconnaissance survey for the I-195 Highway Relocation Project did not identify any significant archaeological resources potential for these parcels within the divided highway lanes and associated on and off-ramp interchange. Any “artifacts” that may be present today in the highly disturbed soils in Parcels 2 and 5 do not possess physical integrity and are not assigned any historical or archaeological significance or research value. **No additional archaeological investigations are recommended for Parcels 2 and 5.**

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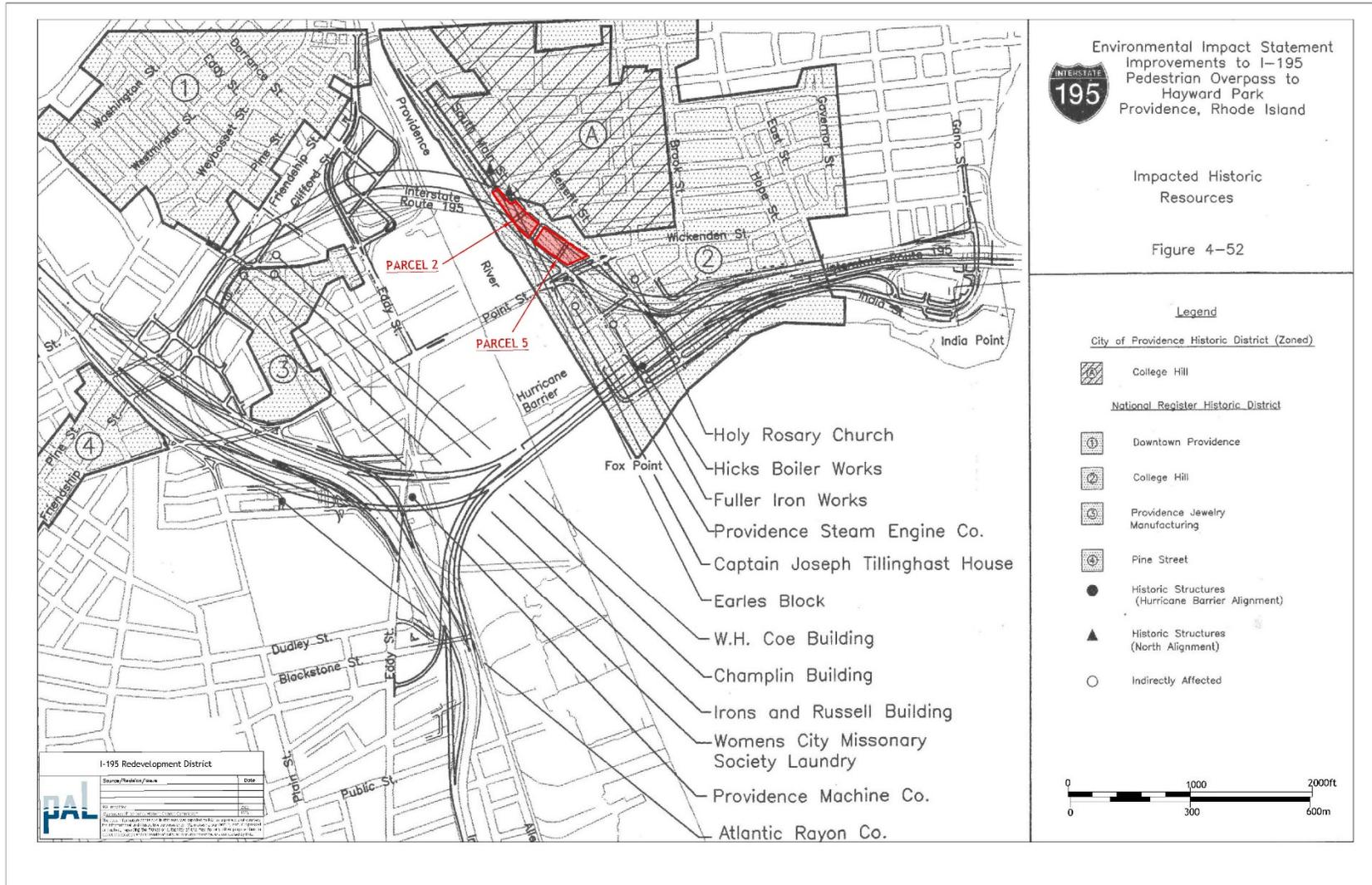


Figure 2. Map of Improvements to I-195 Final Environmental Impact Statement (Figure 4-52) and showing location of College Hill National Register and local overlay zoning historic districts and Parcels 2 and 5 (source: FHWA 1996; PAL).

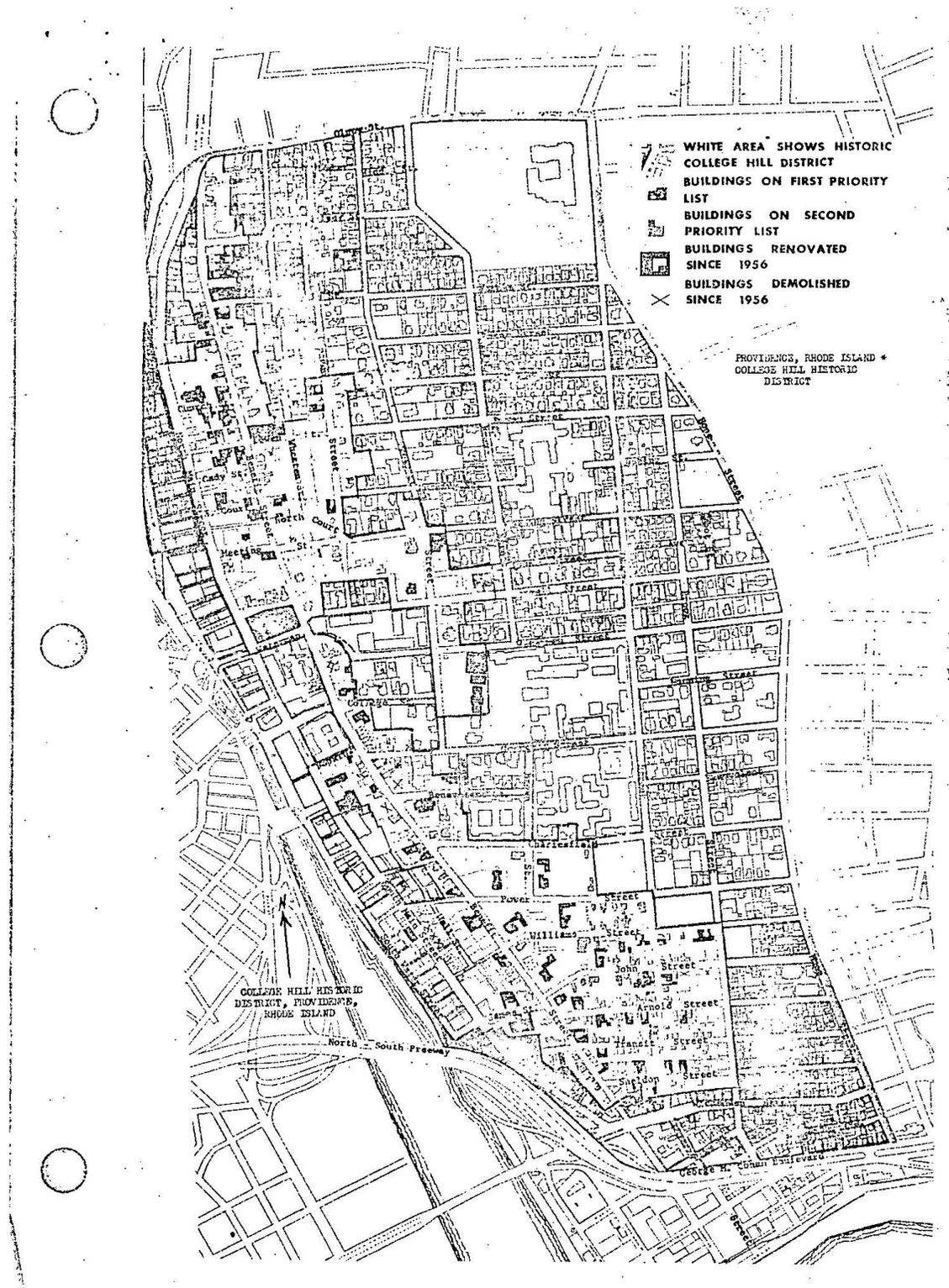


Figure 3. College Hill National Register Historic District Map, 1970 (Snell 1970).

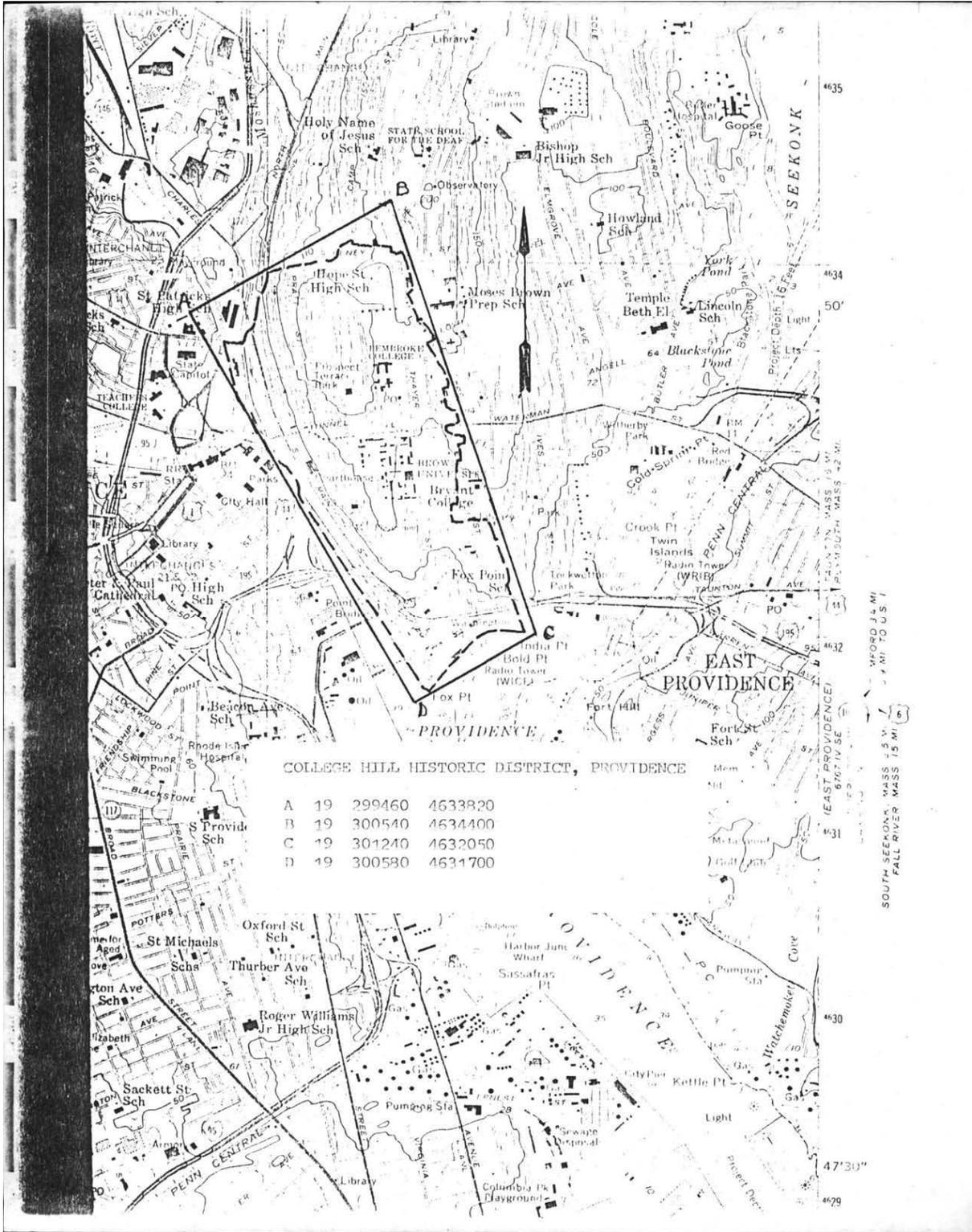


Figure 4. College Hill National Register Historic District Map, 1976 (Sanderson and Morgan 1976).

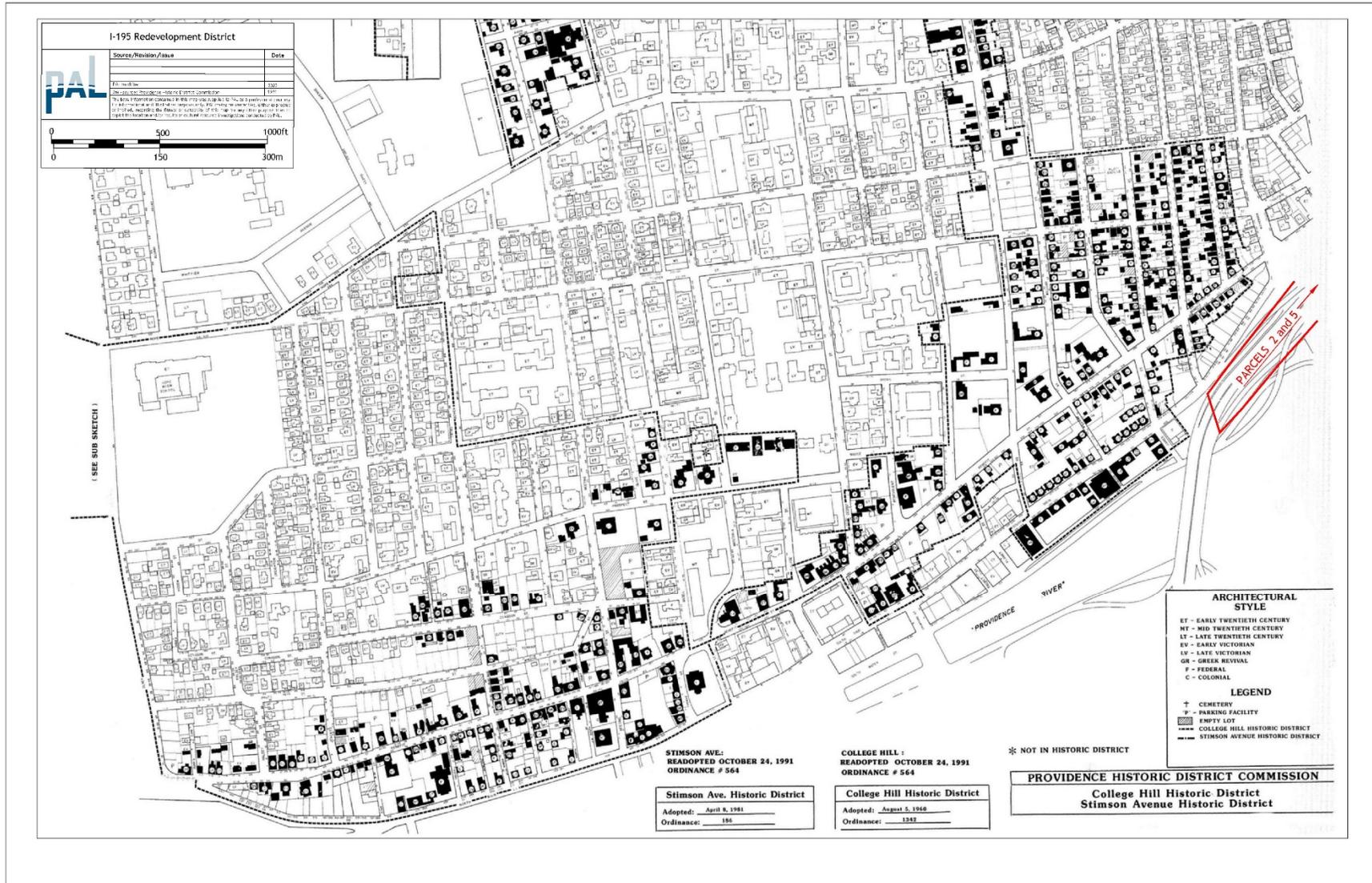


Figure 5. College Hill Local Overlay Zoning Historic District Map showing location of Parcels 2 and 5 (PHDC 2022; PAL).