

I-195 REDEVELOPMENT DISTRICT

RESOLUTION REGARDING APPROVAL OF WAIVERS FOR PARCELS 14 AND 15

February 2, 2026

WHEREAS: Pursuant to the Rhode Island Special Economic Development District Enabling Act (the “SEDD Act”), the Commission is charged with approving all plans for development within the I-195 Redevelopment District; and

WHEREAS: Pursuant to the SEDD Act, the Commission has adopted a Development Plan applicable to construction within the I-195 Redevelopment District; and

WHEREAS: The Commission has received an application from CV Dyer Street LLC (“CV”), the proposed purchaser of District Parcels 14 and 15, in which CV requests waivers from the following provisions of the Development Plan with respect to a proposed development on District Parcels 14 and 15:

- (a) Sections 2.4.C., 2.4.D.1.a., 2.4.D.2.c., and 2.4.D.1.b with respect to bicycle parking;*
 - (b) Section 2.4.E.3 and Table 2.4-1 with respect to exterior loading docks;*
 - (c) Sections 2.5.A.2.a, 2.5.A.2.b, and 2.5.A.2.c with respect to fenestration and building facade;*
 - (d) Section 2.6.C.2 with respect to flood resilience standards and;*
 - (e) Section 2.7.B.1 with respect to height of fences and walls;*
- (collectively, the “Waivers”).

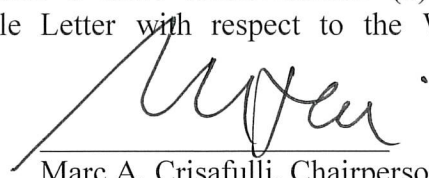
WHEREAS: Utile, Inc., the District’s design consultant (“Utile”), has determined that the Waivers are appropriate and has recommended to the District, by letter dated January 29, 2026, a copy of which is attached hereto as Exhibit A and is incorporated herein by reference (the “Utile Letter”), that the District grant the Waivers :

WHEREAS: At a public hearing held this date, the Commission heard presentations by CV and Utile with respect to the Waivers.

NOW, THEREFORE, acting by and through its Commissioners, the District hereby resolves as follows:

RESOLVED: That the District hereby (a) finds that, due to the challenging site configuration and dimensions, enforcement of the regulations for a commercial and residential use

contained in the Development Plan would preclude the full enjoyment by the owner of a permitted use and amount to more than a mere inconvenience (b) adopts the recommendations contained in the Utile Letter with respect to the Waivers and (c) grants the Waivers.

A handwritten signature in black ink, appearing to read 'Marc A. Crisafulli', is written over a horizontal line.

Marc A. Crisafulli, Chairperson
February 2, 2026

EXHIBIT A

January 29, 2026

Caroline Skuncik, Executive Director
I-195 Redevelopment District
225 Dyer Street, Fourth Floor,
Providence, RI 02903

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RE: Parcels 14 & 15, Final Plan Approval Recommendation

Design Review Panel Contributors:

- Tim Love, Utile
- Zoë Mueller, Utile
- Matthew Littell, Utile
- Pete Robie, Utile
- Jocelyn Chiou, Utile

Dear Caroline,

Utile, the I-195 Redevelopment District's Urban Design and Planning consultant, recommends that the Commission grant Final Plan Approval and approve the requested waivers for Parcels 14 and 15, with the conditions outlined below. The CV Properties team has demonstrated a collaborative and transparent approach to shaping the design with District staff and consultants and has satisfactorily addressed all the major comments and conditions from prior memos and has acknowledged and committed to addressing the remaining minor design review concerns, which can be resolved before the construction documents are issued and reviewed by the District staff and Utile.

Summary of the Design Review Process

Utile and the I-195 Redevelopment District reviewed the Final Plan Application materials provided by CV Properties for the Dyer Wharf development on Parcels 14 & 15 after they were submitted on December 22, 2025 and revised on January 27th and 29th to include supplemental information requested. Preceding this, the District and Utile provided informal feedback to the development team during several prior meetings.

Utile, the I-195 Redevelopment District, and Emily Vogler and Jack Ryan from the Design Review Panel met previously on May 6, 2024 and again on January 7, 2025 to review the Concept Plan Application materials. Craig Barton from the Design Review Panel has recused himself from reviewing this project due to his affiliation with Brown University (a portion of the project is on a site owned by Brown that will be ground-leased by the developer). The consolidated feedback from these prior stages of the Design Review Process was provided to the developer as memos on May 8, 2024 and February 11, 2025.

115 Kingston St.
Boston, MA 02111

110 Union St.
Providence, RI 02903

47 Maple St.
Burlington, VT 05401

(617) 423-7200
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Waivers

This project must navigate the complexities of meeting the blended standards resulting from joint jurisdiction between the City of Providence and the 195 District. In recognition of the challenges of meeting these blended standards within unusually constrained parcel dimensions compounded by the area that needed to be devoted to navigating the grade change to reach Design Flood Elevation 1 (DFE-1) as well as the 360-degree design necessitating that some portions of the street-facing facades be used for back-of-house uses, Utile recommends that the following requested waivers be granted:

1. Long-Term Bicycle Parking:

2.4 Parking & Loading, Section 2.4.D Bicycle Parking Design Standards, Table 2.4-1 Minimum Bicycle Parking Requirements & Dimensional Standards 2.4.D.1.a and 2.4.D.2.c.

A reduction in the minimum number and an allowance for altered design for a limited number of the required Long-Term Bicycle Parking Spaces.

Specifically, allowing the design of the bike room attached to this memo as **Exhibit 1**, which uses a mix of floor-mounted post and ring racks and wall-mounted racks, for a total of 39 spaces. Because this is the first and most dimensionally constrained phase of a multi-phase development, we recommend that the deficit of 19 Long-Term Bicycle Parking Spaces associated with this development be provided as part of the later phases of the development and made available to residents of this building.

2. Short-Term Bicycle Parking:

2.4 Parking & Loading, Section 2.4.D.1.b Bicycle Parking Design Standards

An allowance for the required Short-Term Bicycle Parking Spaces to be located more than 50ft from the primary entryways to the residential units and ground floor retail space, provided the spaces are located on the closest available level sidewalk or plaza space that avoids conflicts with crosswalks and accessibility features, street trees, above-ground utility features, and walkways from sidewalk grade to DFE-1. Specifically, allowing Short-Term Bike Parking spaces to be located in the places indicated by the diagram attached to this memo as **Exhibit 2**.

3. Exterior Loading Docks:

2.4 Parking & Loading, Section 2.4.E.3

Allow an exterior loading dock along Peck St where there will be the least impact on public realm experience, provided they are set back from the property line by at least 50 feet as indicated in the attached **Exhibit 3** and all loading support spaces, including trash, are located on the interior of the building. Stairways and pedestrian access to the loading dock and associated interior spaces are permitted be closer to the property line.

4. Blank Wall, Ground Floor Transparency and Entrance Requirements:

2.5 Design Standards,

Sections 2.5.A.2.a, 2.5.A.2.b and 2.5.A.3.c (Figure 2.5-2)

Allow the areas of the facade enclosing back of house spaces as indicated in

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the attached **Exhibit 4**, measuring up to 330'-6" linear feet, to be opaque walls without transparency or exterior building entrances, provided they are screened effectively by plantings.

5. Critical Systems Meeting Design Flood Elevation 2 (DFE-2):

2.6 Flood Resilience Standards, Section 2.6.C.2

Allow critical mechanical and electrical systems to be located at elevations below DFE-2, provided that deployable dry floodproofing barriers are incorporated into the design such that they protect the Main electrical equipment, the Emergency Electrical equipment, the Fire Pump equipment, IT/AV equipment and Centralized water system, and the exterior pad mounted electrical transformer and generator from flood damage to the maximum degree allowable by RI Energy.

6. Height of Fences and Walls:

2.7 Site Improvements, Section 2.7.B.1

Screening of the ground-mounted transformer and generator is allowable up to the minimum height necessary to screen the equipment from public view at eye-height for pedestrians standing on public rights of ways and walkways abutting the equipment.

Condition for Final Plan Approval

Prior to issuance of construction documents, provide an updated Resilience Approach narrative that is consistent with Final Plan design, and corresponding supporting diagrams required. The resilience diagrams must demonstrate compliance with the above-described waiver to Section 2.6.C.2, including a clear indication of the boundary of all spaces to be protected by wet or dry floodproofing and what floodproofing measures will be taken to ensure their protection.

Please do not hesitate to reach out if you have questions or would like additional information.

Regards,



Tim Love, Principal

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Boston, MA 02111

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Providence, RI 02903

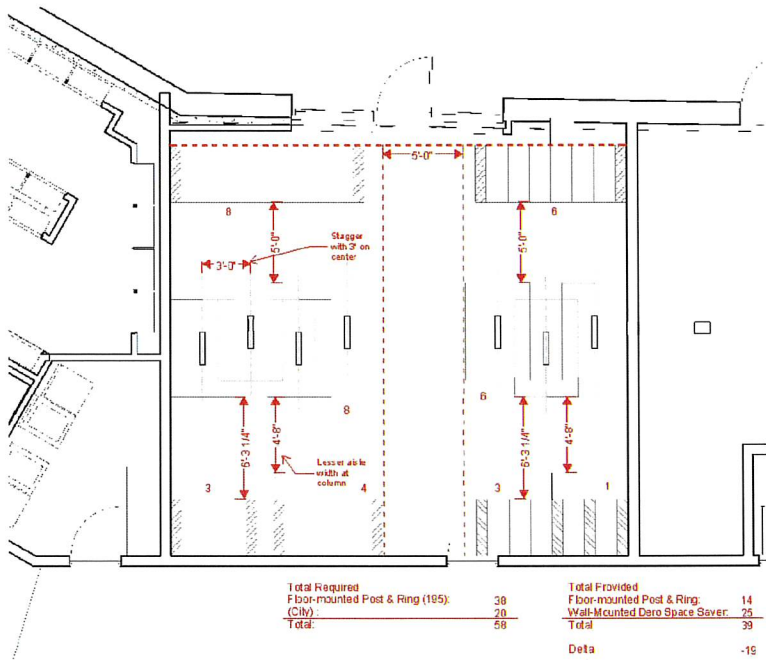
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Exhibit 1: Allowed Long-Term Bike Parking Design

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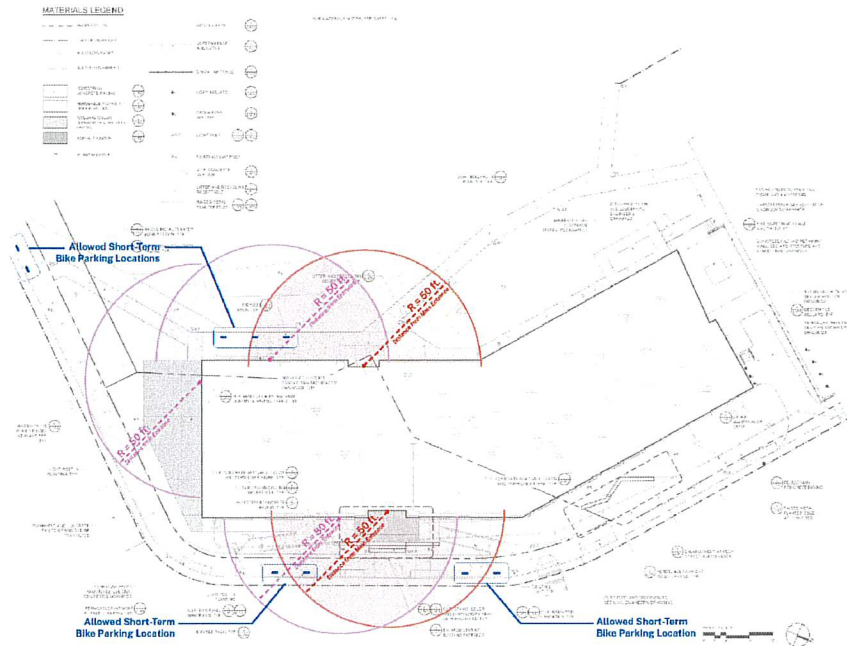
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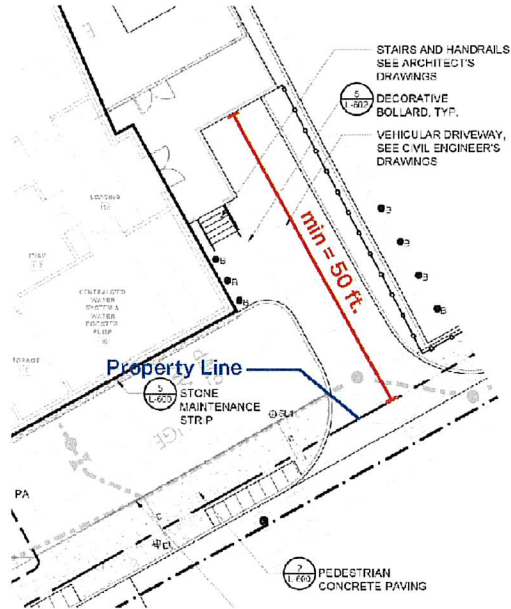
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Exhibit 3: Allowed Exterior Loading Dock Design



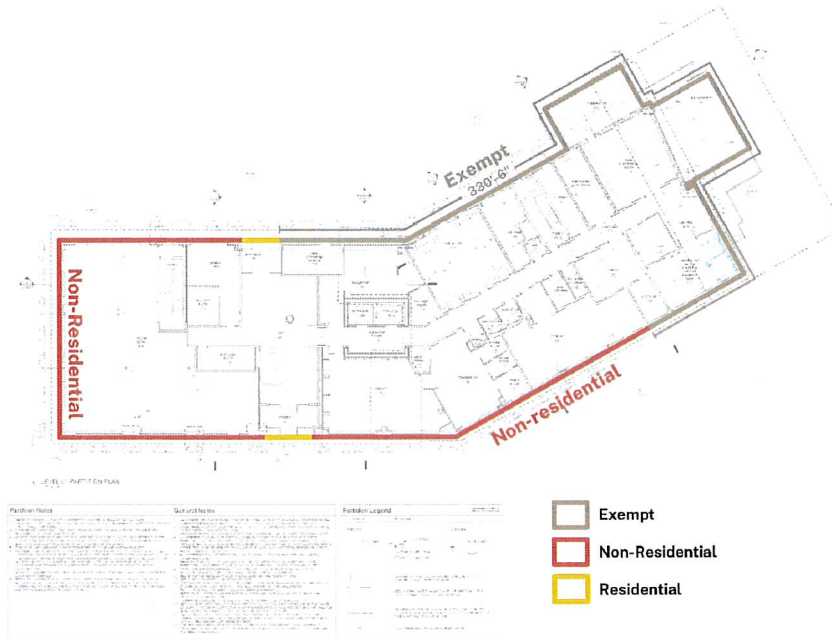
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