



Fox Point Neighborhood Association

Officers

Daisy Schnepel
Vice President/
Treasurer

Alissa Peterson
Assistant
Treasurer

Directors

Nick Cicchitelli
Bruce Millard
Alissa Peterson
Daisy Schnepel
Vincent Scorziello
Carlos Torres
Dennis Wood

Advisory Board

Arria Bilodeau
John Rousseau
John M. Roney

**Executive
Secretary**

Amy Mendillo

I-195 Redevelopment District Commission
Robert C Davis, Chair
315 Iron Horse Way, Ste.101
Providence, RI 02908

June 12, 2018

Dear Chairperson Davis and Commissioners,

I write on behalf of the Fox Point Neighborhood Association (FPNA) regarding the building proposals by Bargmann Hendrie (Post Road), Spencer Providence LLC, and Carpionato Group that are currently under consideration for Parcels 2, 5, and 6 of the 195 District. After careful discussion and debate among neighbors, abutters, and interested parties, FPNA does not wholly endorse or oppose any of these three plans, per se. Rather, we see pros and cons in each. We also realize that each proposal is preliminary and may be modified. Therefore, we ask that you consider the following five priorities.

Priority No. 1: Create Pedestrian and Visual Connections to the River.

FPNA strongly supports designs that facilitate a connection with the river, both on foot and in terms of sightlines. The design needs to look and feel penetrable, so that people can walk through the area easily and see historic buildings, water views, and skylines in all directions. Retail shops on the first floor may help facilitate this connection, as would doors, walkways, open spaces, and a variety of ins-and-outs.

Post Road: Does not meet criterion. The uninterrupted wall in the Post Road proposal blocks pedestrian access and obstructs views in all directions.

Spencer: Meets criterion. The walkability of this design, particularly with its narrow street and walkways, references the alleyways in old Fox Point, encourages pedestrians to walk through the area, and evokes a much-needed neighborhood feeling unseen in the other designs. The Spencer design also creates good site lines, allowing residents and passersby to view the Providence River and downtown skyline to the west as well as the the small-scale, largely historic neighborhoods to the north and east.

Carpionato: Does not meet criterion. While recent Carpionato sketches allow for some permeability of the facading, the picture as a whole is very homogeneous and suburban, much like Chapel View, and could have the appearance of a very large, reticulated big-box structure. From the east side of the Providence River, the plan has such bulk as to almost obstruct the river.



Fox Point Neighborhood Association

Priority No 2: Design with Sensitivity to Surroundings. We strongly support a design that compliments the architecture of the surrounding neighborhood, both in scale and in materials. A uniform, suburban feel would destroy the unique, historic assets that we have worked so hard to protect and which set Providence apart from other destinations.

Post Road: Does not meet criterion. Although the modern design might speak to present day aesthetics, the design does not really complement the area and gives no reference to either the South Main Street buildings or Corliss Landing. It leaves us wondering what would work well with the other two parcels.

Spencer: Meets criterion. The overall design speaks very well to the neighboring South Main Street buildings, largely due to the uniform choice of materials and rooflines. The small townhouses are much more in the scale of this area of Fox Point than the large apartment complexes of the other two designs. It seems that this design could attract any sort of design motif for the third parcel, which would effectively give the area a feeling that it was not built by just one builder.

Carpionato: Does not meet criterion. This plan does not really speak to the environment or join it cohesively. The buildings could almost be built anywhere. There is little reference to the neighborhood except to dominate it. With this sense it almost seems like its own city within our city.

Priority No. 3: Create Long-Term Jobs. We support proposals that include the creation of long-term jobs.

Post Road: unclear. The long-term jobs are tied to the success of marketing the retail spaces on the first floor.

Spencer: unclear. Again, the long-term jobs are tied to the marketing of the retail spaces, the success of the market, and other creative uses of the spaces or employment within the townhouses.

Carpionato: Meets criterion/unclear. It is hard to know if Carpiionato's talk about incubator or wet lab spaces simply gives lip service to the call for long-term jobs within the development. These proposed uses are predicated on the hope that the Wexford Building and the expansion of the Innovation & Design District will draw these kinds of tenants. Apartment housing rental units and the complex as a whole will bring in maintenance jobs. As with the other proposals, long-term employment is tied to the success of the market space and the retail stores.

Priority No 4: Create Smooth Vehicular Traffic Flow. Successful development of these parcels will require careful problem-solving to improve vehicular traffic flow. As we all know, current vehicular circulation in the area of these parcels is slow, awkward, and inefficient. New development will only increase the urgency of these problems. How will people walk, bike, and drive through these parcels? How will trucks get through? Commuters? Smooth vehicular traffic flow is critical for residents, business people, and visitors alike.



Fox Point Neighborhood Association

Post Road: Partially meets criterion. Post Road designers have not fully addressed this issue except to create an interior courtyard area in the complex that would divert traffic for the complex from the major surrounding arteries.

Spencer: Partially meets criterion. The Spencer design includes a clever way of obscuring loading docks for the market space, which means that the complex will probably not be littered with delivery vans that could further congest the area. It also includes an alleyway for its housing complex and underground parking for the hotel/retail structure. But the designer has not fully addressed the traffic situation surrounding the exterior of its buildings.

Carpionato: Meets criterion. The Carpionato design includes underground parking for the whole complex. Moreover, the group has expressed an interest in working with RIDOT to improve the traffic patterns in the area, both for vehicles and pedestrians, such as by the I-195 exit ramp.

Priority No 5: Demonstrate Long-Term Dedication to the Area. We urge the Commission to require the developer to commit to the long-term sustainability of the area by contributing to the maintenance of the park, bridges, and open spaces. Ideally the developer would also engage with the community about these concerns.

Post Road: Unclear/Promising. The Post Road developer has not mentioned much about the surrounding area in Fox Point, but does have a reputation for being sensitive to surroundings.

Spencer: Unclear/Promising. The Spencer document (proposal) does not address this topic, but since the owner-partner of Spencer lives on James Street in Fox Point, he has a vested interest in this particular neighborhood.

Carpionato: Unclear/Promising. The Carpionato Group has had previous shortfalls in Providence, such as tearing down the old city market complex and failing to rebuild. We are encouraged, however, that the group has expressed an interest in maintaining the park lands in close proximity to its proposed development. This is a promise the other developers have not yet made. Also, because Carpionato plans to retain ownership of the real estate and manage it, we have the impression that the group plans to follow through on its commitments.

Although there are pros and cons in all these development plans, we see strong attributes in some of them that could be used to influence a final configuration. We support smart development and look forward to working with you to realize the best possible outcomes for these critical parcels. Thank you very much for considering our position.

Sincerely,

A handwritten signature in black ink that reads 'Daisy Schnepel'. The signature is written in a cursive, flowing style.

Daisy Schnepel
Vice President
Fox Point Neighborhood Association

TL Studio Inc.
269 C South Main Street
Providence RI 02906

I-195 Redevelopment District Commission
315 Iron Horse Way, Ste.101
Providence, RI 02908

May.25.2018

Dear Members of the Board,

Reference: Proposed development on District parcels 2, 5 and 6.

We write in connection with the above re-development proposal. We are familiar with the neighborhood and walk daily by the parcels on our way to work. We have seen the most recent developer presentations and reviewed the provided materials. We wish to offer our support to the Spencer Providence LLC proposal, for the reasons outlined below.

While all proposals boast a high-end mixed-use development and have similarities in their approach to the retail aspects of the site, Spencer's proposal is the only one that sympathizes with the character of the neighborhood. The architecture volume, streetscape and view-shed studies begin to form the language of local aesthetics and personality. Looking at their presentation we appreciate the inherent character of the neighborhood being carefully extended and integrated with the new development.

The proposed park and pedestrian bridge across the river will increase student traffic between the neighborhoods. Spencer's scheme facilitates this North-South movement within the parcels while providing pedestrian scale streetscape and comfort.

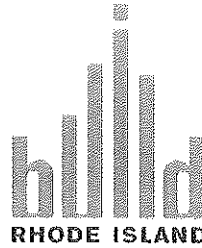
In Spencer's proposal we see a plan that looks beyond the current indistinguishable development trends that are happening in cities all over the northeast. It is a well measured proposal that considers the existing neighborhood. This proposal will blend with the fabric of the community and enhance its value while keeping its unique character alive. When the novelty of the project wears off, the long-term success will be measured by how the project strengthens the existing character of the neighborhood, supports the local community and, with its uniqueness, attracts visitors to Providence.

We understand that Spencer's proposal is also well supported by the neighborhood association. We hope that the collective experience of this committee will lead you to find the best solution while upholding the I-195 mission statement.

With regard,



T. Lee and M. Johnson



May 9, 2018

Mr. Robert C. Davis
Chairman
I-195 Redevelopment District Commission
State of Rhode Island
315 Iron Horse Way, suite 101
Providence, RI 02903

Re: Carpionato Group Project on Parcels 2, 5 and 6

Dear Chairman Davis:

BuildRI is a domestic non-profit trade association comprised of four (4) contractor associations (the Labor Relations Division of the RI Chapter of the Associated General Contractors, the New England Mechanical Contractors' Association, the RI Mason Contractors' Ass'n, and the RI and Southeast MA Chapter of the National Electrical Contractors' Association), and all the Local Trade Unions.

The above referred to project is being proposed by a long time Rhode Island developer that has a track record of completing numerous high quality projects in Rhode Island and throughout the northeast. In addition, The Carpionato Group is the only developer that has signed a letter of intent to construct the project under a RIBCTC Project Labor Agreement, which will ensure that local tradesmen and woman will construct this exciting project. Once built, it will be a multi-use facility for office, housing, retail and hotel that will be an important and exciting development for our city and state.

Therefore, our organization strongly supports and endorses the above referenced project and we urge the I-195 Redevelopment District Commission to grant expeditious approval to the Carpionato Group application. In our opinion, this project is the most impactful and transformational proposal in front of the commission and will undoubtedly have the greatest positive impact on the local economy due to the size, scope, design and mix use purpose for the parcels. This project will not only generate hundreds of construction jobs for local tradesman and women, but also create over several hundred permanent jobs for the Rhode Island economy

Thank you for your consideration of our endorsement. If you have any further questions, please do not hesitate to contact me.

Sincerely,

/s/ Gregory A. Mancini

Gregory A. Mancini

Executive Director/General Counsel

cc: Commission members

1 Richmond Square, Suite 134C Providence, RI 02906

P: 401-553-2100; F: 401-553-5855

www.buildri.org

**COUNCILMAN
SETH YURDIN**
CITY HALL
25 DORRANCE STREET
PROVIDENCE, RI 02903
Office: (401) 521-7477
ward1@providence.com



COMMITTEES

Special Committee on State Legislative
Affairs

City of Providence, Rhode Island

May 9th, 2018

Robert C. Davis, Chairman
I-195 Redevelopment District Commission
315 Iron Horse Way, Suite 101 Westminster Street, Suite 3A
Providence, RI 02908-5625

Re: Proposal from The Carpionato Group for development on District Parcels 2, 5, and 6.

Dear Chairman Davis and Honorable Members of the Commission:

I strongly urge the Commission to deny this proposal.

The proposed development would greatly detract from the character of the surrounding neighborhood, and does not reflect either the type of urban design or the economic development goals envisioned for the I-195 district. Moreover, I have deep concerns about the risks involved with having all of the East Side parcels in the hands of a single developer.

The plan before you would allow for construction that would be more appropriate in a suburban setting than for parcels immediately abutting Providence's historic downtown. Constituents and other stakeholders have reached out to me complaining that this proposal would place a suburban mall-type structure in the heart of our capital city. Not only does the proposed structure not reflect the type of urban design hoped for on these parcels, the design is a major departure from that of the adjacent built environment and does not reflect the character of the surrounding neighborhood.

Additionally, this plan proposes uses for these parcels that run contrary to the very goals of the I-195 Commission. This commission's mission speaks of "fostering economic development" and "job creation," but this proposal does little to support either. Short term construction positions and low-paying retail employment will not help Rhode Island's economy grow and thrive. To become the prosperous hub of business and innovation envisioned when the highway was relocated, the I-195 District needs to include development that provides sustainable middle-class jobs, housing at prices within reach for working families, and opportunities for local industry to grow.

Furthermore, my constituents and I have major concerns about the proposal because it places so many parcels under the control of a single developer. Taking a block-by-block approach, with each separate parcel developed independently, is far more likely to result in organic and cohesive designs consistent with the rest of the neighborhood. Yet, this plan instead seeks to hand over a wide swath of our city's urban fabric to be designed by one architect and one developer, resulting in an odd repetition of extremely similar suburban-style surface treatments along three city blocks, surrounded by buildings that reflect the gradual development of one of Rhode Island's oldest and most historic urban neighborhoods. This is especially disconcerting as the parcels involved span Wickenden Street and should serve as a beautiful and inviting gateway to that important commercial corridor.

Finally, I would like to stress the importance of keeping the public comment period for this proposal (and proposals for other parcels) through this and subsequent meetings of the I-195 Commission. As members of our community will only learn many of the details of the plan through this evening's presentation, it is extremely important that the public be given time to adequately consider the proposal and provide the Commission with additional feedback at a follow-up meeting. For these reasons, I respectfully request that public comment on this proposal be kept open and allowed at a future meeting.

As this plan would detract from the character of the surrounding neighborhood, does not support the I-195 District goals for job creation or economic development, and would give a single developer control over such a large area, I strongly urge the Commission to deny the application from The Carpionato Group for development on District Parcels 2, 5, and 6.

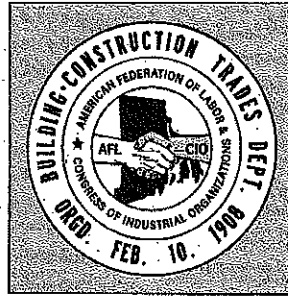
Sincerely,

A handwritten signature in cursive script that reads "Seth Yurdin".

Seth Yurdin
Councilman – Ward One

Michael F. Sabitoni
President

RHODE ISLAND



Scott Duhamel
Secretary/Treasurer

BUILDING TRADES

April 20, 2018

Mr. Robert C. Davis, Chairman
I-195 Redevelopment District Commission
State of Rhode Island
315 Iron Horse Way, Suite 101
Providence, RI 02903

Re: Carpiionato Group Project on Parcels 2, 5 and 6

Dear Chairman Davis:

On behalf of The Rhode Island Building and Construction Trades Councils (RIBCTC) seventeen (17) Local Trade Unions and approximately 9,500 members, I am writing this letter to let you know that we strongly support and endorse the above-referenced project and to urge the I-195 Redevelopment District Commission to grant expeditious approval to the Carpiionato Group application. In our opinion, this project is the most impactful and transformational proposal in front of the commission and will undoubtedly have the greatest positive impact on the local economy due to the size, scope, design and mix use purpose for the parcels. This project will not only generate hundreds of construction jobs for local tradesman and women, but also create over several hundred permanent jobs for the Rhode Island economy

The project is being proposed by a long time Rhode Island developer that has a track record of completing numerous high quality projects in Rhode Island and throughout the northeast. In addition, The Carpiionato Group is the only developer that has signed a letter of intent to construct the project under a RIBCTC Project-Labor Agreement, which will ensure that local tradesmen and woman will construct this exciting project. Once built, it will be a multi-use facility for office, housing, retail and hotel that will be an important and exciting development for our city and state.

Thank you for your consideration of our endorsement. If you have any further questions, please do not hesitate to contact me.

Very truly yours,


Michael F. Sabitoni, President

cc: I-195 Commission Members
Peter McNally
RIBCTC Affiliate Unions

Rhode Island Building and Construction Trades Council

410 South Main Street, Providence, RI 02903
(401) 331-9682 Fax: (401) 861-1480





PROVIDENCE PRESERVATION SOCIETY

February 26, 2018

President
Christopher J. Marsella

Vice President
Warren Jagger
Melissa Trapp

Treasurer
Clifford M. Renshaw

Secretary
Cait Amirault

Trustees
Ian L. Barnacle
Laurel L. Bowerman
Jan Brodie
Kathryn J. Cavanaugh
Stephen Coon
J P Couture
Paul V. Kappel
Kirsten E. Kenney
Cathy Lund
Miguel Quezada
Patricia Raub
Edmund A. Restivo Jr.
Lucie Searle
Martha Sheridan
Kim Smith
Barbara Sokoloff
Rita Danielle Steele
Mark Van Noppen

Architectural History Consultant
Wm McKenzie Woodward

Advisors
Oliver H.L. Bennett
Arria C. Bilodeau
Sean O. Coffey
Linton A. "Jay" Fluck
Peter B. Freeman
Vance Freymann
Leslie A. Gardner
James W. Litsey
Patricia Moran
William J. Penn
H. LeBaron Preston
Robert D. Reichley
Deming E. Sherman

Executive Director
Brent Runyon

Mr. K. MacArthur Coates
Senior Vice President
Carpionato Group, LLC
1414 Atwood Avenue
Johnston, RI 02919

Dear Kelly,

Thank you and your team for presenting the Carpionato plan for the I-195 Redevelopment District's Parcels 2, 5, and 6 to PAR on February 7, 2018. This letter serves as a summary of the committee's comments about the planning and design for these three sites.

Your proposal for the I-195 parcels on the East Side of Providence is impressive, and we believe the development will be to the betterment of the city. Our main concerns involve your firm's track record in Providence, the veiled identity of major tenants and the resultant uncertainty of the project, and the use of one design firm for three sites that could lead to a poor homogeneity. Additionally, we do not support the relocation of historical structures except in special circumstances.

The unfortunate legacy of the Fruit and Produce Warehouse demolition still lingers in the minds of many in Providence, including our own. We therefore appreciate the extent to which you have considered, at this early stage of development, the use of each parcel, pedestrian and vehicular circulation, parking demands, the close proximity to the river and forthcoming pedestrian bridge, and the historic neighborhood and urban context of the site. We also recognize your success outside of the city to build and operate popular mixed-use developments.

We are glad to see that you appreciate these parcels as one of the important gateways to the city, and that you understand that appropriate development here differs greatly from that of suburban development, Chapel View for example. This location requires exemplary urban and architectural design.



PROVIDENCE PRESERVATION SOCIETY

As you are proposing one phase of development for three parcels, we are concerned that one developer and one design firm will result in a universal feel to such large-scale development. Unlike the suburbs, city blocks were developed by multiple land owners at a more organic pace producing diversity in architectural style. In that sense, a master plan approach is contrary to how Providence developed. We acknowledge that the redevelopment of these contiguous I-195 parcels presents an opportunity that may otherwise be impossible due to the allowable scale and potential cross-parcel efficiencies. Still we discourage uniformity and homogeneity of design across the sites.

In regard to mention of the Tillinghast House (1772) at 403 S. Main Street, which we understand is not part of your current development plan for Parcel 2, the relocation of a historic building is a primary preservation concern, especially one in a local historic district. We would be glad to be consulted on any future plans that may involve this or any other historic structure in the vicinity of your proposed project.

We hope that these comments and suggestions are helpful, and we extend an open invitation to return to PAR with an update on your progress. We are anxious to see the best possible design and development potential realized for these sites on the East Side.

Sincerely-

Brent Runyon

cc: Peter McNally, Executive Director, I-195 Redevelopment Dist. Commission
Edward F. Sanderson, Rhode Island State Historic Preservation Officer
College Hill Neighborhood Association
Fox Point Neighborhood Association
Mile of History Association
Wickenden Area Merchants Association

June 18, 2018

Peter McNally
Director, I-195 Redevelopment District Commission
315 Iron Horse Way, Ste. 101
Providence, RI 02908

Dear Peter,

Unfortunately, I will be out of town for the meeting on June 21st regarding the open space between Main, Canal and Wickenden Streets.

I came to Providence in 2001 from New York, shortly before the 9-11 massacre, with no friends, no family and no ties. My husband and I moved to this city because of its vibrant arts and culture scene, as well as its architecture. I grew up in Charleston, South Carolina, where a close eye on development has led to smart growth of a town that people flock to. The economy there only increases due to its sheer number of tourists.

Much like Charleston, Providence has a rich history of architecture, and it is imperative that we take every opportunity to ensure that the development that happens here is of the utmost quality and endurance. Now, we have a once in a century (or more) chance to safeguard one of the most important parcels on the east side of the city.

I think William Morgan put it best, so I will just quote him here:

“Rather than the tired mantra of ‘Jobs, Jobs, Jobs’ and boasts of square footage inflicted on other cities, the Spencer Providence presentation was three dimensional, considering appearance as well as economics. The architect, James Piatt of Piatt Associates, made the balanced and provocative presentation.

Based in Boston, the firm has a solid record as a builder of housing, schools, hotels and restaurants. Prior to establishing his own firm, the MIT-trained Piatt worked for the legendary urban developer James Rouse and with architect Benjamin Thompson on Faneuil Hall Market. The architect walked the audience through what the mixed-used village might actually feel like. His selection of historical images strongly suggests that Piatt understands Providence’s history, scale and unique vibe.

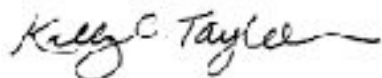
As opposed to the monolithic blocks of suburban junk offered by Carpionato and Post Road, Piatt’s town houses, hotel and retail establishments are knitted in a multi-faceted tapestry of palettes, materials, and massing, offering the ‘kind of variety this neighborhood deserves’.”

I could not agree more. This is the kind of development we need, particularly at a time when we have the rare chance to truly change the face of the entrance over the bridge into the Wickenden Street area.

As a designer, I know that design is all around us—every day, in every small moment, right down to the bristles on my toothbrush. I know the power it has to transform lives, emotions, relationships and overall human wellness. It is imperative that we step up and consider the only one of these proposals that has any design merit—and not only that, would be an incredible addition to what already exists in our state’s great capitol.

Thanks for taking the time and again, I am devastated to miss this meeting and tell you these things face to face.

Sincerely,

A handwritten signature in black ink that reads "Kelly Taylor" with a decorative flourish at the end.

Kelly Taylor, IIDA, LEED GA
NCIDQ certificate 018910