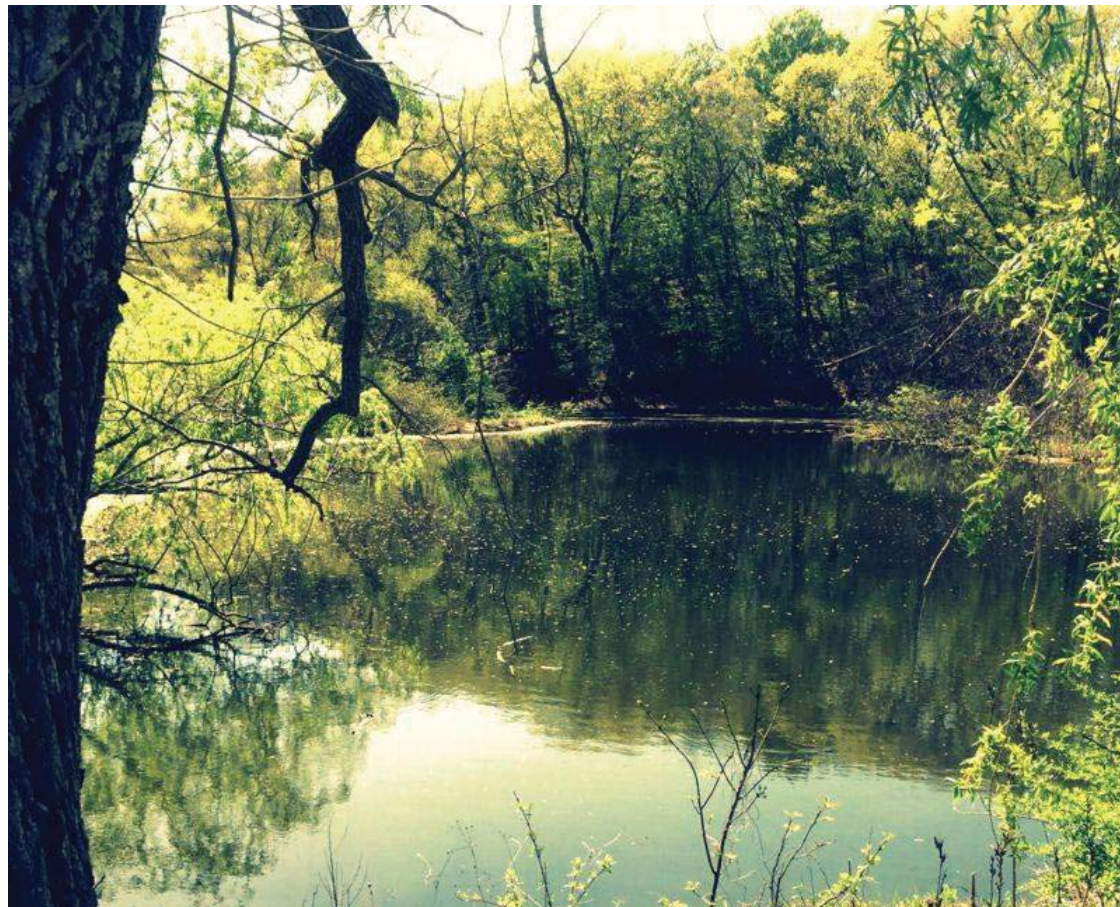
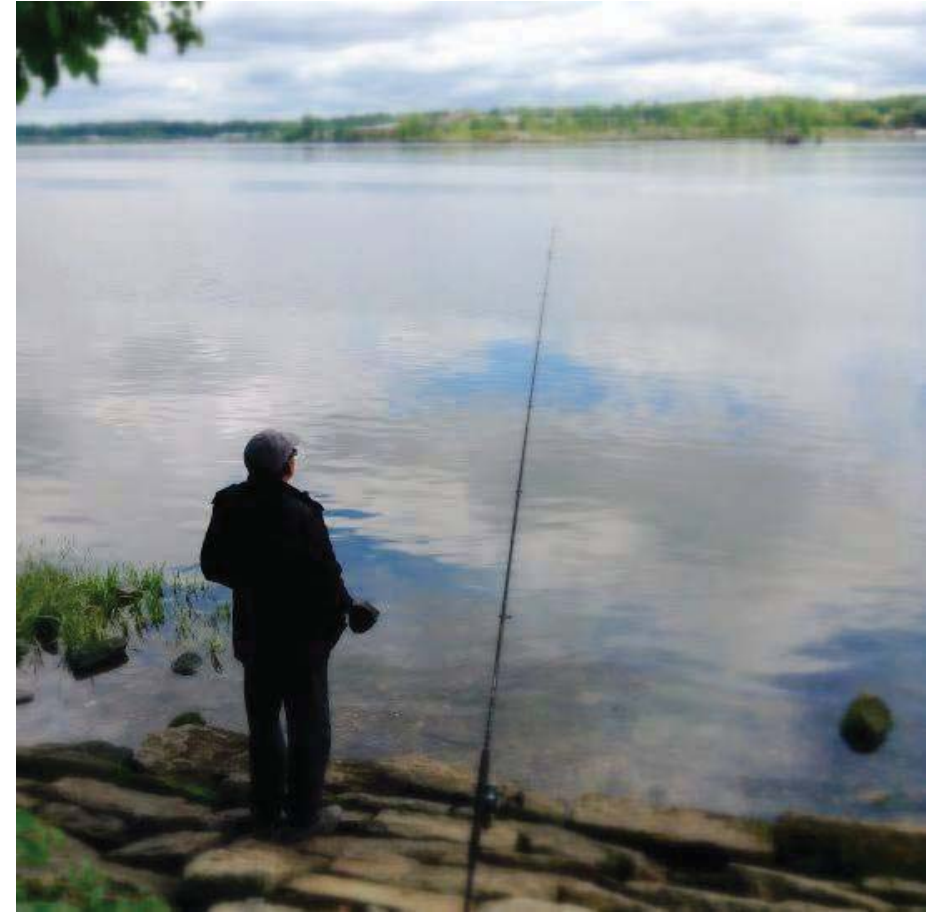


1 INTRODUCTION



OPPORTUNITIES

USE OF THE RIVER AND ITS BANKS ON THE RISE

Despite crumbling infrastructure and lack of amenities, the Seekonk River is currently a well-loved and well-used place. Including the Conservation District, River Road and Gulf Avenue, the banks of the Seekonk, and the river itself, visitors from across the city and Rhode Island as a whole are drawn to the area for its natural beauty, calming atmosphere, and recreational opportunity.

In recent years planned events and programming have increased. Most notable are plans by the Narragansett Boat Club to expand as well as educational events hosted by the Blackstone Parks Conservancy. Events have included nature walks, boat tours, children's events, concerts, and more.

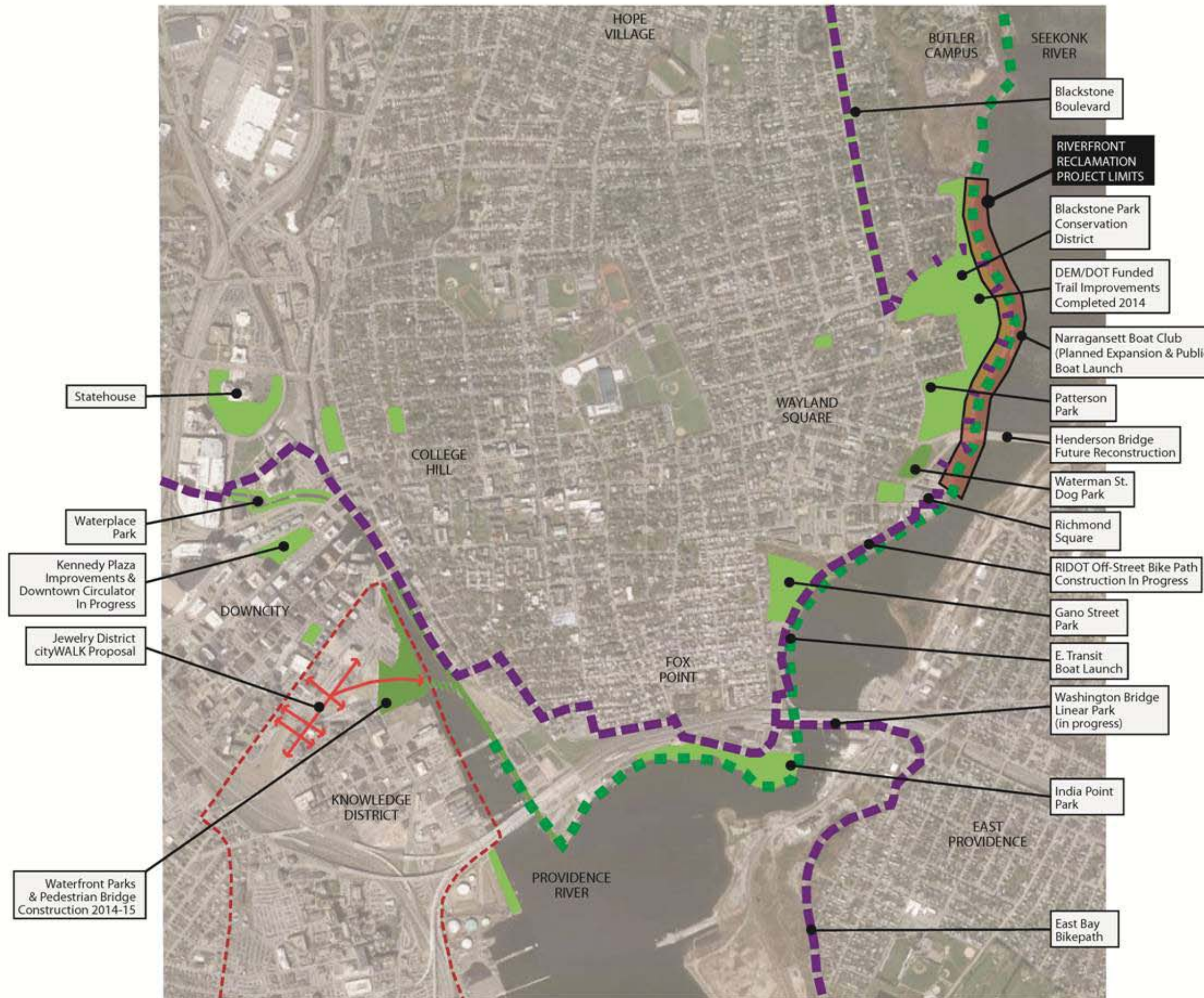
Clockwise from top left: kayaking on the river, Narragansett Boat Club, fishing on the banks, Parks Conservancy "Music by the Banks", York Pond

CITYWIDE CONTEXT

PART OF A WHOLE

From neighborhood parks to public river access, DOT bike infrastructure construction to DEM trails improvements, boat launch construction to planned boat club expansion, neighborhood parks organizations to local business districts... the area in the vicinity of the project is home to a diverse tapestry of energy and assets.

The stretch of riverbank identified by the Initiative is a unique opportunity to restore crumbling infrastructure thoughtfully, enhancing function and beauty in keeping with the area's linear, conservation-oriented character. Restoration will serve a dual purpose, also strategically linking a number of public and private efforts currently underway with adjacent neighborhoods and the City at large.



LEGEND

- Riverfront Reclamation Project
- Existing Public Open Space
- Future Public Open Space
- East Coast Greenway Bike Route
- Designated Greenway (CH/Wayland/FP Neighborhood Plan)



View up the Seekonk River, 1921



Historic plat maps (approximately 1900) showing Richmond Square (left) and platted lots before the creation of Blackstone Park Conservation District (right)



STUDY AREA

The project study area includes Gulf Avenue and River Drive from the intersection of Gulf Avenue with Loring Avenue to Richmond Square. Intersections highlighted in red are key gateway nodes. The current East Coast Greenway alignment is shown as a dashed line. In addition to the linear corridor, York Pond and Richmond Square are included as adjacent opportunity areas requiring study.

Study Area: Neighborhood Map

EXISTING CONDITIONS

OVERVIEW

For many years, the stretch of road that runs between Blackstone Park and the Seekonk shoreline has remained unchanged. But the way people use this area is changing and the new patterns of use fit uncomfortably in the old roadbed. In addition, Nature, in the guise of erosion, is compromising the structural integrity of the road. It is past time to redesign to road so that it is in balance with current usage and in harmony with natural forces.

1. The impact of human usage:

Each of these changes have stressed the design of the original road bed and create evidence for this project's need:

- The area has grown popular with fishermen, who either park along the road and constrict the traffic dangerously or park on the bank and destroy the ecology.
- Blackstone Parks Conservancy has increased the frequency of its use of the area for educational activities for children and their families. Families arriving at these events need to park along the riverside of the road and therefore children need to cross River Drive, creating a dangerous situation.
- Increasing numbers of people are experiencing the joys of rowing on the Seekonk and they park along the shore in lines 30 to 40 cars long. This constricts the traffic and eliminates the bike lane, which runs along the river side of the road.
- Narragansett Boat Club also uses the road to load trailers for regattas. When they do this, they use the whole road, interrupting traffic.
- The road is used as a "backdoor" to Henderson Bridge, the Eastside Market and other destinations, especially when the southern end of Blackstone Boulevard and Pitman Street are congested by rush hour traffic. People using the road as a short cut are often in a hurry and speed dangerously through the area.

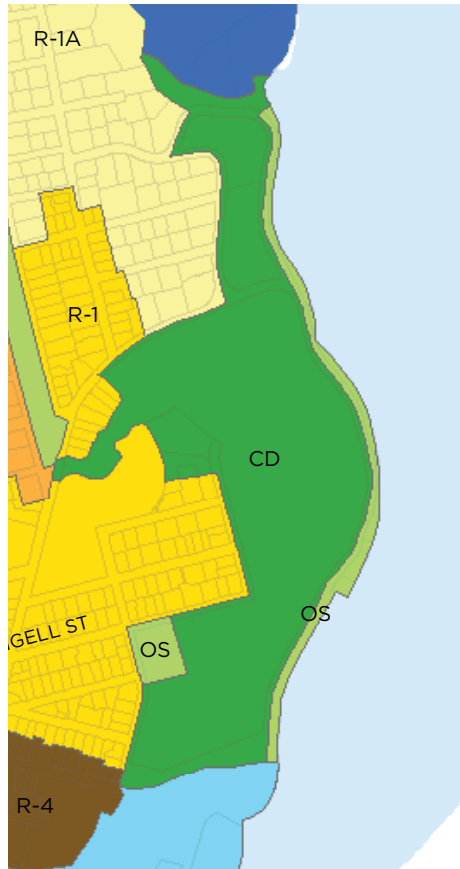
2. The impact of natural forces:

Add to this the cumulative effect of erosion and the unabated runoff of storm-water into the river and there is an obvious, urgent need for a plan to create a better future for the Seekonk shoreline. These effects include:

- An site where advanced runoff erosion has destroyed the embankment at the base of Irving Avenue and threatens the roadbed;
- Several sites where erosion has begun to cut channels between the road and the embankment, despite the numerous channels to contain runoff.
- Several sites where standing water in the road indicates that the current road design does not drain the site effectively.



Existing Conditions: River Road stormwater outfall "chute" (top) and riverbank condition (bottom)



Providence Zoning Map (May 2, 2016)

JURISDICTION

The immediate project area includes portions of City street rights-of-way (River Drive, Irving Avenue, Gulf Avenue, and Angell Street) and the Seekonk River shoreline east of Gulf Avenue and River Drive. Because the project's opportunities, vision, and goals are defined at the scale of the neighborhood and the City, the extent of the "project limit" for study and analysis purposes is more broadly defined. For example, analysis includes consideration of York Pond and the York Pond watershed, the Blackstone Park Conservation District, Richmond Square, and regional bicycle connectivity.

Within the immediate study area, jurisdiction and maintenance responsibility is unclear due to the perceived overlap of roadway infrastructure, typically the purview of the Department of Public Works, with public space (Blackstone Park Conservation District) and riverbank. Clarification of responsibilities between the City of Providence Parks Department and Department of Public Works would lead to improved maintenance and oversight. The City of Providence Zoning Code clarified the zoning of the project area as OS Open Space in 2014.

The Coastal Resources Management Council (CRMC) has jurisdiction over the Seekonk River and most proposed disturbance/improvement activities within 200 feet contiguous to the shoreline. The Providence Harbor Management Plan was recently adopted by the Harbor Management Commission and the City Council, and is currently being reviewed by the State. Central to the plan's mission is emphasis on public access to the water, water quality, habitat protection, and recreational use of the city's waterways. The plan supports establishment of new access points and small craft put-ins, and specifically supports revitalization of the Seekonk River shoreline.

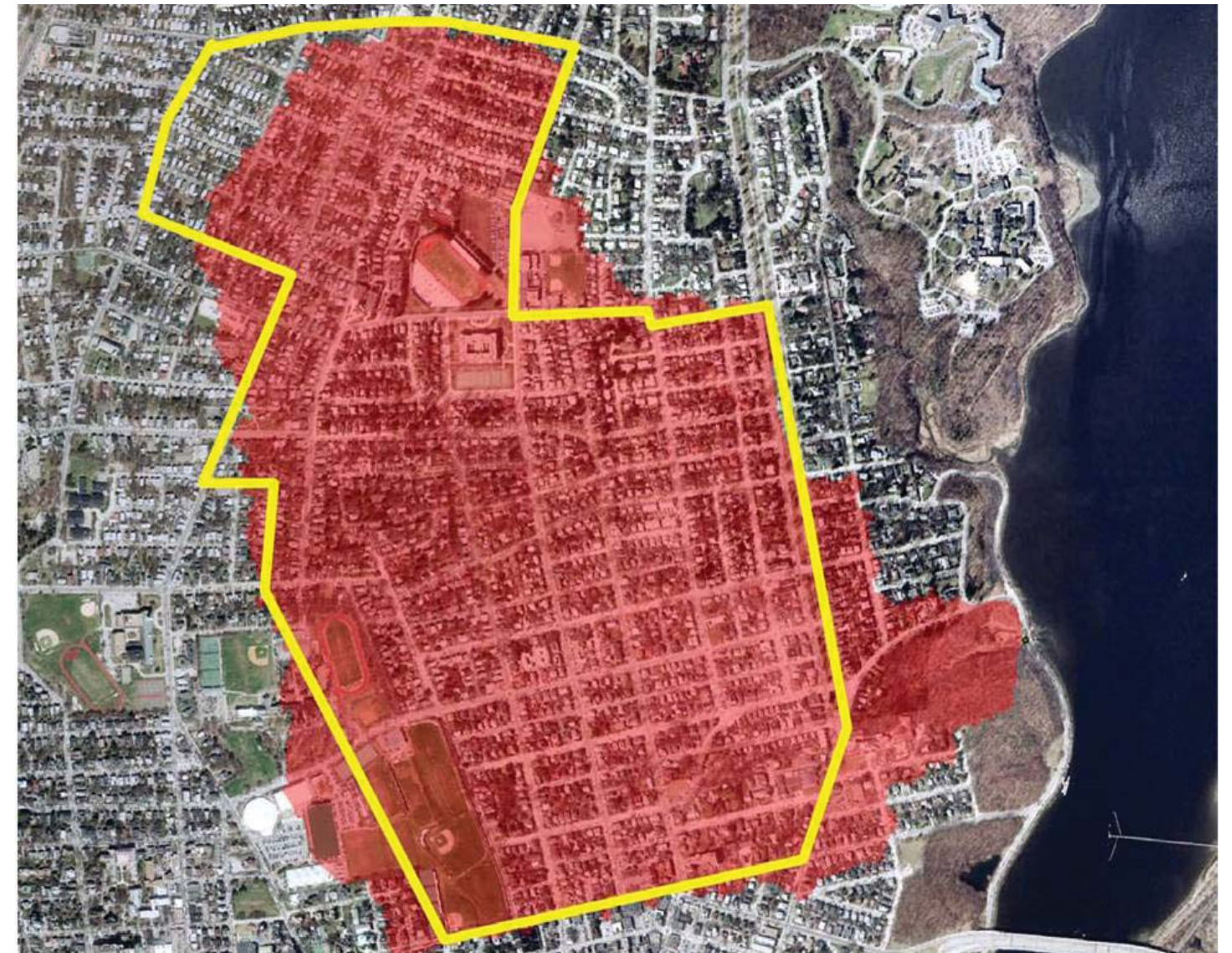
WATERSHED/STORMWATER

The awareness of the negative effects of stormwater runoff in the City of Providence is on the rise. The City stormwater program generally focuses on operation and maintenance of the existing City system, and, with the exception of recent watershed planning in Roger Williams Park, often struggles to allocate resources to plan, design, and implement long-range planning and capital projects addressing watershed health. The City is one of seven municipalities at the head of the Narragansett Bay exploring establishing a stormwater management district to equitably fund infrastructure maintenance/improvements and comply with permit requirements.

Within the study area, runoff from approximately 380 acres of the neighborhood drains to York Pond and the Seekonk River via the City's stormwater system, as shown in the figure to the right. Except for catch basin sumps and street sweeping, there is minimal mitigation of runoff for water quality or quantity in the watershed. The City's closed drainage (pipe) system discharges to the existing Works Progress Administration stone channel at Butler Avenue. The stone channel then runs behind Irving Avenue and Lincoln School to York Pond. The existing concrete energy



River Road flooding near Irving Avenue and York Pond

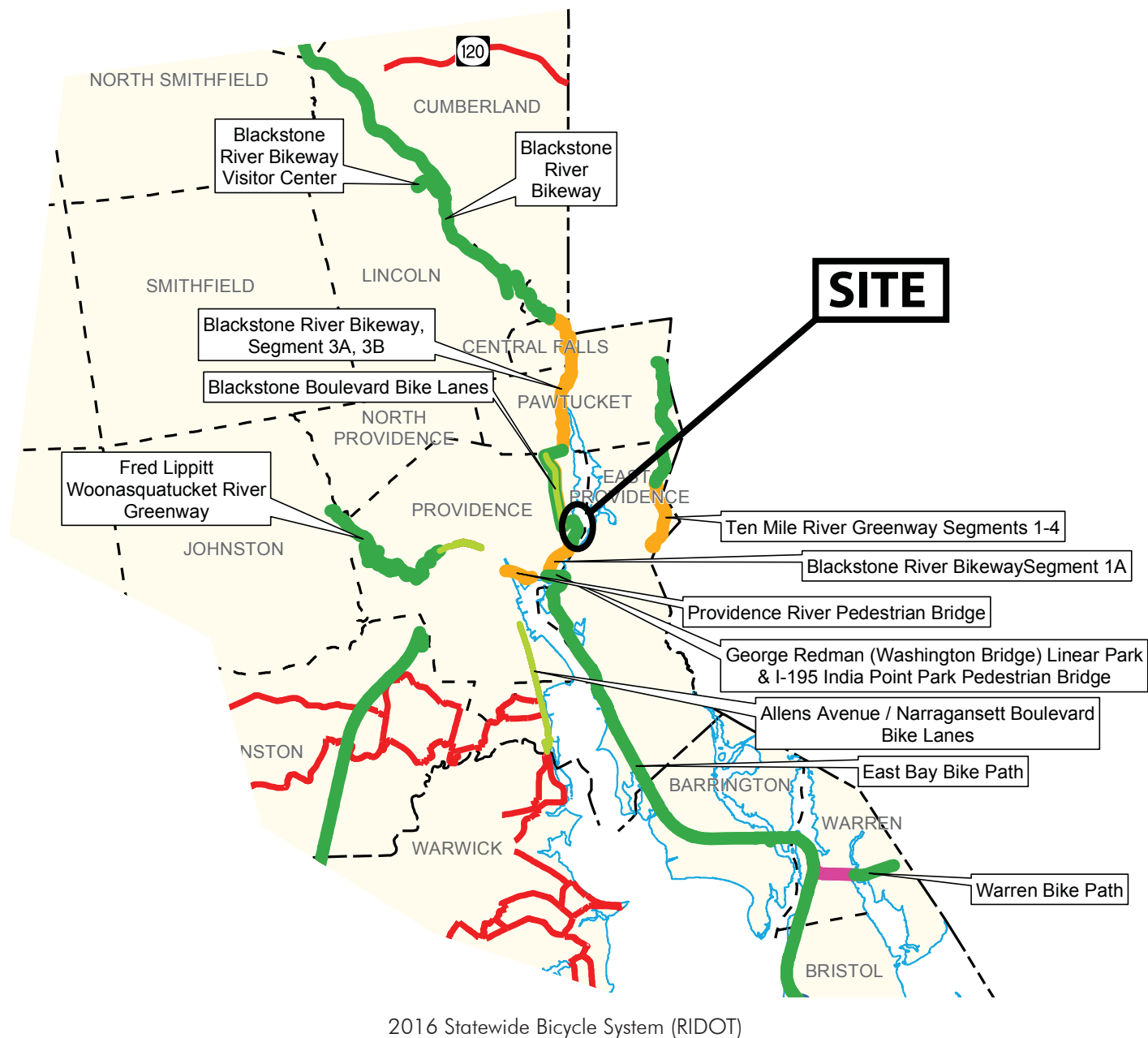


Approximately 380 acres drain to York Pond and the Seekonk River (Brown University)

Blackstone River Bikeway Providence, Rhode Island



Blackstone Bikeway Segment 1A proposed riverfront alignment (VHB)



2016 Statewide Bicycle System (RIDOT)

dissipator and forebay at York Pond have significantly degraded in function over time. The dissipator is undersized and often bypassed during larger storm events, and the pond forebay has filled in over time. Recent community outreach efforts include educational programs and advocacy led by the Blackstone Parks Conservancy, as well as Moses Brown School programs canvassing the neighborhood to interview residents and install catch basin “do not dump” decals.

Stormwater runoff within the study area itself drains directly to the Seekonk River via runnels and cut-off pipe “chute” conveyances. Stormwater runoff from the Irving Avenue hill is currently causing significant erosion of infrastructure on the south side of Irving Avenue, River Road, and the Seekonk River bank.

BICYCLE CONDITIONS & CONNECTIVITY

The route of the East Coast Greenway, a 3,000 mile trail system extending from Canada to Florida, traverses through the project study area. This Providence segment of the East Coast Greenway is also part of the Rhode Island Statewide Bicycle System’s Blackstone River Bikeway, under the

jurisdiction of the Department of Transportation (RIDOT). RIDOT plans construction of Segment 1A of the Blackstone River Bikeway, shifting the trail alignment off-road to the bank of the Seekonk River from the new George Redman Linear Park to Richmond Square, just south of the project study area. Construction of Segment 1A is expected to commence in the summer of 2016.

The Seekonk River Reclamation Site is a vital missing link between the new George Redman Linear Park and 14.5 mile East Bay Bikepath to the south and the Blackstone Boulevard bicycle lanes and 11.6 mile Blackstone River Bikeway to the north. The bikeway between Richmond Square and Blackstone Boulevard is currently on-road, consisting of limited sharrow pavement markings and signage.

INFRASTRUCTURE

Existing pavement and curb infrastructure is reaching the end of its functional life, especially existing concrete curb which is crumbling and in many locations completely disintegrated. The majority of the existing riverbank is highly compacted from intense use, especially between Irving Avenue and Angell Street. Existing stormwater runnels and “chute” outfalls, as noted above, are in generally poor condition and often clog from excessive sand and sediment. The existing riverbank stabilization throughout the study area consists of stone revetment from top of bank extending past the water line, mostly in good structural condition with isolated areas in disrepair.

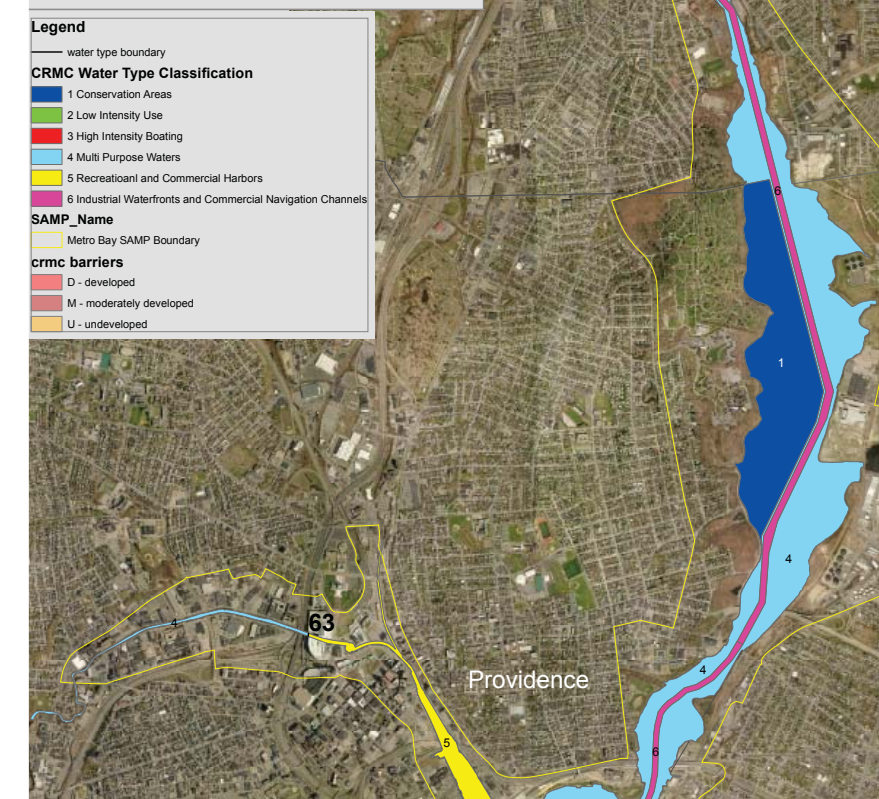
PUBLIC ACCESS TO THE WATER

Public access to the water on the west bank of the Seekonk River is limited in the project area and immediate vicinity. Between Gulf Avenue and Richmond Square, the riverbank is easily accessible from the public right-of-way but the poor physical conditions of the bank and stone revetment limit access to and enjoyment of the water. As noted in the CRMC figure to the right, additional existing public access to the water locations include the Richmond Square parking lot (views only), recently constructed East Transit Boat Launch, and Irving Avenue, which is legally defined as a public way to the water.

The Seekonk River in the location of the project is partially classified as CRMC Type 1 Conservation waters, specifically “along the Providence shoreline of the Seekonk River from a point starting 250 feet north of the Narragansett Boat Club property north to the Pawtucket city line and out to within approximately 50 feet of the existing federal channel”. See map to the right. CRMC Type 1 waters are more strictly regulated, and are defined as “areas of natural habitat or scenic value of unique or unusual significance, or areas that have been deemed unsuitable for structures due to their exposure to severe wave action, flooding, and erosion”. CRMC defines Type 1 waters as abutting shorelines in natural undisturbed condition, applied in this location largely due to the adjacency to the Blackstone Park Conservation District and the general shoreline character. Some flexibility is expected with review and approval of low-intensity public access and shoreline improvements as long as they are consistent with the area’s general character, wildlife value, and scenic value.

The remainder of the Seekonk River in the vicinity of the project area is classified as Type 4 Multi-Purpose waters, where the CRMC Program notes “a balance must be maintained among fishing, recreational, boating, and commercial traffic...with adjacent shorelines that may be used to support water-dependent commercial, industrial, and/or high-intensity recreational activities”.

Providence, Pawtucket and East Providence (Metro Bay - North) Water Type Classification



Water Type Classification (Map by CRMC)



PUBLIC ACCESS

- EXISTING
- CRMC ROW TO WATER

* DENOTES EXISTING BOAT LAUNCH

Sources: CRMC Designation of Public Rights-of-Way to the Tidal Areas of the State Progress Report, RI Sea Grant Coastal Resources Center Public Access to the Rhode Island Coast



Existing Conditions: River Road opposite York Pond

VISION

OVERVIEW

In 2013, a group of neighbors, including representatives of the Blackstone Parks Conservancy, the Narragansett Boat Club, and a Patterson Park neighborhood advocacy group, began meeting to discuss the shared and intersecting interests around this stretch of River Road and Gulf Avenue. All felt a strong attachment to this piece of the neighborhood along the banks of the Seekonk River, and all felt that it could and should be more. More beautiful. More connected. More safe. More clean. More resilient and environmentally friendly. More welcoming for all to visit, from Providence and beyond.

An extended road closure to accommodate Narragansett Bay Commission utility work in the winter of 2012 opened minds to River Road as a quiet and walkable place. Closed to vehicles, the road no longer separated the woods on the upland side from the riverbank. Without traffic, visitors were free to walk recreationally, watch birds, take photographs, and bicycle in the roadbed. At the same time, a renewed federal and state focus on funding for river cleanup expanded the group's perspective and built optimism for truly holistic solutions. It quickly became clear that expansion of the core group to include federal, state, and local government, local bicycle and environmental advocacy groups, technical experts, and City of Providence representatives was necessary to reality-check the initial direction of the group.

From this original vision of a traffic-free park, the group embarked on a long process of presenting ideas to neighborhood groups, city and state agencies, and environmental and recreational advocates and then iterating vision plans to incorporate input. A list of these events is in the "Coalition Building" section. The group incorporated as a non-profit entity in June 2015 and named itself the "Seekonk Riverbank Revitalization Alliance" (the Alliance).

As the Alliance engaged in discussion and reflection with the community, their plans evolved from eliminating traffic, to a one-way traffic scheme, and ended in the current plan that accommodates two-way traffic. Each of these changes addressed objections raised by stakeholders and as each objection was addressed, the plan became more and more viable. On November 5th, the Alliance hosted an open meeting to present its current conceptual plan. Based on the proceedings of that meeting, there is no significant opposition to the conceptual plan.

COALITION BUILDING

The Alliance has initiated dozens of stakeholder meetings over a two-year period to gather input into the project vision, review design progress, and build outreach and participation. Public participation has been a critical piece of the visioning process, including multiple public forums organized by Councilman Sam Zurier, a public charrette held in the summer of 2015 facilitated by the National Parks Service and funded by the Rhode Island Foundation, and several follow-up public meetings to review progress and ensure the community's voice is a part of the vision.



June, 2015 public charrette, including welcome by Mayor Elorza (top left)



June, 2015 charrette work progress

Meetings organized by the Alliance through the end of 2015 include the following:

- Spring, 2013 - organizing meetings with neighbors, Blackstone Parks Conservancy Board members, and Narragansett Boat Club
- Spring, 2013 - City Councilmen Seth Yurdin and Sam Zurier
- July, 2013 - Councilman Zurier's Community Forum
- September, 2013 - Weekend trial of River Road vehicle closure
- Fall, 2014 to Summer, 2014 - Governmental and non-governmental stakeholders including Providence Parks, Department of Public Works, Transportation, Planning; Providence Office of Sustainability; Partnership for Providence Parks, Coastal Resources Management Council (CRMC); Providence Harbor Commission; Narragansett Bay Commission; East Coast Greenway Alliance; Fox Point Neighborhood Association; College Hill Neighborhood Association; Wayland Square Neighborhood Association
- March, 2014 - Councilmen Zurier and Yurdin update
- May, 2014 - Senator Whitehouse's staff
- June, 2014 - Design update with neighbors and stakeholders
- August, 2014 - Mayoral candidate Jorge Elorza
- September, 2014 - Irving Avenue neighbors
- October, 2014 - National Parks Service (NPS) Rivers and Trails Program
- October, 2014 - Mini-charrette with Providence Planning, CRMC, and NPS
- April, 2015 - Rhode Island Foundation
- June 13, 2015 - Community Charrette at Lincoln School (40-50 attendees)
- Spring, 2015 - Mayor's Chief of Staff, DPW, Engineering, Planning, Rhode Island Green Infrastructure Coalition, Save the Bay
- July 17, 2015 - Charrette follow-up with table leaders
- October 13, 2015 - Charrette follow-up design progress review
- October-November, 2015 - Narragansett Boat Club, Blackstone Parks Conservancy, Irving Avenue neighbors
- November 5, 2015 - Community meeting to present concept plan
- November, 2015 - Rhode Island Foundation

THE PLAN

VISION ELEMENTS

1. Public Access to the Water

A city-wide desire to increase the number of safe access points to the water was a consistent and clear theme throughout the public visioning process. Public access to the water can and should take multiple forms, including boat launches, fishing platforms, safe steps or ramps, overlooks, resting spots, viewing platforms, and many more.

2. Green Infrastructure

Depaving, tree planting, and structural Best Management Practices (BMPs) such as permeable pavement and bioretention systems can mitigate runoff quantity and improve water quality, naturally filtering and infiltrating stormwater as close to where it falls as possible. Green retrofits implemented as part of the Seekonk River Reclamation project will help to serve as high visibility demonstrations of strategies that can be applied throughout the City.

3. Rebalancing River Road

River Road is tasked to accomplish many objectives within its relatively narrow width, including vehicular travel and parking, regional bicycle connectivity, safe sidewalks for pedestrians, and places to gather to enjoy the natural surroundings. The intent of the River Road re-balancing is to re-allocate space within the right-of-way consistent with all uses expressed as priorities by the community.

PHASING

The Seekonk River Revitalization plan can be viewed through two lenses: principles and elements woven throughout the projects, and geographic phasing, or “sub-projects”, that could be implemented in manageable pieces.

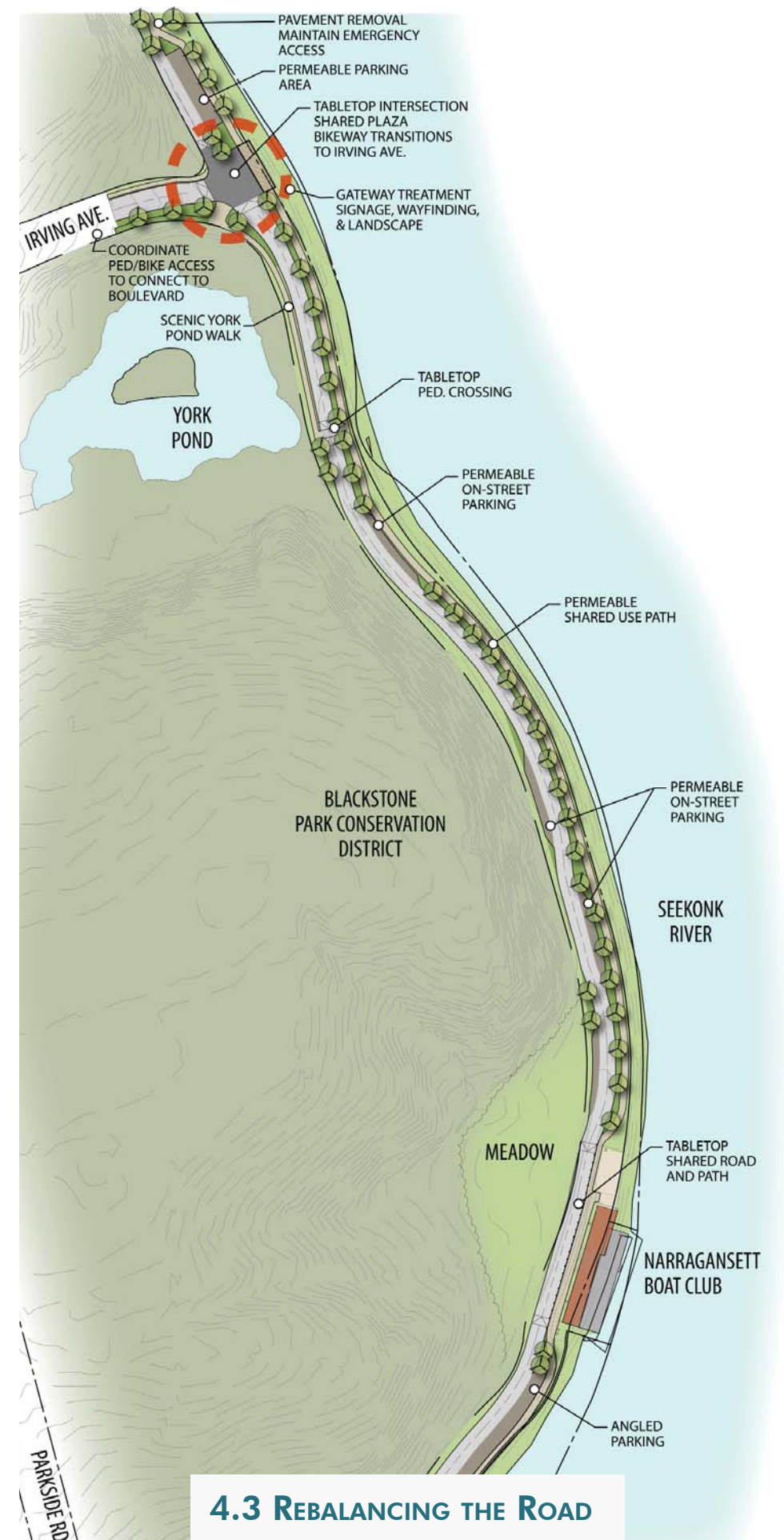
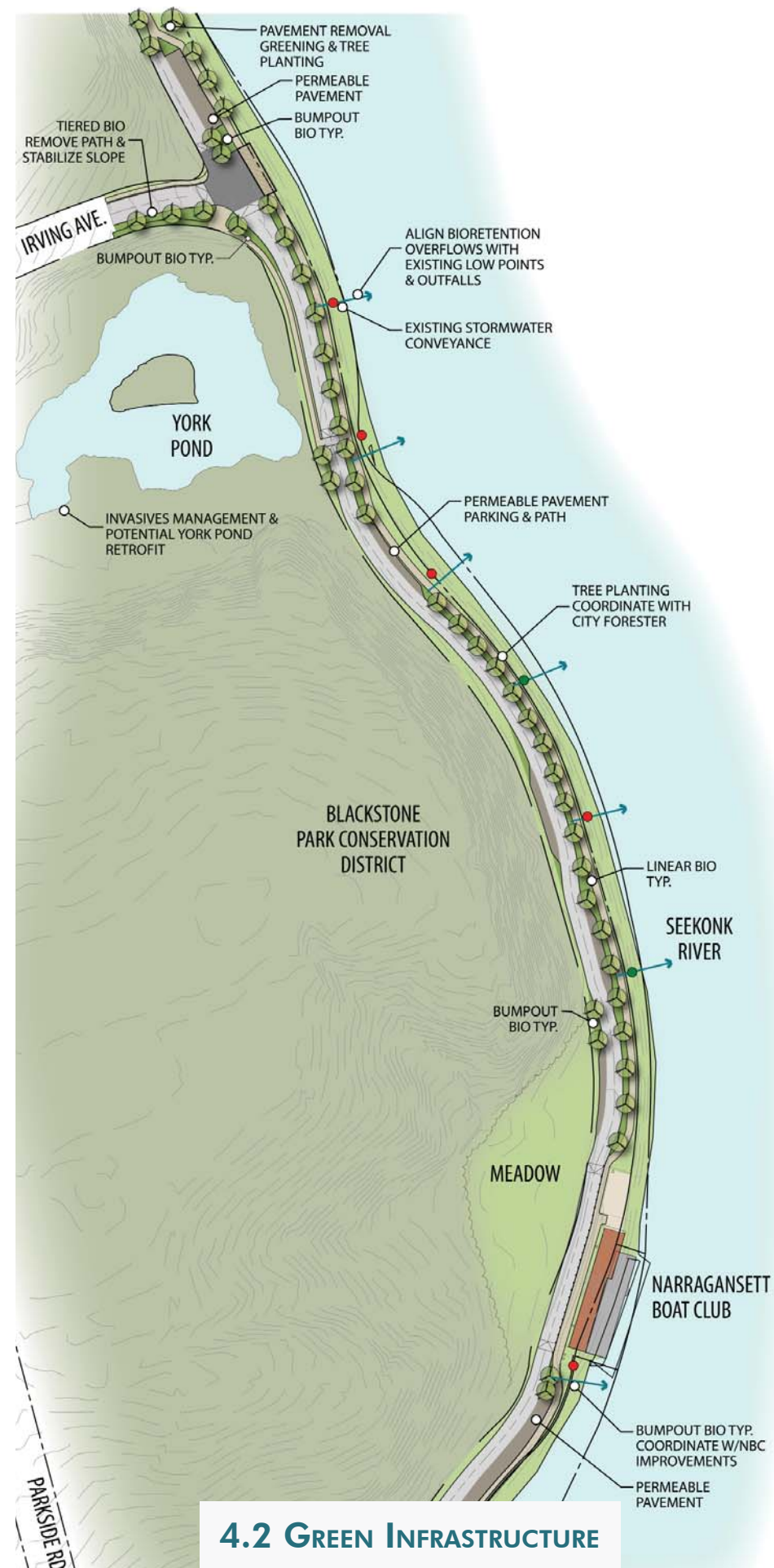
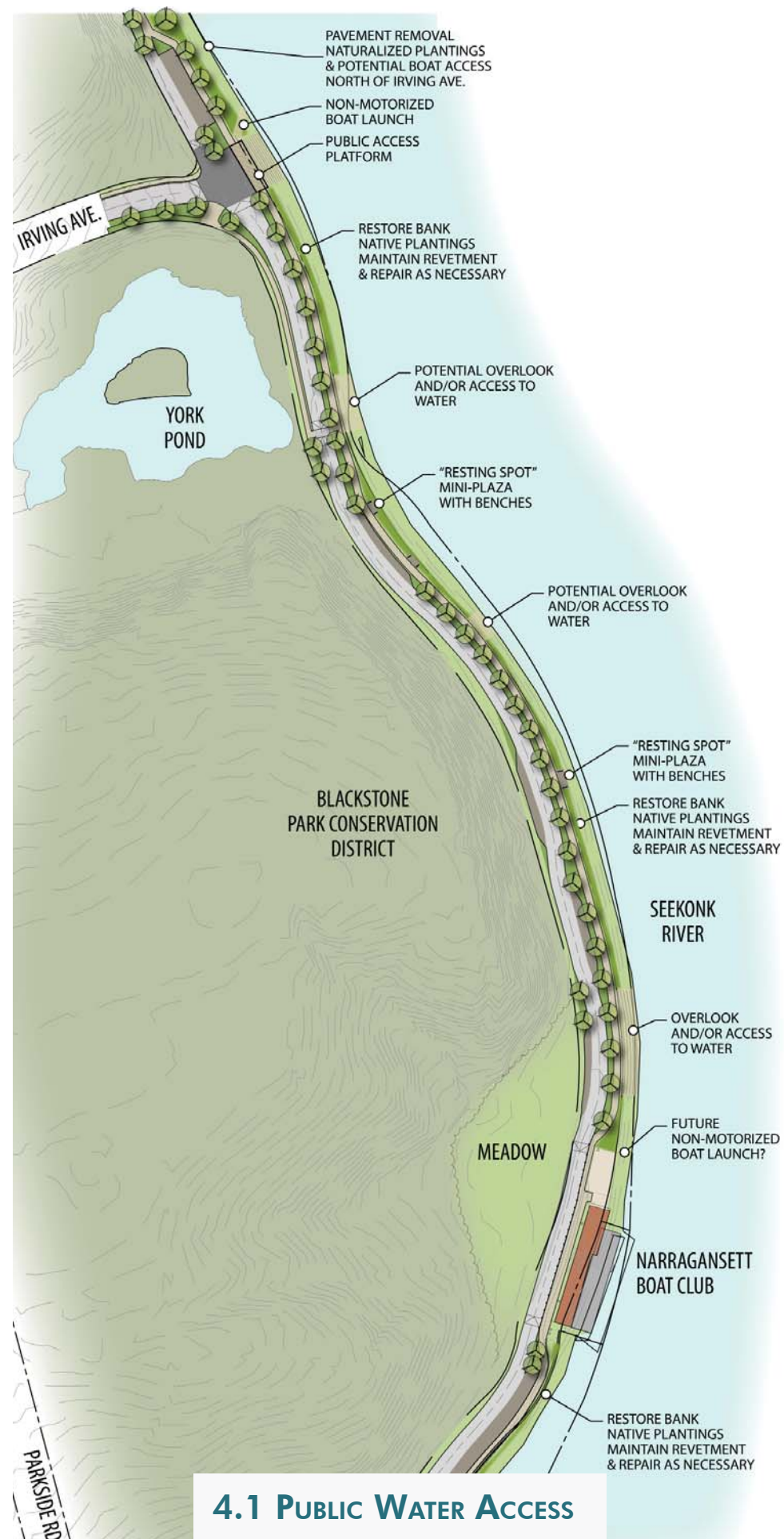
The comprehensive plan for the study area is intended to serve as a menu, allowing for flexibility in implementation over time depending on timing and amount of available resources. For example, all plan elements could be constructed between Irving Avenue and Angell Street, including the interwoven multi-way path, parking, green infrastructure, and shoreline improvements. Logical extrusion of this linear transformation would then be south from Angell Street to Richmond Square. It appears to be difficult to justify only partial implementation of pieces of the linear plan between nodes due to the inter-related nature of the proposed path alignment, on-street parking, and green infrastructure systems.

With incremental funding from sources perhaps more aligned with specific elements of the plan, smaller scale projects could be selected and implemented from the linear rebalancing and related improvements. Projects include Gulf Avenue retrofit, improvements to the River Road/Irving Avenue intersection, York Pond assessment, and advanced urban design for Richmond Square and Henderson Bridge.

Regardless, quick action to achieve lighter/quicker/cheaper low-hanging fruit improvements will spur community excitement and reinforce continued support over time.



Study Area: Phasing

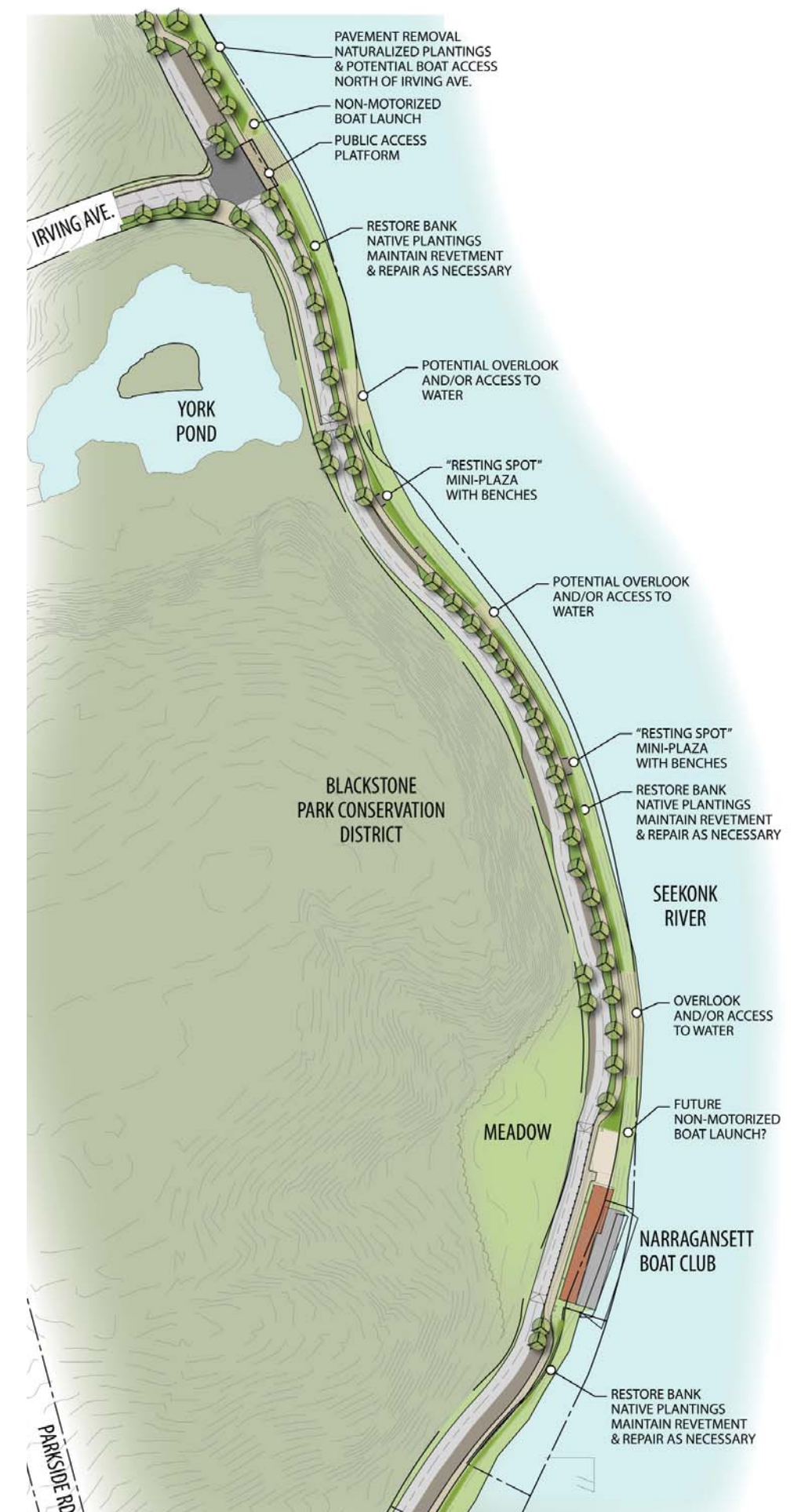


PUBLIC ACCESS TO THE WATER

Due to the ease of access, natural context, and views, the River Road corridor offers tremendous potential for improved public connection to the water. Access throughout the study area is proposed in multiple forms, from small overlook “resting spot” plazas along the multi-way path, to steps down into the water to safely allow for public clamoring to the water’s edge, to non-motorized boat launches. Public non-motorized boat launches are proposed at the foot of Irving Avenue, which is designated as a legal way to the water by CRMC, and at Angell Street.



Sources: CRMC Designation of Public Rights-of-Way to the Tidal Areas of the State Progress Report, RI Sea Grant Coastal Resources Center Public Access to the Rhode Island Coast



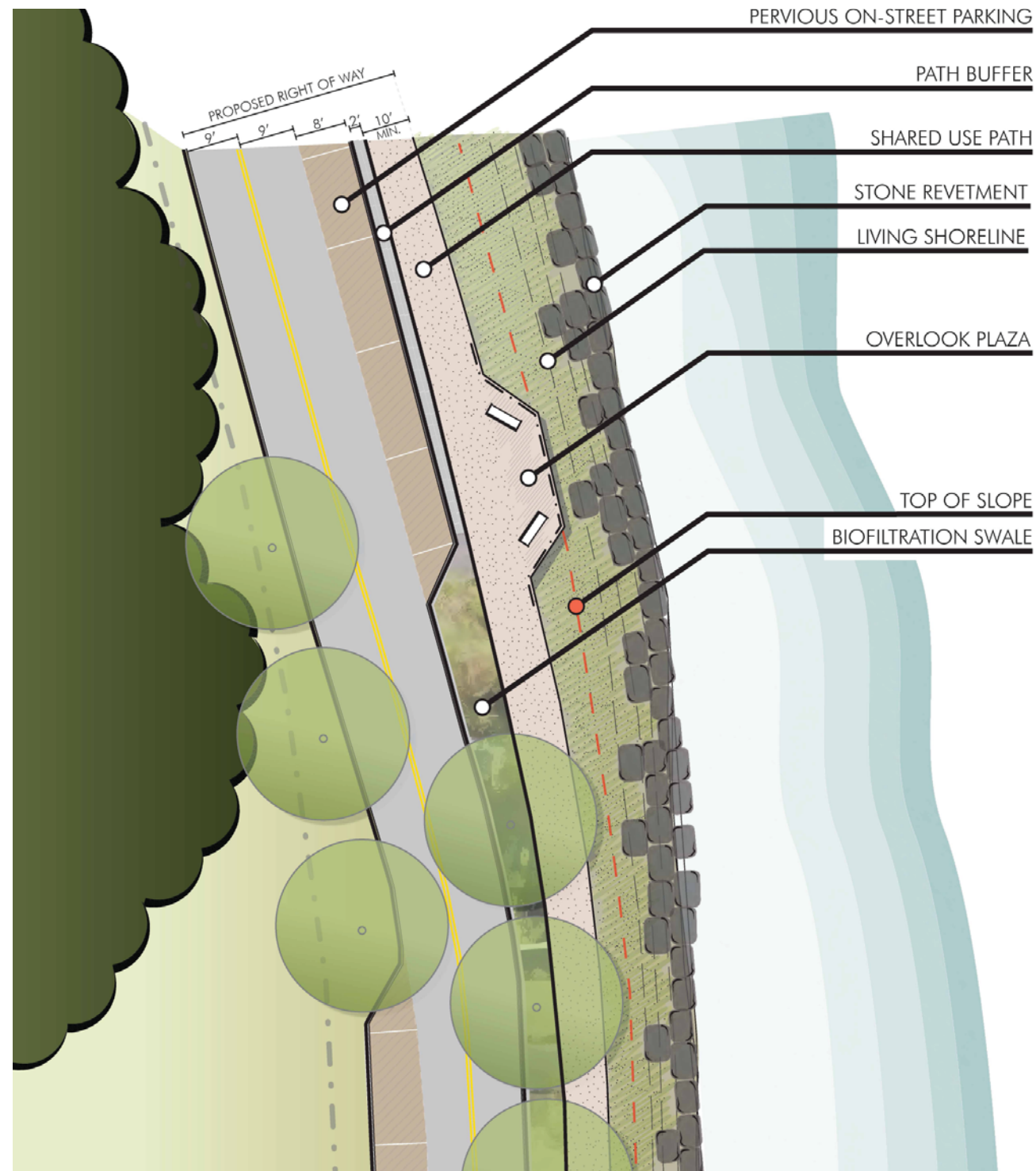
4.1 PUBLIC ACCESS



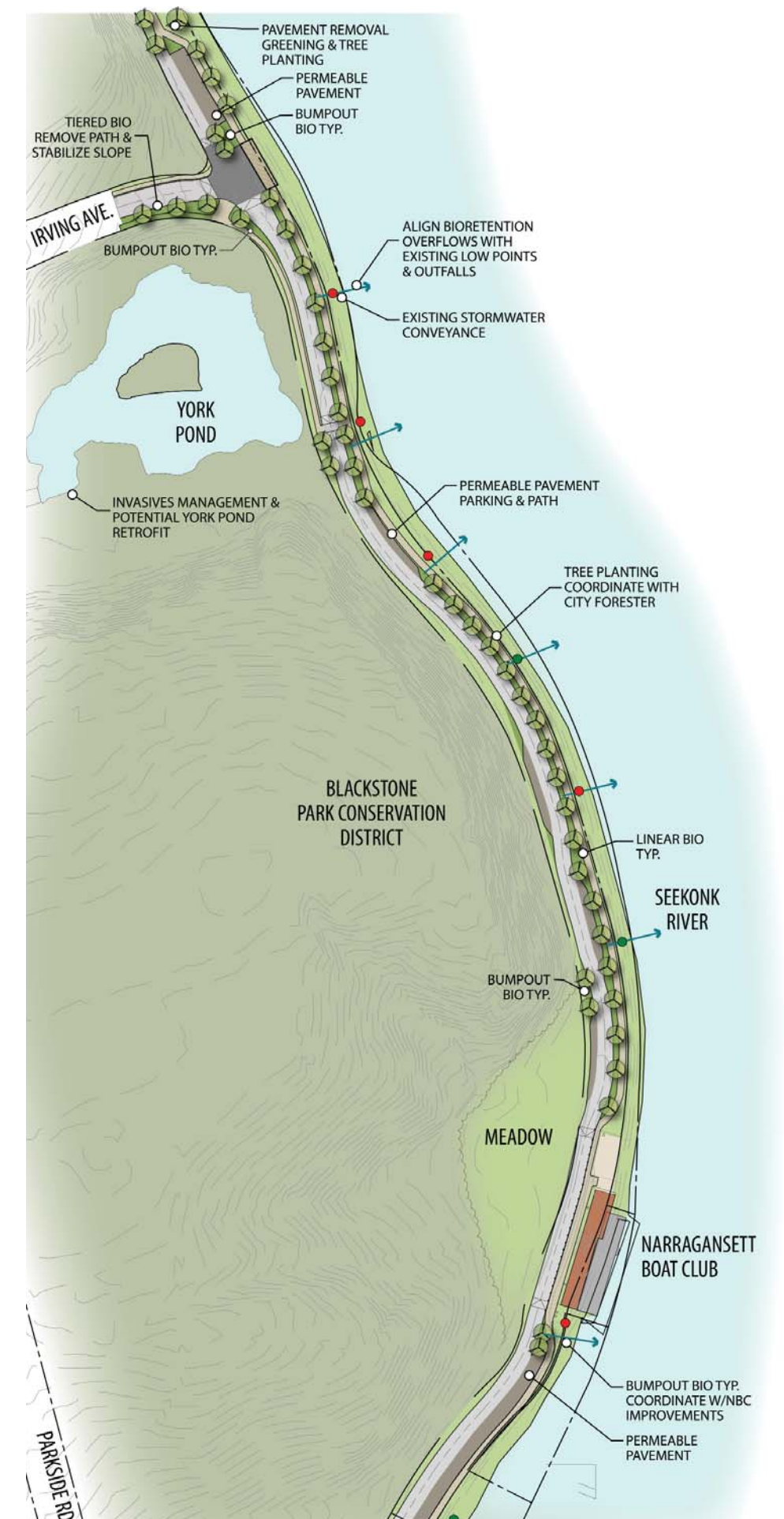
Precedents: Public access to the water can take multiple forms

GREEN INFRASTRUCTURE

Green infrastructure elements, including “grey to green” depaving, permeable paths and parking spaces, and bioretention systems, are a critical piece of the SRRI plan and will be an important pathway to federal and state funding opportunities. Green infrastructure serves multiple functions, including filtering and infiltrating stormwater runoff, mitigation of localized flooding, reduction of heat island effect, traffic calming, and beautification. Systems must be properly designed and engineered, accounting for existing topographic, soils, and groundwater conditions.



Interwoven green infrastructure, public access to the water, and road rebalancing improvements north of the NBC

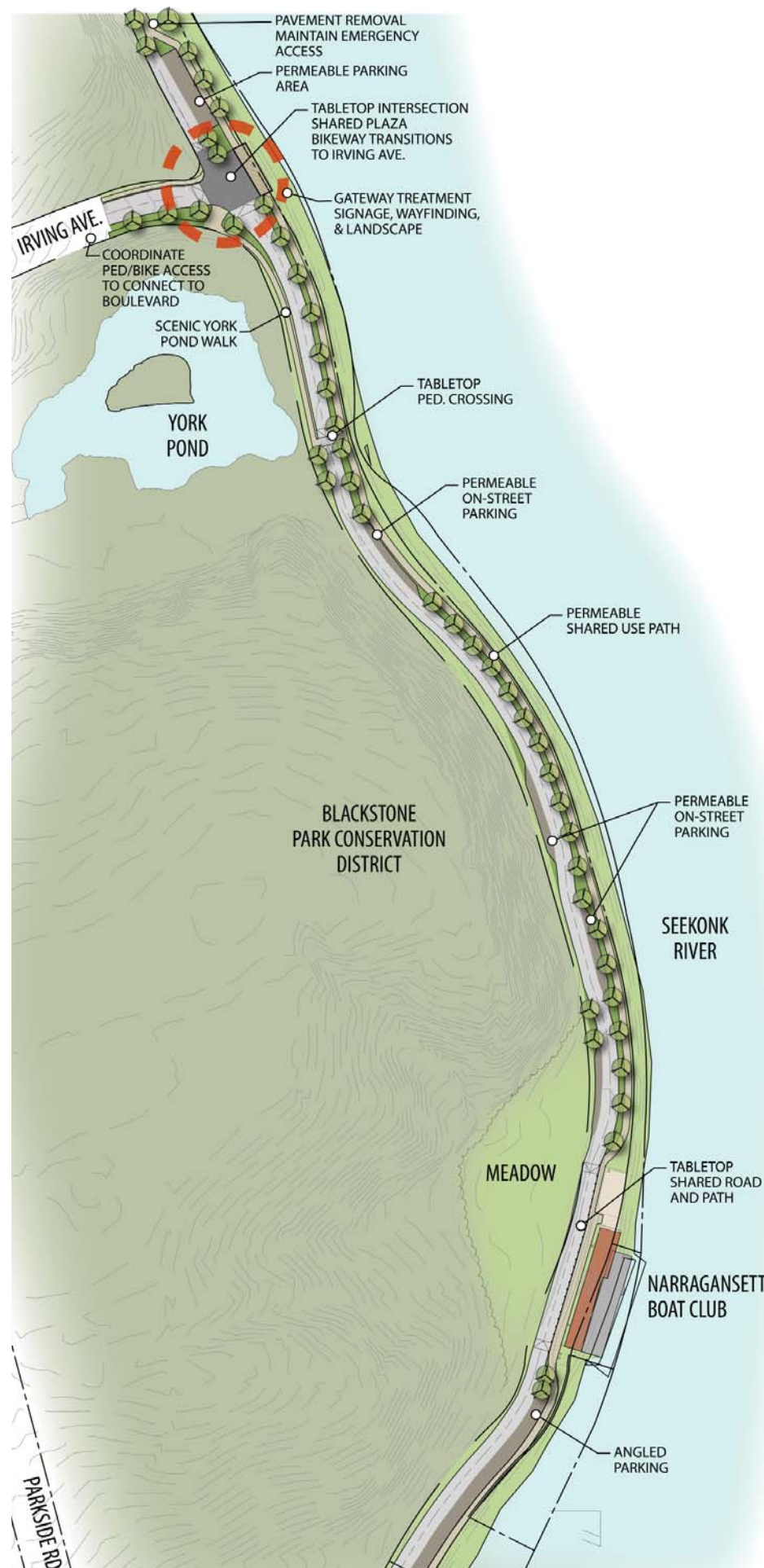


4.2 GREEN INFRASTRUCTURE



Precedents: Green infrastructure to approximate nature and reinforce visual character

4.3 REBALANCING THE ROAD



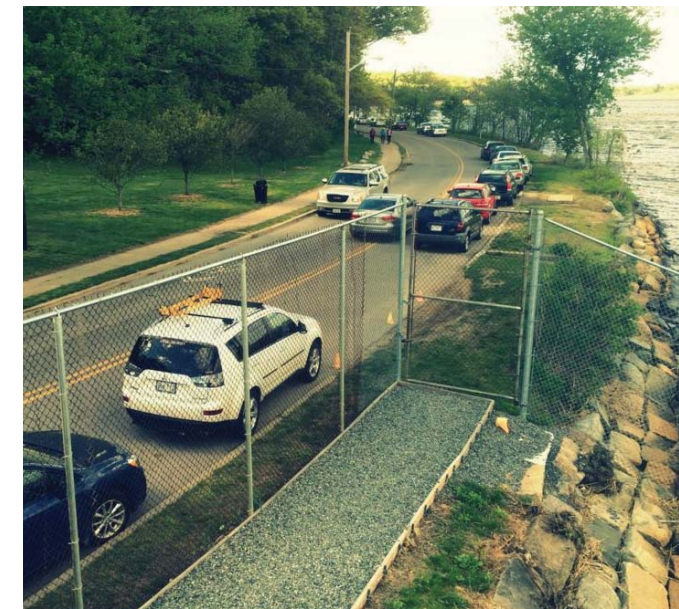
4.3 REBALANCING THE ROAD

The consensus stakeholder vision for River Road in the study area was a pedestrian and bicycle oriented streetscape that safely accommodates appropriate-speed vehicular travel and convenient parking. Current conditions are out of balance. The current River Road and Gulf Avenue alignment and geometry do not adequately accommodate the clear demand for bicycling, walking, and open space recreational uses in the area. Existing curb-to-curb width is approximately 24 feet in most sections, an “in between” width that provides overly wide travel lanes without vehicles parallel parked on-street but potentially overly narrow travel lanes (for this context) when vehicles are parked. Combined with an unbuffered and crumbling sidewalk across from the river as well as bikeway.....

To achieve the desired complete street vision within the linear park context, the Alliance assumed the following outcomes:

- Separated, shared use path, 10-foot width minimum
- 9-foot vehicular lane width
- No impact within Blackstone Park Conservation District or meadow opposite Narragansett Boat Club
- Narragansett Boat Club peak parking demand of 50 cars
- Net decrease in impervious area
- Convenient parking throughout (accessibility for all)
- No parking on neighborhood residential streets except infrequent special events

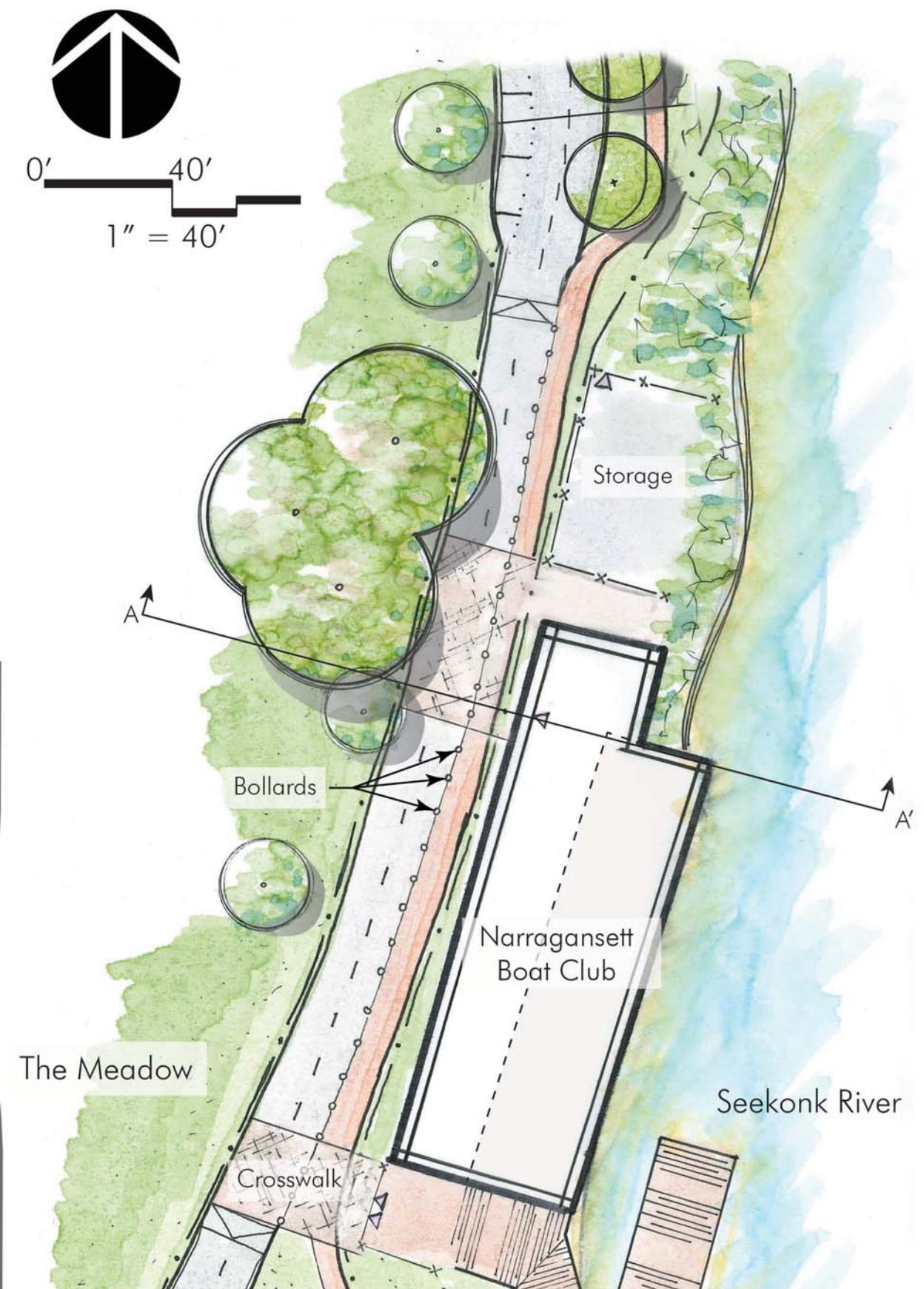
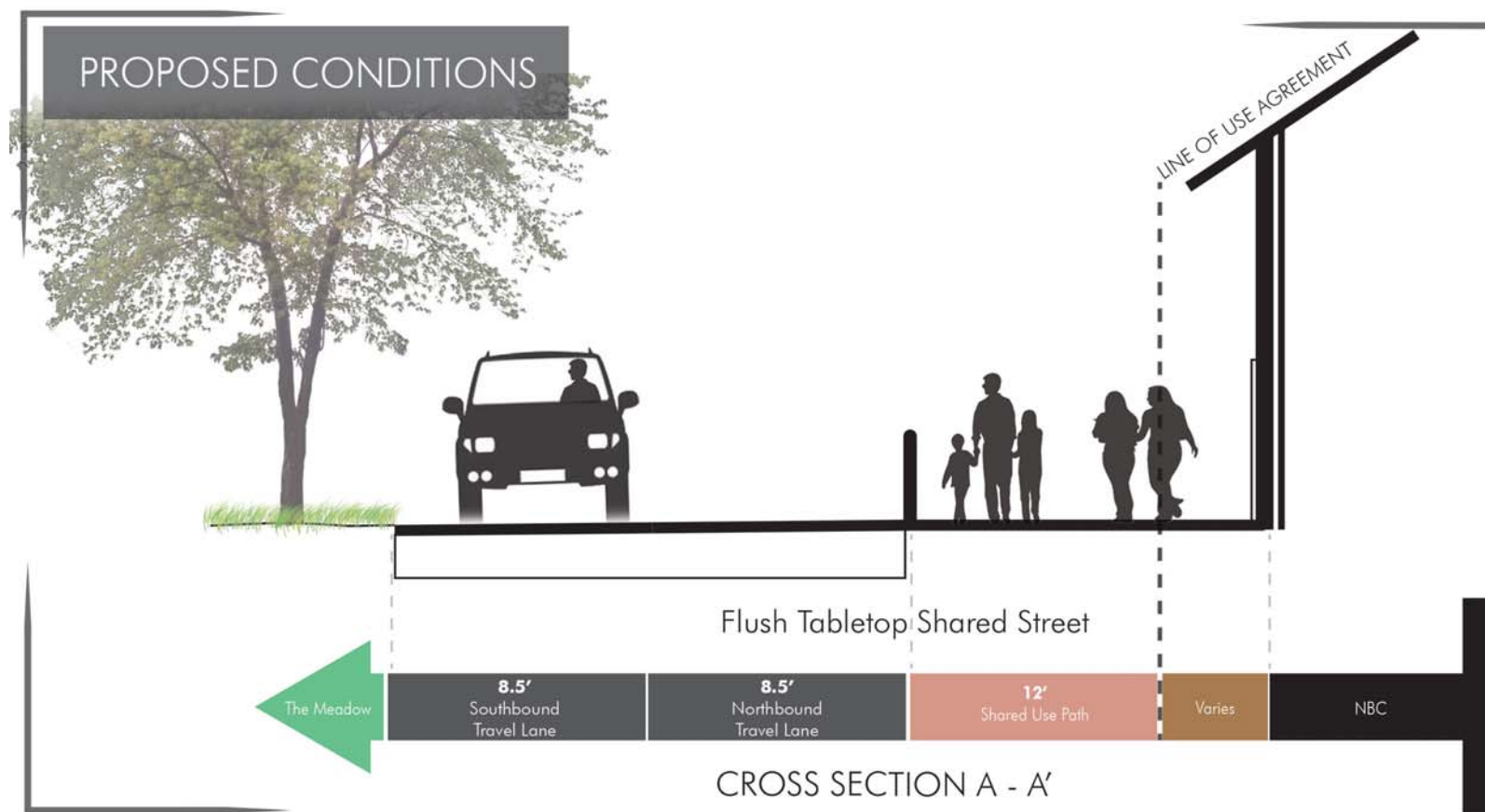
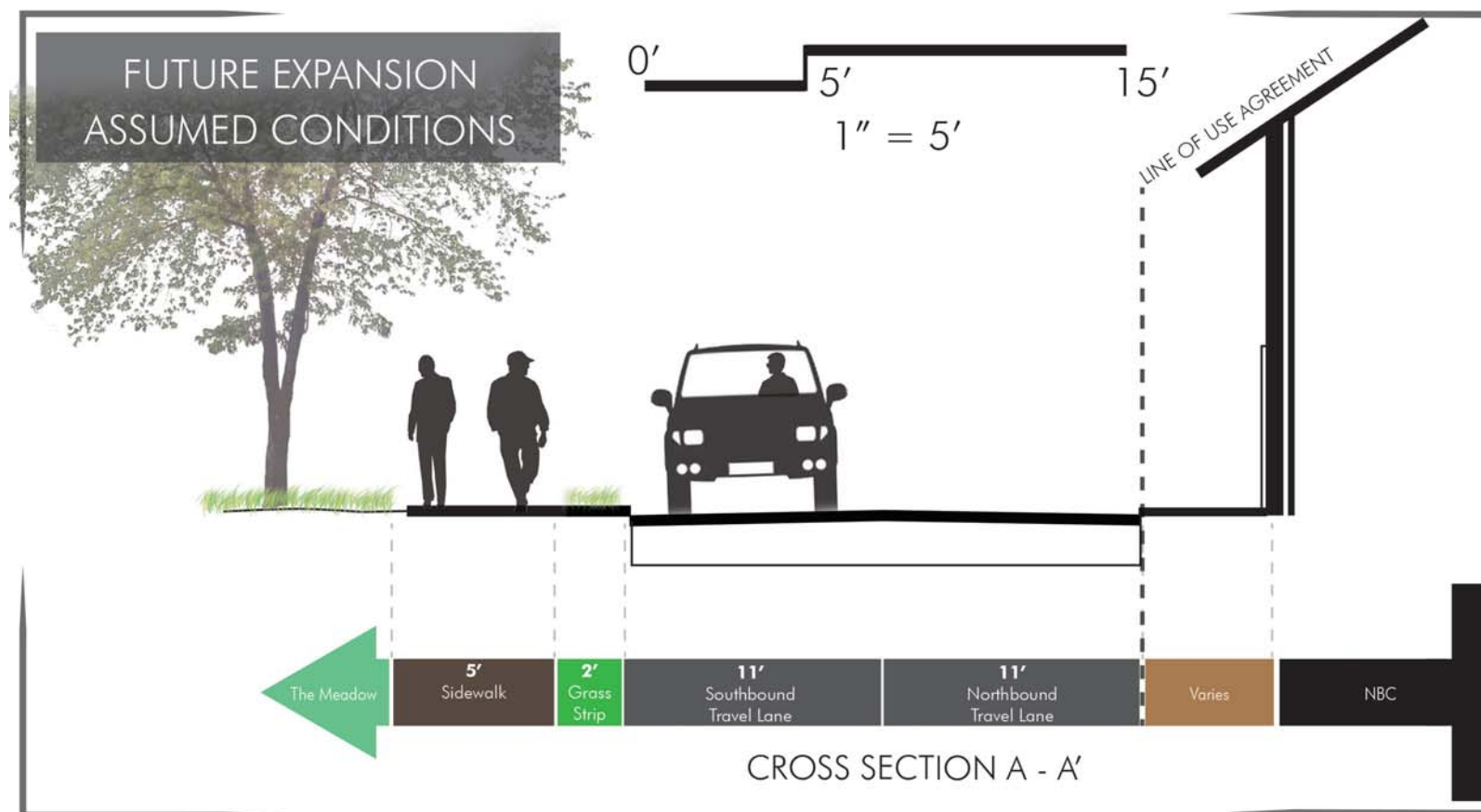
Balancing the numerous demands of River Road is a challenging task due to the physical constraints imposed by the steep bluff to the west and the riverbank to the east. Over the course of the project visioning and design, the Alliance tested a number of approaches, including complete closure of River Road to vehicles from the Narragansett Boat Club to Irving Avenue as well as a one-way south configuration.



Current River Road awkward curb-to-curb width leads to unsafe and riverbank parking

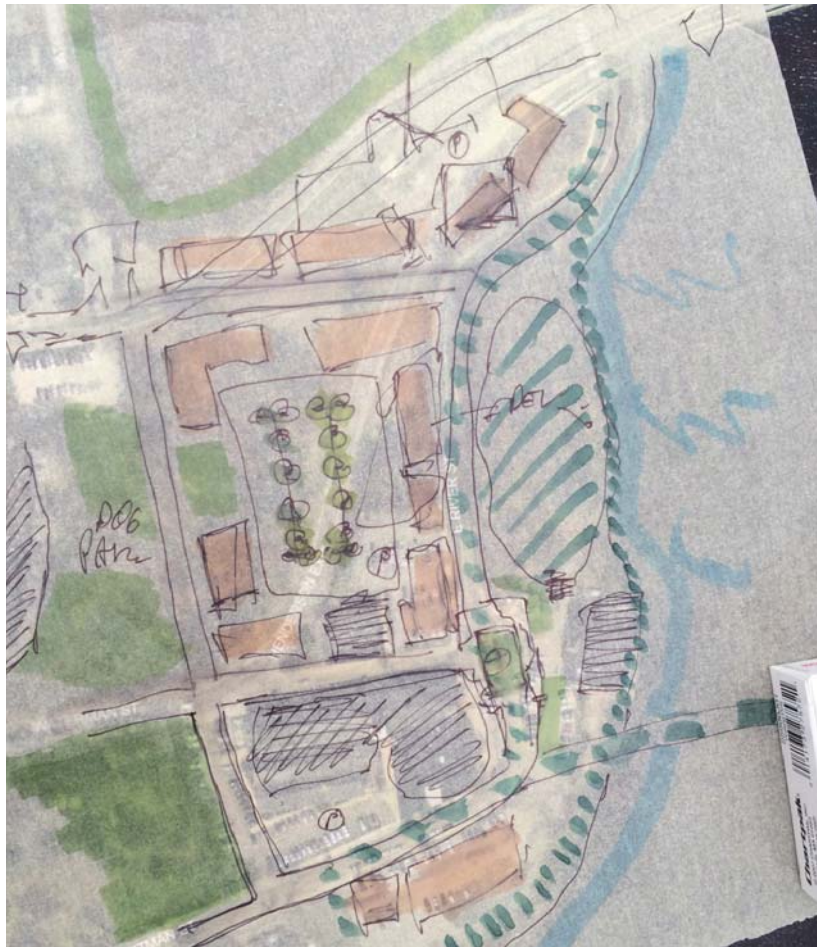


4.3 REBALANCING THE ROAD



The proposed River Road section narrows at NBC where less width is available between the building expansion and Meadow. A slow speed flush tabletop shared street is proposed to slow traffic and facilitate safe pedestrian crossing between the Meadow, NBC, and the river.

updated plan pending



Preliminary Henderson Bridge & Richmond Square visions from the public charrette

6 IMPLEMENTATION

IMPLEMENTATION

Upon completion of the Master Plan, the most valuable takeaways for the community moving forward are:

- 1. The Community Dialogue:
Continued engagement of key stakeholders and the general public in an open and honest dialogue about the future of this stretch of the river.
- 2. The Implementation Plan:
A master plan that can be funded and implemented in pieces, sustaining positive momentum over an extended period of time.

It is time to transfer responsibility for championing and sustaining community dialogue to a longer-term standing Committee with a designated champion. This implementation plan is the Committee’s playbook – a roadmap identifying the elements that comprise the long-term vision along with their relative complexity and cost. The project’s commitment to community engagement and a collaborative process resulted in a consensus vision that establishes the authority of this roadmap moving forward.

The plan is conceptual in nature, intended to define a consensus community vision, identify overall plan elements, and set the stage for future design development and funding acquisition. Any long-range plan is subject to change over time, adapting to availability of funding sources, responding to market forces, adjusting to evolving community needs, and taking advantage of presently unforeseen opportunities. This implementation plan is a snapshot in time, knowing adjustment and change is inevitable. The implementation plan is a living document, managed by the SRRI on behalf of the community – flexible but always true to the overall consensus goals set by the community.

PHASE 1A		
	Rebalancing	\$ 1,173,000
	Public Access	\$ 213,000
	Shoreline	\$ 183,000
	Phase 1A Subtotal	\$ 1,569,000
	Miscellaneous Overhead (12%)	\$ 189,000
	Permitting & Engineering (10%)	\$ 157,000
	Contingency (25%)	\$ 393,000
	Phase 1A Total with Soft Costs and Contingencies	\$ 2,308,000
PHASE 1B		
	Rebalancing	\$ 768,000
	Public Access	\$ 124,000
	Shoreline	\$ 156,000
	Phase 1B Subtotal	\$ 1,048,000
	Miscellaneous Overhead (12%)	\$ 126,000
	Permitting & Engineering (10%)	\$ 105,000
	Contingency (25%)	\$ 262,000
	Phase 1B Total with Soft Costs and Contingencies	\$ 1,541,000
PHASE 2		
	Rebalancing	\$ 1,071,160
	Public Access	\$ 104,050
	Shoreline	\$ 196,132
	Phase 2 Subtotal	\$ 1,371,342
	Miscellaneous Overhead (12%)	\$ 165,000
	Permitting & Engineering (10%)	\$ 138,000
	Contingency (25%)	\$ 343,000
	Phase 2 Total with Soft Costs and Contingencies	\$ 2,017,342
IRVING AVENUE DEMONSTRATION PROJECT		
	Plaza, Public Access, & Shoreline	\$ 147,000
	Intersection	\$ 168,000
	Green Infrastructure	\$ 60,000
	Demonstration Project Subtotal	\$ 375,000
	Miscellaneous Overhead (12%)	\$ 45,000
	Permitting & Engineering (10%)	\$ 38,000
	Contingency (25%)	\$ 94,000
	Demonstration Project Total with Soft Costs and Contingencies	\$ 552,000



GET STARTED & FUNDING OPPORTUNITIES

The implementation matrix below organizes each of the project phases into manageable pieces with a series of recommended steps. First steps to address low hanging fruit should be prioritized along with long-range planning, including expanding programming on the river, increasing local cleanup events, and building a coalition including Richmond Square, the Blackstone Parks Conservancy, the Narragansett Boat Club, and other local stakeholders.

Preliminary steps towards more complex improvements and interventions must begin with allocation of funds to produce shovel-ready design documents. The Committee’s next challenge is to oversee prioritization and selection of the appropriate projects for initial focus.

OVERALL

Project	Timeframe	Complexity	Cost	Notes
Designate a champion & continue momentum	now!	low	none	SRRI Committee
Endorse the Plan	now!	low	none	Local/State/Fed & stakeholders
Continue public outreach	now!	low	none	SRRI Committee
Prioritize construction projects	now!	medium	none	line up for "shovel ready" design/engineering funding
Build BPC, NBC, Richmond Square Coalition	now!	medium	none	
Plan a pilot "get started" temporary project	now!	medium	\$	temporary parklets, bumpouts, etc. in conjunction with vision
Conduct a watershed study	medium	medium	\$\$	York Pond
York Pond invasives management	long	medium	\$\$	BPC
Build support for Richmond Sq. revisioning	medium	high	\$\$	
			\$	Under \$5,000
			\$\$	\$5,000-\$20,000
			\$\$\$	\$20,000-\$50,000
			\$\$\$\$	\$50,000-\$100,000
			\$\$\$\$\$	\$100,000 and over

PROJECTS

By Phase	Timeframe	Complexity	Approx. Cost	Notes
Phase 1A (rebalancing, GI, public access, shoreline)	long	high	\$2.3M	
Phase 1B (rebalancing, GI, public access, shoreline)	long	high	\$1.5M	
Phase 2 (rebalancing, GI, public access, shoreline)	long	medium	\$2.0M	
Irving Avenue Demonstration Project				
Public Access Platform	medium	low		
Intersection Reconfiguration	medium	medium		
Green Infrastructure	medium	medium		
Gulf Avenue Parking Area	medium	medium		
Boat Launch	medium	low		



Irving Avenue stand-alone demonstration project

INTERSECTION IMPROVEMENTS			
	Curb (demo & new)	\$ 21,000	
	Intersection adjustments + crosswalks	\$ 19,000	Repaving not included
	Drainage improvements	\$ 10,000	Minor
	Erosion control	\$ 3,000	
	Signage	\$ 1,000	
	Public access platform (w/benches, bollards, trash receptacles)	\$ -	Not included
	Landscaping + trees	\$ 15,000	
	Intersection Subtotal	\$ 69,000	
	Miscellaneous Overhead (12%)	\$ 9,000	
	Permitting & Engineering (10%)	\$ 7,000	
	Contingency (20%)	\$ 14,000	
	Intersection Total w/Soft Costs & Contingencies	\$ 99,000	
GREEN INFRASTRUCTURE			
	Intersection bioretention	\$ 35,000	
	Irving Ave bioretention/bioswales	\$ -	DPW budget
	Irving Ave drainage improvements	\$ -	DPW budget
	Green Infrastructure Subtotal	\$ 35,000	
	Miscellaneous Overhead (12%)	\$ 5,000	
	Permitting & Engineering (10%)	\$ 4,000	
	Contingency (20%)	\$ 7,000	
	Green Infrastructure Total w/Soft Costs & Contingencies	\$ 51,000	
TOTAL		\$ 150,000	

Irving Avenue stand-alone demonstration project: “Get Started” estimate for partial implementation