



# THE VETERANS MEMORIAL PARKWAY STEWARDSHIP PLAN

PREPARED FOR THE

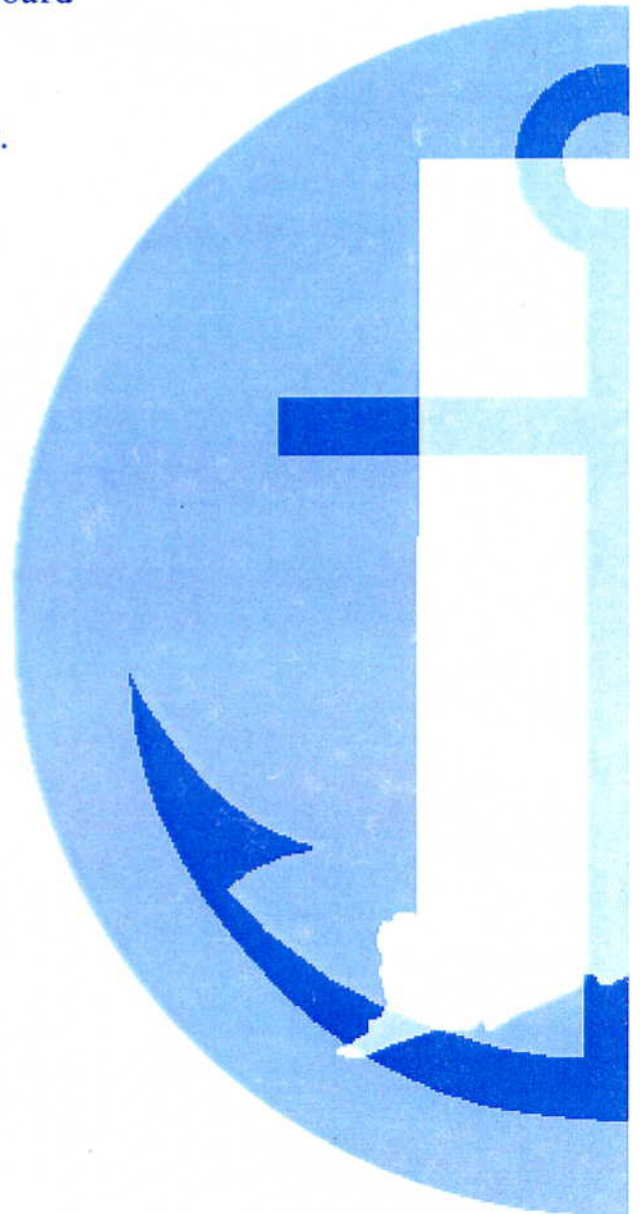
Rhode Island Scenic Roadways Board

PREPARED BY

Gates Leighton & Associates, Inc.

AND

Whiteman & Taintor



# **THE VETERANS MEMORIAL PARKWAY STEWARDSHIP PLAN**

Prepare For The  
***RHODE ISLAND SCENIC ROADWAY BOARD***  
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Providence, RI 02903

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# Veterans Memorial Parkway

## I. Overview:

### Purpose of this Stewardship Plan

Veterans Memorial Parkway is an outstanding example of a designed parkway from the early twentieth century. It provides a scenic drive through residential, commercial and institutional areas with intermittent views of the Providence River and the Providence city skyline. The Parkway has retained its historic and aesthetic appeal in the face of increasing traffic volumes and changing pressures, including the construction of the East Bay Bicycle Path. This Stewardship Plan is intended to assess how local citizens and government can work to protect, manage and enhance Veterans Memorial Parkway and thus ensure that future generations of Rhode Islanders will be able to experience the special character of this unique roadway.

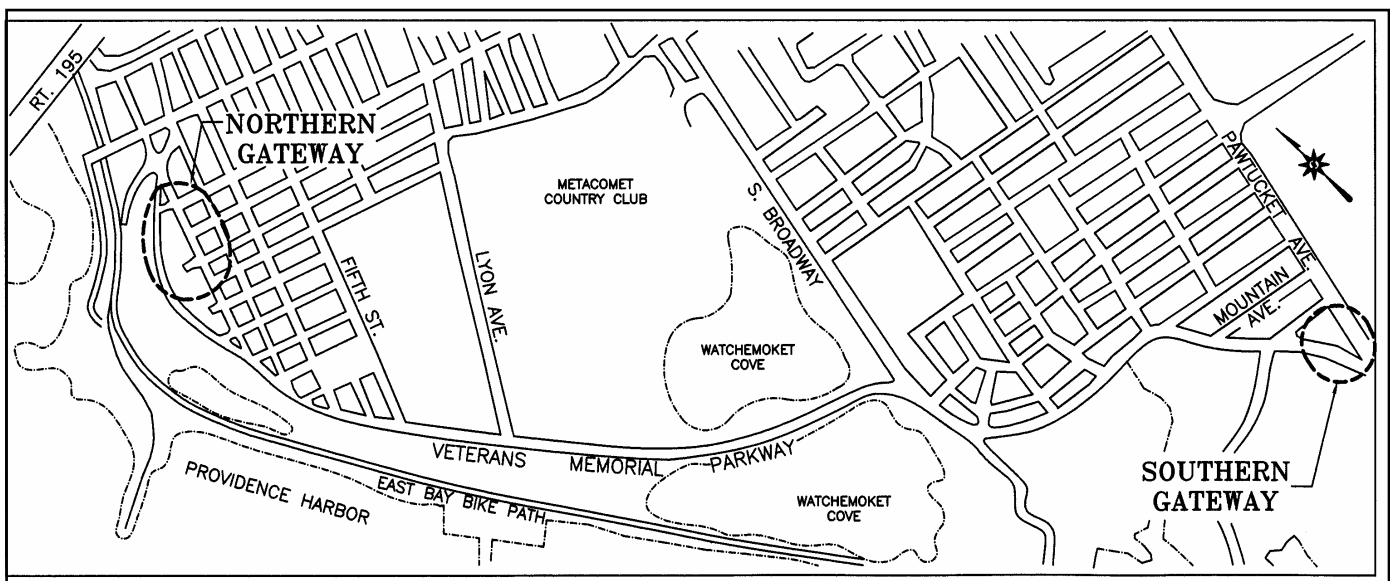
### Boundaries

Veterans Memorial Parkway extends from Second Street, near Mauran Avenue and the Washington Bridge, south to Pawtucket Avenue (Route 103) near Bradley Hospital. For most of its length, the Parkway closely parallels the Providence River, which defines the westerly edge of the roadway corridor.

This Stewardship Plan addresses the Parkway and its corridor. The westerly edge of this corridor is defined by the Providence River: land use and management changes between the Parkway and the River have the potential for direct impacts on the Parkway in terms of both aesthetics and traffic circulation. The easterly boundary of the corridor is more flexible, due to variations in

topography and in the character of adjoining land uses. At the north and south ends of the corridor, the roadway adjoins residential neighborhoods on hillsides sloping up from the Parkway. Views from the road in this area are somewhat limited and the street grid provides multiple access routes; therefore, the Parkway corridor is narrow, encompassing only the frontage lots.

The middle third of the corridor, on the other hand, includes an office park, the Metacomet Golf Club, and the inner extension of Watchemoket Cove. The golf course and Cove provide open views, and the office park and golf club are dependent on the Parkway for their primary access. Therefore, the corridor in this section widens to encompass these larger-scale areas and uses.



*Veterans Memorial Parkway -- Regional Context*

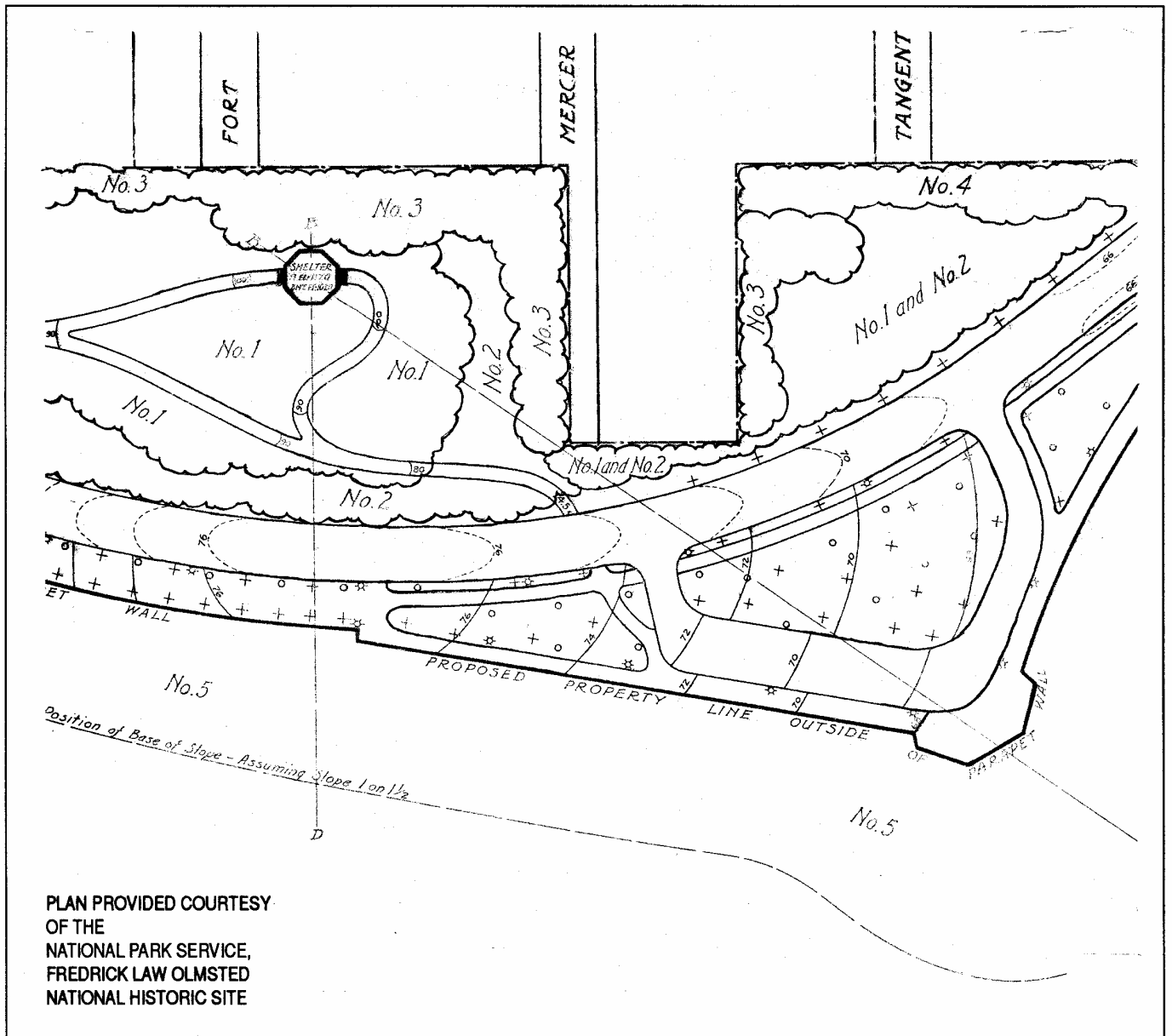
## Basis for Scenic Roadway Designation

Veterans Memorial Parkway was nominated as a scenic roadway under the Scenic Roadways Act in recognition of its special character as a designed urban parkway. The road was designed in the early years of the twentieth century by the firm of Frederick Law Olmsted, and was constructed between 1910 and 1920. It is significant as an example of the parkway movement of the early

twentieth century, for its association with the Greater Metropolitan Park Plan for Providence, and for its design by the nationally prominent Olmsted firm. The Parkway has been determined to be eligible for listing in the National Register of Historic Places.

The immediate impetus for Scenic Roadway designation came from

landscape changes associated with the construction of the East Bay Bike Path and proposals for additional design elements such as metal guardrails and further removal of mature trees. Concern about the aesthetic impacts of the actual and proposed changes led to the Scenic Roadway nomination in 1991.



1910 Olmsted Plan - an overlook at Fort Hill

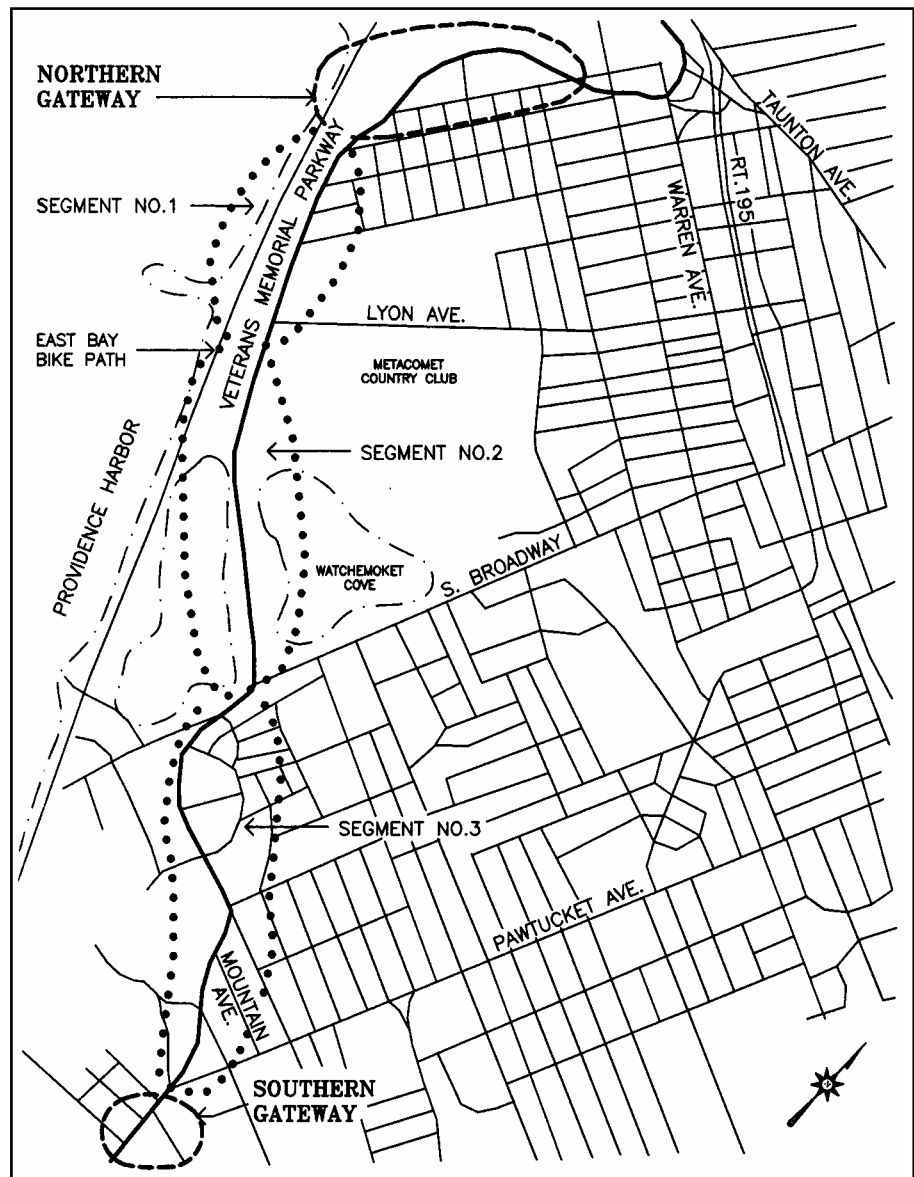
## II. Roadway and Corridor Description:

Veterans Memorial Parkway offers a mix of land uses, landscapes and character. It moves from moderately dense urban neighborhoods to Olmsted-designed park surroundings to light commercial projects abutting the road to institutions, suburban housing tracts and back to light urban neighborhoods. The elevation of views ranges from *roadside* views of vegetation, homes and businesses, to *medium* views of the golf course and cove, to *long* views of the Providence harbor. The gateways of the Parkway pose challenges as they do not announce the beginning of this road through either signage or design elements.

The Parkway can be divided into three major segments based on the character of the landscape and adjoining land uses. In addition, the gateways at both ends of the Parkway present special planning and management issues distinct from the issues affecting the linear segments.

### Segment 1: Second Street to Lyon Avenue

The northern third of the Parkway extends from the northern gateway, around Fort Hill and along the escarpment above the Providence River to the office park at Lyon Avenue. This segment provides intermittent dramatic views across the River to the City and Port of Providence.



*Roadway/Corridor Segments*



*Segment 1: Scenic Overlook*

The East Bay Bicycle Path parallels the west side of the Parkway, with a popular parking area and scenic overlook at the top of Fort Hill. Opposite the overlook is the site of the fort, built in 1775 to protect the harbor from the British.

Behind the hill is a residential neighborhood built on a street grid that joins the Parkway at oblique angles. A few blocks to the south is a small office park which blends sensitively with the Parkway through careful site design and landscaping.

South of Fort Hill on the River side of the Parkway is a waterfront industrial area, consisting of an oil tank farm and pier (the Cumberland Farms/Gulf Oil property). This area is proposed for mixed-use development in the City's 1987 Strategic Waterfront Plan and 1992 Comprehensive Plan.



*Segment 2: Watchemocket Cove*

## **Segment 2: Lyon Avenue to South Broadway**

The middle segment of Veterans Memorial Parkway extends from the Metacomet Golf Course to the south side of Watchemocket Cove. In this segment the Parkway moves away from the River and drops in elevation to the causeway and bridge across the Cove, before rising again toward the state park.

### **Segment 3: South Broadway to Pawtucket Avenue**

The southerly segment of the Parkway extends from Watchemoket Cove to Pawtucket Avenue. On the east side, the corridor includes the residential neighborhoods around the Silver Springs and Gordon School. Toward the river, the corridor includes a variety of land uses. Immediately south of the cove is the Kettle Point industrial area. This area has been restored from its previously contaminated state, and is ready for redevelopment.

Next to the industrial area is the State Park. At the southerly gateway are Bradley Hospital and the entrance to the Squantum Association property on Squantum Point, behind the Hospital.

The key issues in this area are the redevelopment in the Kettle Point area and the potential impacts that this could have in terms of traffic and views.

The changes in elevation at both ends of this segment, and the openness created by the Cove and golf course, create interesting views that differ from the river and city views from the northern segment. As the road crosses the Cove, an informal parking area at the pumping station provides an opportunity to enjoy the views of water and the birds for which the area provides habitat.

There is little potential for land use change directly adjoining the roadway in this segment. However, redevelopment of the Cumberland Farms site along the waterfront could have impacts in terms of views and traffic.



*Segment 3: Squantum Woods State Park*



*Segment 3: Kettle Point Industrial Area*

## GATEWAYS

### Southern Gateway

The southern gateway to the corridor has a clearer identity than the northern gateway, but could still be improved through vegetation management, identifying signage and improved traffic control. A specific traffic issue that has been identified is the transition from northbound Pawtucket Avenue into the Parkway: it has been suggested that improvements and warning signs on the Pawtucket Avenue approach could improve safety as the traffic merges from two lanes to one.



*Southern Gateway*

### Northern Gateway

At its northern end, Veterans Memorial Parkway emerges from the urban street network around Watchemoket Square in a somewhat confusing manner. Poor sight distances combined with the highway ramp system create hazards for bicyclists and pedestrians. Construction of the East Bay Bicycle Path entailed the removal of a large stand of evergreens which defined the end of the Parkway, and now there are no visual clues to make the driver aware of entering a different type of roadway. Signage also is cluttered and confusing.



*Northern Gateway*

This area has great potential for improvement. Directional and informational signage could be coordinated and relocated to improve visibility and safety. Facade improvements to buildings at the gateway could give the area a stronger identity. Vegetation could be replaced and managed to restore the previous character of the area.

### Land Use Character

The land immediately fronting on Veterans Memorial has a very stable land use character. The east side of the road consists of

residential neighborhoods the west side, the land is primarily public and institutional, including Squantum interrupted in the middle section by Woods State Reservation and Bradley Hospital (behind which are the Squantum an office park and golf course. On Association property and the city's Boyden Heights Conservation Area).

However, the Parkway also provides access to areas with significant potential for change—the waterfront industrial areas extending from Bold Point to Kettle Point. The former industrial and oil depot/storage area at Kettle Point is reaching a point where pollution and access problems will be resolved and the area will have renewed attraction for development. The intensity of likely development is greater in the northern portion than the southern part of the waterfront: while Bold Point/South Quay will continue to be the site of port-related industrial development, the Cumberland Farms property is designated for mixed-use development and Kettle Point has been the focus of residential proposals. The potential impacts of these activities on Veterans Memorial Parkway must be anticipated in order to preserve the Parkway’s unique scenic qualities and transportation functions.

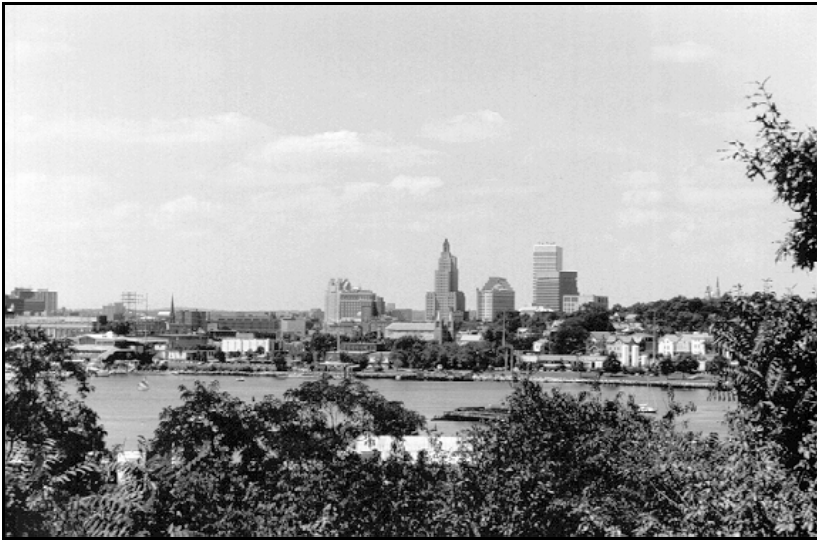
Another source of potential change is the East Bay Bike Path, which runs along the Parkway from the northern gateway to the Metacomet Golf Club and then, dropping toward the River, follows the railroad right-of-way across Watchemoket Cove. The Bike Path is so popular that some changes may be necessary to support usage and protect the Parkway. Such changes could include expansions in capacity or parking, or provision of support facilities such as sanitary facilities.



*Bike Path Parking Lot*



*Rolling topography of roadway*



*View of Providence*



*East Bay Bike Path*



*View of Metacomet Country Club*

## **Recreation and Tourism**

Veterans Memorial Parkway is not currently a significant tourism destination. It is an efficiently functioning through-road for local and regional travelers, and it is a road that has sentimental value to East Providence residents due to its topographic location along the ridge overlooking the Providence skyline. However, the Parkway's dominant land uses do not lend themselves to tourism promotion: there are no opportunities, for example, for providing visitor services to support increased tourism.

Nonetheless, the Parkway offers recreational opportunities. The East Bay Bike Path is certainly a tourism draw and its impacts at its parking areas and along its route must be factored into the corridor management plan. The Metacomet Golf Club is a recreational resource that also contributes to the scenic quality of the Parkway.

In addition to the Bike Path, there is modest potential for increased tourism potential related to the Fort Hill site. Area residents have a strong sense of the site's history, which could be interpreted for visitors, particularly those already using the Bike Path.

Finally, there may be some potential for additional passive recreation and low-key nature-oriented tourism at Watchemoket Cove, a tidal pond providing high value habitat for migratory birds. It has been suggested, for example, that the informal parking area at the pumping station could be enhanced to provide a safe and convenient scenic stop along the Parkway.

### III. Scenic Qualities:

The character of Veterans Memorial Parkway is a product of its pavement width, its horizontal design, the lightly vegetated but wide shoulder/embankment areas, and the generally mature and stable character of the adjoining landscape. The latter includes full height hardwood trees, established parks and the bikeway, established residential neighborhoods, and the healthy commercial/office project.

The Parkway is one of five contour-graded parkways in Rhode Island. By following a western-facing escarpment to the Providence River, the roadway provides for smoothly flowing traffic fulfilling the vision of graceful travel popular in that era, while exploiting and preserving glorious views of an active urban environment. The aesthetic nature of the roadway is defined by the following qualities:

- *Topographic Sensitivity:* Veterans Memorial Parkway enjoys vertical and horizontal curvature that respects the existing rolling topography. This high quality of engineering design gives the road a harmonious relationship with the ground line;
- *Traffic Flow:* The design of the road self-regulates the speed, spacing and continuity of traffic. The automobiles-only restriction creates a pleasurable driving experience unique in the region;
- *Views:* Veterans Memorial Parkway provides a changing panorama of urban views of



*Office Park*



*Residential Neighborhood*

the Providence River, the Port of Providence and Rhode Island's capital city. The images of the built environment increase appreciation of the role of commerce in our everyday life;

- *Preservation:* Guiding principles of parkway design encourage naturally vegetated roadsides and discourage uncontrolled development and alterations. The Veterans Memorial Parkway has mitigated against rampant development and served a landscape quality control function since its construction;
- *Recreation:* The Veterans Memorial Parkway is integral to the success of the East Bay Bike Path. Parking areas, scenic overlooks, access points and contiguous transportation relationships draw the Parkway into socially high quality recreational uses;
- *Natural Systems:* The Parkway spans several distinctive ecological systems. The northerly portion rides high along a glacier-formed gravel escarpment known as Fort Hill. The central portion glides low, almost at water level, across a tidal pond of very high value migratory bird habitat. The southern third twists and winds through glacial outwash hillocks in a sinuous serpentine ribbon. The Veterans Memorial Parkway successfully honors its natural setting in a manner impossible with flat grid street layout;
- *Manmade Land Forms:* The Veterans Memorial Parkway skirts Metacomet Country Club.

This greensward contributes significantly to the ambiance of the Veterans Memorial Parkway. The Parkway is a good neighbor of such a bucolic landscape;

- *Industrialization:* Immediately along portions of Veterans Memorial Parkway's westerly right-of-way are obsolete oil tank farms and related facilities. Even during their useful life, the riverside topography minimized negative visual impacts from the parkway. As they are now being dismantled and the land cleaned, development opportunities made more valuable by the existence of the Veterans Memorial Parkway will continue the beneficial legacy of this parkway's visionaries;
- *Commercial Land Use:* A limited area of the Veterans Memorial Parkway's easterly right of-way borders commercially zoned property, a holdover from the oil company uses. A commercial office complex has been built using a village-scale, New England architectural context, which many believe is a direct positive response to the presence and influence of the Parkway;
- *Residential Settings:* The curvilinear design of the Veterans Memorial Parkway creates unusual and unique settings for neighborhoods and

individual homes. The oblique relationships to neighborhood street grids have instilled beneficial creativity in developers. Roadside land is mostly developed; the present small scale of residential development will likely remain intact.

Issues that might affect the aesthetic qualities along the roadway include signage, vegetation management, utility line construction, traffic management facilities, and waterfront development.

## IV. Key Issues:

The central issue for this road will be to identify ways to enhance and protect its beauty and spirit. The road in its current state is appealing, but there is a spirit of greater beauty and dignity that is suggested by this road's alignment, its design, its views, and the adjacent park land. The presence of an Olmsted designed overlook (the construction of which never reached the full intent of the Olmsted design), and Fort Hill Park (with its under-interpreted history of protecting Providence) are two examples of resources whose full character has yet to be uncovered. Enhancement of the road's adjoining vegetation has great potential for strengthening the look and feel of Veterans Memorial Parkway.

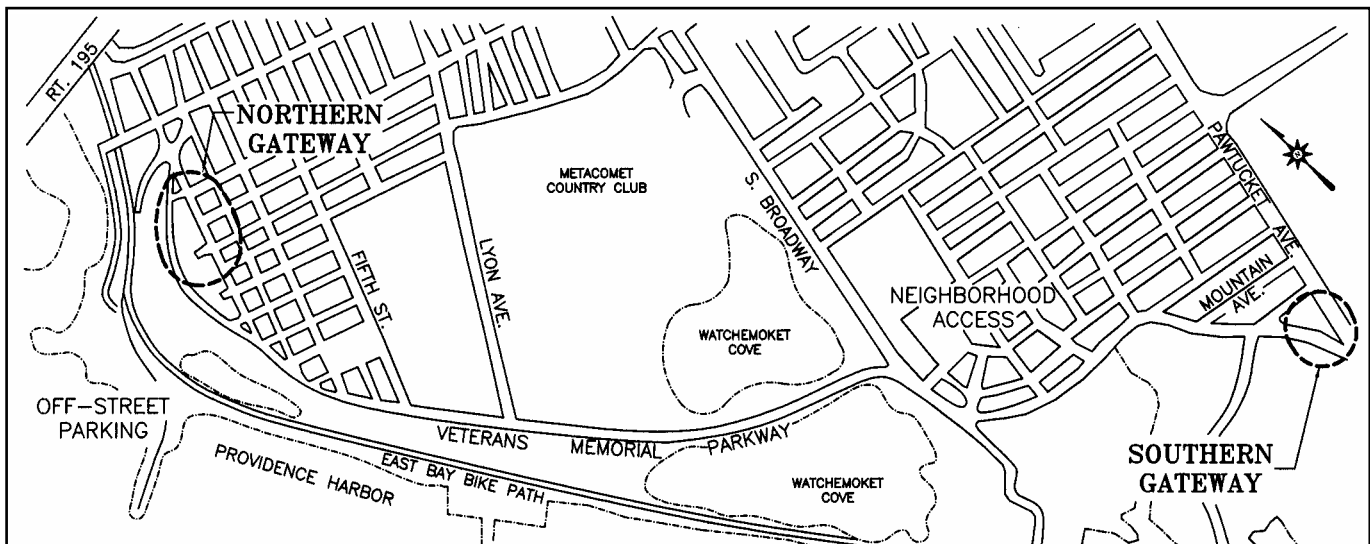
At the opposite end of the spectrum, the road's character must be protected from inappropriate incursions such as utility lines (either

above or below ground) and their associated disturbance to views and vegetation. Driveways from either waterfront industrial projects or renovated existing structures and sites could also be detrimental to the road's character.

### Traffic Management

- *Neighborhood access:* High traffic volumes and speeds and limited sight distances in the southern segment of the byway combine to make it difficult for neighborhood residents to enter the Parkway at certain times of day. Residents have cited the Mountain Avenue intersection in particular as a problem location. Although there is a traffic signal at the southern end of the Parkway (at Pawtucket Avenue), vehicles accelerate quickly out of the intersection and are moving rapidly by the time that they reach Mountain Avenue.

In general, traffic signals should be discouraged along Veterans Memorial Parkway. Signalization should only be considered when essential for traffic safety, and should not be implemented simply for the convenience of commercial development. The reuse of the Cumberland Farms property may eventually create traffic and access conditions that support signalization of the Lyon Avenue intersection; however, alternate access routes which do not require the use of the Parkway are preferred, and signals on the Parkway should only be considered if such alternate routes cannot be provided;



*Traffic Problem Locations*



*East Bay Bike Path and Parking Area at Fort Hill*

- *Heavy vehicles:* Heavy truck traffic is inconsistent with the design and purpose of Veterans Memorial Parkway and, officially, the Parkway is closed to truck and bus traffic. However, heavy vehicles were allowed onto the Parkway as a temporary measure during reconstruction of some major roads in the vicinity, and apparently some of these vehicles are still using the road. Enforcement of existing regulations should be increased to address valid neighborhood concerns.

A specific complaint of residents is the use of the Parkway by school buses when alternate routes are available. Bus traffic is a concern to residents because of the noise more than any other factor. This is especially the case at the southern end of the Parkway due to the road's topography and the proximity of residences. As the road leaves

Watchemoket Cove and rises toward Pawtucket Avenue, buses must downshift, and the resulting noise detracts from the tranquil setting of the residential neighborhood and state park.

Managing truck traffic may become a more difficult challenge depending on the eventual re-use of the Cumberland Farms/Gulf Oil site (along the river opposite the office park and golf course). This site will need a somewhat intensive use in order to make redevelopment economically feasible, and it is likely that this will generate additional truck traffic. Currently, Lyon Avenue is used as a truck route to access the Parkway area, but increased truck traffic might adversely affect the neighborhood. As noted earlier, alternate access routes which do not require trucks to use the Parkway should be given priority in project planning;

- *Off-Street Parking:* The regional popularity of the East Bay Bike Path puts pressure on the Fort Hill parking area, which is also a popular place for area residents to gather to watch fireworks displays and sunsets. Consideration must be given to expanding the amount of off-street parking available, here or elsewhere along the Parkway, in a way that will respect the Parkway's multiple uses and protect its scenic and recreational qualities. As the City of East Providence assumes ownership of the Squantum Woods reservation and plans for expanded recreational use, it should consider the feasibility of providing a parking area with access to the Bike Path as part of the overall site plan.

## Vegetation Management

- *Roadside Vegetation:* Veterans Memorial Parkway was designed and has been maintained as a scenic road in a landscaped setting. Roadside vegetation ranges from the woods of the state reservation, to the fairways and greens of the golf course, to residential lawns, to the trees and bushes that line the bike path and buffer the office park. Within this overall context there are areas where additional plantings could add variety and further emphasize the distinct character of the Parkway. Special plantings could be used to demarcate the northern and southern gateways and to soften the visual impact of major intersections. Planting concepts

should be developed for future access points such as the driveway into Kettle Point;

Any additional plantings should be consistent with the historic character and context of the Parkway. Landscaping design principles should be based on sources such as the Olmsted office's original planting plans for the Parkway, photographs of the Parkway taken shortly after construction, or documentation of what Olmsted did in similar settings (for example, Veterans Parkway in West Roxbury, Massachusetts).

- *View Enhancement:* Historically, Veterans Memorial Parkway provided expansive vistas of the Providence River and the City of Providence. Old photographs of the area show the Parkway running along an open escarpment with only sparse vegetation to obstruct views. The dense woods that we know today are a more recent development, not totally in keeping with the original design of the roadway. It has been suggested that some consideration be given to limited clearing and thinning in order to reestablish the sense of openness and the glimpses of long views at intervals along the northern segment of the Parkway;



SELECTIVELY PRUNE EXISTING VEGETATION TO OPEN VIEWS TO PROVIDENCE SKYLINE.

*Fort Hill Scenic Overlook*

- *Scenic Overlook:* The scenic overlook at Fort Hill should be a focus for both landscaping and views. On the one hand, additional plantings should be considered to add variety and interest to the site. It should be noted that the original Olmsted design for the overlook area was never completely implemented, and this plan could serve as a reference for enhancing the landscaping. Additional plantings could also soften the visual impact of any expansion to the parking area or new facilities that may be needed to serve both neighborhood and Bike Path users.

On the other hand, trees and shrubs have grown up in front of the parking area, severely

closing in the view of the river, port and city. This is a prime area for restoration of the historic views through concentrated clearing and ongoing management of vegetation;

- *Utility Lines:* Because of its convenient location providing an open corridor at the edge of the city and near the waterfront, Veterans Memorial Parkway is attractive to utility companies as a potential utility corridor. However, there are serious potential impacts to construction of utility lines, either above or below ground, and the basic principle should be to avoid treating the Parkway as a utility corridor and adding new utility lines: new conduits, pipes,

cables or wires should be allowed here only if no other alternative exists.

A primary concern should be to avoid further loss of or damage to mature vegetation. Consequently, any underground utilities that must use this corridor should be located in the existing roadway, since construction in the bike path would probably encroach on root systems. Above-ground wires should be located on the east side of the Parkway (away from the river). Any existing above-ground wires on the west side should be relocated and, if possible, buried.



*The intersection of the Kettle Point access road with Veteran Memorial Drive is dangerous.*

## Waterfront Development

- Kettle Point:* The major potential change that could affect Veterans Memorial Parkway is the redevelopment and reuse of the industrial land along the waterfront, including the former oil facilities at Kettle Point. The contamination of this site has been cleaned up, and the area is now a prime site for some form of residential or commercial reuse. Although it is currently zoned for industrial uses with a 35-foot height limit, the site has previously been the subject of proposals for residential development. In 1987 the City Council approved a 570-unit development called “Arrowhead Point” for this area, and the City’s 1992 Comprehensive Plan recommends that the area be used for medium-density residential development (8 to 15 dwelling units per acre).

Medium-density residential development continues to be the preferable use for this site if it is

privately redeveloped. Low-rise dwelling units would have little visual impact on the Parkway because the site is buffered from the roadway by topography and vegetation, but higher-rise buildings could impact views particularly from Watchemoket Cove.

The principal impact of development at Kettle Point on Veterans Memorial Parkway would be from increased turning movements at the entrance driveway, which joins the Parkway at a particularly difficult location between Interlocken and Crawford Roads. The intersection is in the middle of an “S”-curve, near the foot of the hill that rises from Watchemoket Cove, so that sight distances are limited by both horizontal and vertical alignment. In addition, the driveway enters the Parkway at a sharp angle, which further

complicates the turning movements;

- Bold Point/Waterfront Drive:* There is also potential for increased industrial development along the waterfront, extending from the Bold Point/South Quay area at the southerly end of the corridor to the Cumberland Farms/Gulf Oil property opposite the office park and golf course. The Bold Point/South Quay area has historically been the site of marine industrial activities, and is designated for Port/Rail Industrial use in the City’s Comprehensive Plan. The Cumberland Farms property is favored for mixed-use development, but will also require a relatively high

- intensity use in order to be economically feasible.

Both areas are planned to have their primary access from Waterfront Drive, with connections to Veterans Memorial Parkway via Teofilo

Braga Way (at First Street) and Mauran Avenue (at Second Street). Accommodating increased traffic in these locations while strengthening the northern gateway to the Parkway will be an important challenge. Access at Lyon Avenue or

further south is also likely and would require additional traffic control in the middle segment of the Parkway.

## V. Goals and Objectives:

The underlying goal for Veterans Memorial Parkway is:

- To strengthen the scenic and recreational qualities of the Parkway through careful management of traffic, vegetation and development.

In support of this goal, the following objectives should be pursued:

- Interpret the historic, natural, scenic and recreational qualities of the Parkway;
- Protect and enhance scenic views from the Parkway;

- Building on the Parkway's original design and layout, use landscaping and coordinated signage to strengthen the image of the Parkway; and
- Control vehicle mix, speeds and volumes.

## VI. The Stewardship Strategy:

The following is a preliminary set of actions to address the goal and objectives for the Parkway:

- Establish a Veterans Memorial Parkway Stewardship Committee composed of interested residents and agencies to oversee and coordinate vegetation management;
- Based on historic plans, prepare a landscaping and vegetation management plan for the entire corridor;
- Create a unified signage program for the Parkway, to include gateways, directional signage, traffic controls, and interpretive or informational signs (for example, visitor information relating to the Fort Hill historic site and the Watchemoket Cove wildlife viewing area);
- Develop specific plans for gateway improvements at both the northern and southern gateways, including actions to coordinate signs and reduce signage clutter, enhance landscaping and improve pedestrian links;
- Apply for ISTEPA funding (Scenic Byways and/or Enhancements) to implement portions of the landscaping, signage and gateway improvement plans;
- Prepare design criteria for access points to future waterfront redevelopment areas;
- Adjust the existing regulatory framework to ensure protection of views. As noted earlier, the existing zoning along the waterfront generally limits

building heights to 35 feet. A study should be undertaken to determine whether this uniform height limit is appropriate, or whether variable height limits based on site-specific conditions would be preferable. The changing vertical relationships between the Parkway and the waterfront development sites may allow higher structures in some areas without impacts on the viewshed, but may warrant further restrictions in other areas.

If a careful study demonstrates the desirability of regulatory changes, the variable height limits could be established through the creation of an overlay zoning district. A sophisticated example of such zoning was adopted in 1974 by the City of Halifax, Nova Scotia, to protect historic views of Halifax Harbour from Citadel Hill. The by-law defines four viewing positions and ten separate “view planes” which relate permissible building heights throughout the downtown area to the topography of the City;

- Also in connection with the waterfront redevelopment areas, develop specific zoning ordinances to guide development of the Kettle Point area and the Cumberland Farms site. Previous City documents have pointed to the need for a new zoning designation to accommodate the desired mixed-use development of the Cumberland Farms property. Upon review of the view issues relating to Kettle Point, revisions to the current residential zoning may be determined to be appropriate;

- Develop design guidelines for private land abutting the Parkway. Such guidelines should address setbacks, landscaping, signage and buffer areas. These guidelines can be promoted by the stewardship committee and implemented through voluntary cooperation of property owners;
- Given the land ownership patterns along the Parkway and the type of development that might occur, a regulatory approach is not needed to address design standards on private property. Much of the Parkway corridor is protected from land use changes by public ownership and management. Private land consists of residential neighborhoods, the office park, the golf course and the hospital. With the exception of the golf course, these areas are fully developed, and no major changes are likely to occur;
- In specific areas where larger-scale development might occur along the Parkway, the City should consider creating a special overlay district to address design issues in the viewshed. There are only two instances where such zoning might eventually be required: conversion of the golf course to a different use, or development of the road frontage area at Kettle Point. Even in these cases, a design review process may be sufficient to protect the character of the Parkway.

## VII. Putting the Plan Into Action:

### Responsibilities

Carrying out this Stewardship Plan will involve a partnership among neighborhood residents, City officials, and State agencies. The State of Rhode Island has a variety of responsibilities in the Parkway corridor: management of the Parkway itself, the Squantum Woods State Reservation and the East Bay Bike Path; and review of development of port facilities and other waterfront activities. Thus, State agencies control many aspects of land use, traffic and vegetation management in the corridor.

However, successful implementation of this plan will require that participation be expanded beyond those agencies with established formal jurisdiction and responsibilities. Additional actors should include:

- Residents of the two neighborhoods immediately adjoining the Parkway: A “Friends of Veterans Parkway” or “Veterans Parkway Stewardship Committee” should

be organized to work with the State agencies through volunteer involvement. Such an organization can marshal volunteers to assist in maintaining the quality of the scenic overlook and other scenic areas in accordance with an overall management plan: for example, doing routine maintenance of vegetation. These efforts could be undertaken under the auspices of the “Adopt a Spot” program for maintenance of gateways and scenic overlooks, and the “Adopt a Highway” program for litter control along stretches of the Parkway. A “Friends” group can also serve as a point of contact between residents and State and local officials regarding management issues;

- The Scenic Roadways Board: The Board can help to coordinate the efforts of RIDOT and DEM in implementing landscaping and signage improvements to the Parkway;

- The City of East Providence: The City will be responsible for developing the regulatory strategies identified in the action plan. These include zoning strategies for the waterfront development areas, view protection, and the suggested overlay district for properties fronting on the Parkway. The City also has a direct interest in traffic management related to waterfront redevelopment, particularly as it affects the residential neighborhoods adjoining the Parkway;
- The Rhode Island Historical Preservation and Heritage Commission has a role to play in highlighting the historic significance of Fort Hill. The Commission should be involved in advising on development of informational materials regarding the colonial fort and the placement of informational signage.