Riverside Park Study: Process

This portion of the Riverside Park project began with reviewing the work that had previously been done by the Community Research and Design Collaborative at UConn. This was followed by a visit to New London to become familiar with the park and the adjacent areas such as the Winthrop School, Adelaide Street, and the railroad tracks running along the Thames River. It was a nice day with several people utilizing the park to play basketball, walk their dogs, etc. While the park was enjoyable, some aspects stood out which could be improved. The overgrown nature throughout a majority of the park tends to block most views of the water, while also creating safety concerns. With the school being adjacent to the park, access between the two is limited. There are steps within the park which traverse the hillside to the school, however these are not the safest and are almost hidden within the vegetation. On another note, given the proximity to the water, there is really no way to access it from the park aside from the pedestrian bridge which is in poor condition. Access to the Thames River presents a huge opportunity for Riverside Park to meet its full potential and also live up to its name.

Once these issues were noted, work began to develop a plan which would address them. This was done concurrently with research on place making. The Project for Public Spaces- a planning, design, and educational organization, has an approach to creating successful parks called the Power of Ten. This is based on the idea that a park should have at least ten distinct destinations within it and that by clustering activities within the destination, they build off of each other to create a vibrant destination within the park. The Project for Public Spaces views the Power of Ten as “a powerful framework for revitalizing a park and its surrounding district.” Since the Winthrop Magnet School’s science and environmental theme was selected because of its proximity to Riverside Park, the goal is to connect the school to the park and the waterfront. The plan utilizes many of the existing spaces in the park, adds an additional activity space, and links the spaces together.

The plan was broken down into three phases showing how it could be gradually implemented over time. This phased process was presented at the public forum on *The Future of Riverside Park* at the Pilot House in New London on October 13. Three posters were on display with graphics for the public to view and discuss. A cost estimate was developed based on the work that the plan entailed. Part of the cost estimate process involved contacting specialists with knowledge on the structures proposed in the plan- pedestrian bridges to cross over the railroad tracks, and a pier providing access and views of the water. The pier included in the plan was influenced a great deal by a discussion with a company specializing in waterfront construction that was familiar with Riverside Park. The company was particularly helpful in determining the length that the pier should extend into the water to achieve the desired effect of allowing people to have a view up and down the river.

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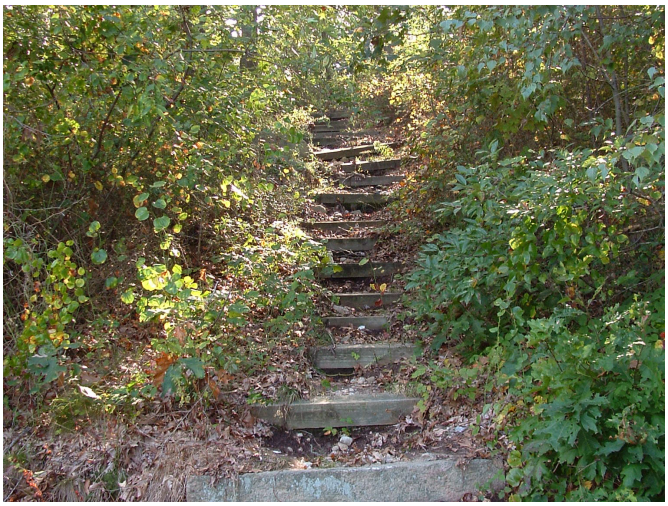
Riverside Park Study: Site Visit Photos

End of Adelaide Street

Railroad tracks & pedestrian bridge in back

Picnic area



Stairs to Winthrop School

Basketball court

View of Thames River from parking area

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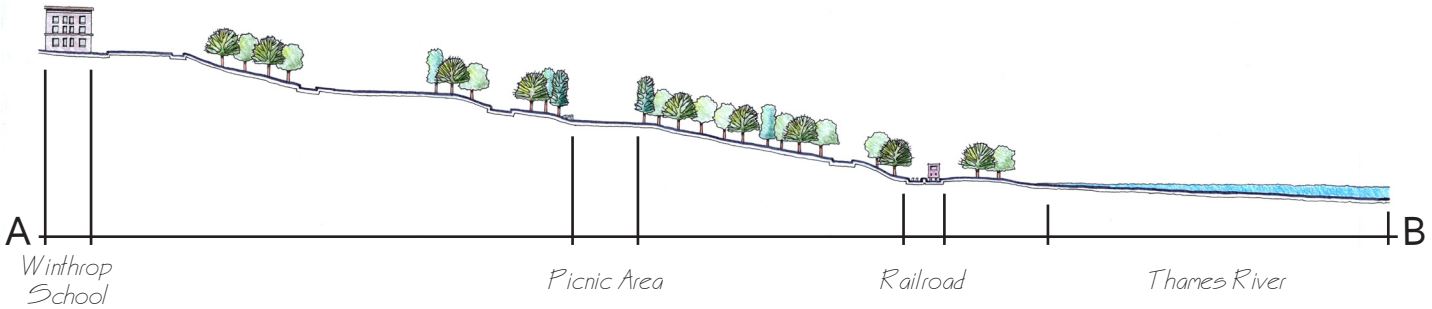
Draft
10.22.11

Riverside Park Study: Existing Conditions



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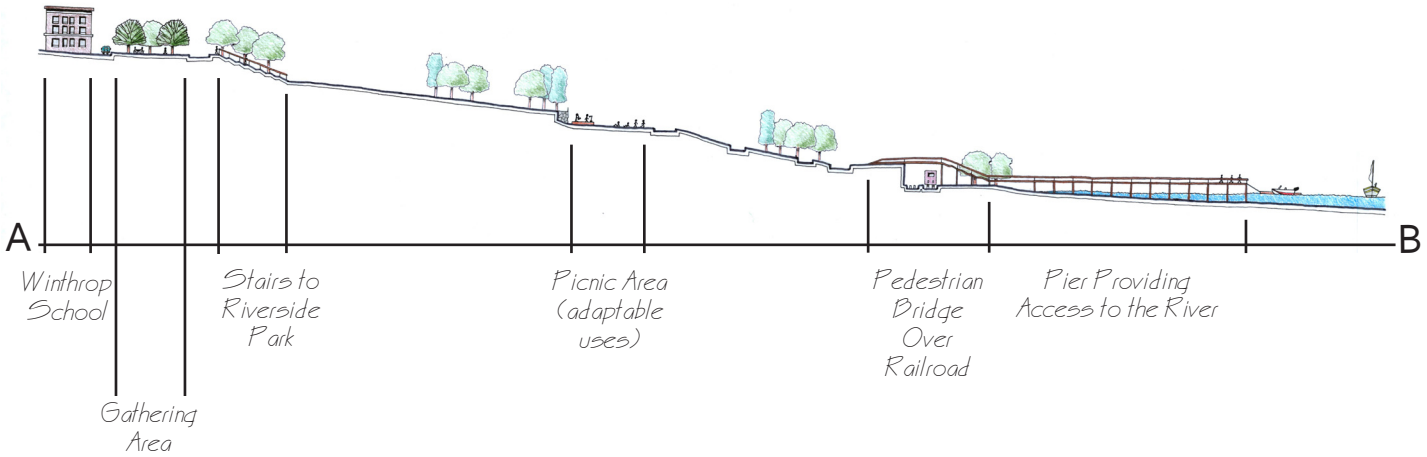
Riverside Park Study: Proposed Conditions



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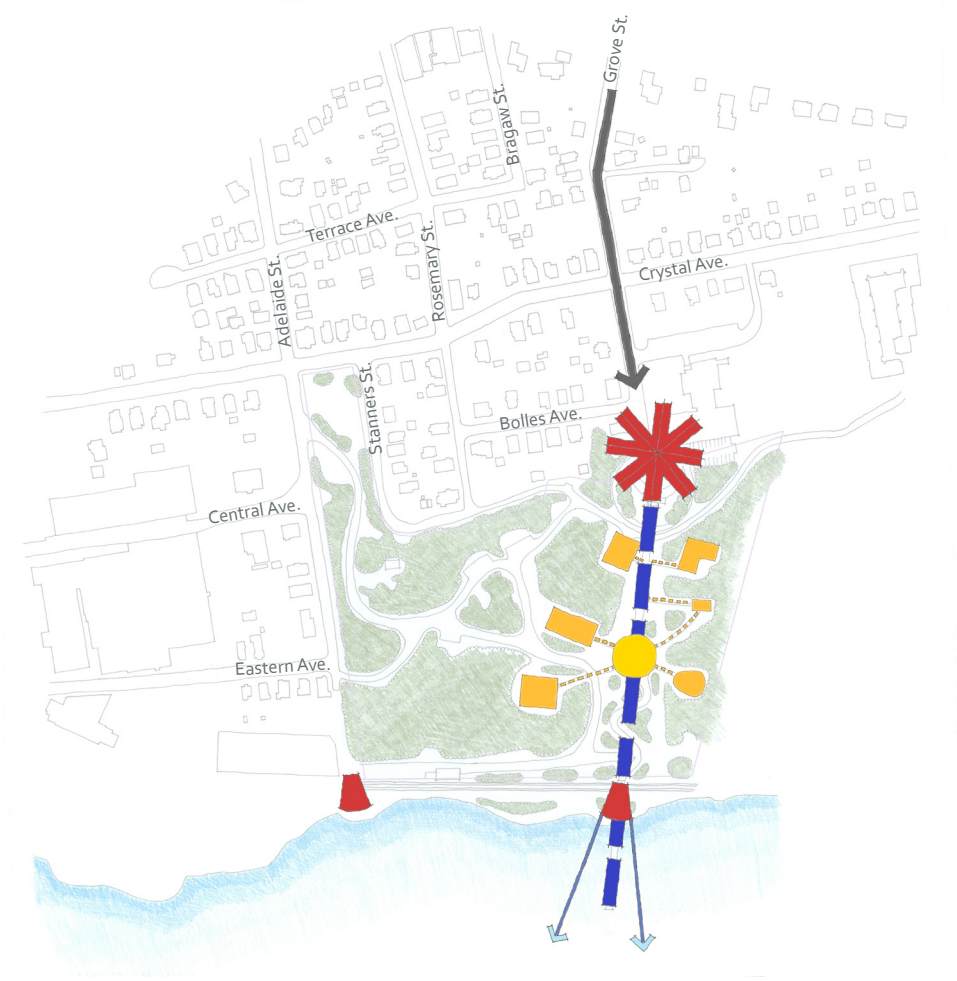
Riverside Park Study: Design Intent

To create a connection between the Winthrop Magnet School, Riverside Park, and the Thames River.



Entry Road

Public Access Through Winthrop School Area

Access to River

Node Along Path

Activity Area

Pedestrian Bridge

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Riverside Park Study: Phases of Implementing the Plan

Existing element to be utilized

New element introduced

Beginning Phase

- Trim and clear trees to create a view from the school to the river
- Clear vegetation to create a new space
- Install lamp posts

**See cost estimate A 2-3, G 1*

Draft
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(Not to Scale)

N

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Riverside Park Study: Phases of Implementing the Plan

Existing element to be utilized

New element introduced

Intermediate Phase

- Create stairs and accessible ramps providing access from the school to the park

- Re-align road within park

**Cost estimate A 1, C 1, D 1-4, E 2, H 1-2*

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(Not to Scale)

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Riverside Park Study: Phases of Implementing the Plan

Existing element to be utilized

New element introduced

Final Phase

- Pedestrian bridge at end of Adelaide Street
- Pedestrian bridge over railroad tracks
- Pier providing access to the water

**See cost estimate C 1, E1, F 1-3, H 2-3*

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Riverside Park Study: Cost Estimate

PRELIMINARY ESTIMATE OF PROBABLE COSTS
10/17/2011
Site Development and Landscape

ITEM	QUANTITY	UNIT	UNIT COST	EXTENDED
A. Site Preparation				
1. asphalt road removal	1,177	sy	$5.20	$6,120.40
2. tree removal	1.27	acre	$5,875.00	$7,461.25
3. stump removal	1.27	acre	$3,525.00	$4,476.75
B. Utilities				
1. drainage	TBD			
2. water	TBD			
3. electrical	TBD			
C. Earthwork				
1. cut/fill	2,812	cy	$7.26	$20,415.12
D. Paving				
1. asphalt road	760	lf	$66.09	$50,228.40
2. concrete ramps	440	lf	$43.40	$19,096.00
3. brick platform top of stairs	500	sf	$11.70	$5,850.00
4. auto drop-off	340	lf	$66.09	$22,470.60
E. Walls and Stairs				
1. concrete retaining walls	1	ls	$74,300.00	$74,300.00
2. concrete, cast in place stairs	10	ea	$2,116.00	$21,160.00
F. Structures				
1. prefabricated pedestrian bridges	2	ls	$25,000.00	$50,000.00
2. steel prefabricated pan stairs, picket rail	60	ea	$750.00	$45,000.00
3. pier	200	lf	$1,000.00	$200,000.00
G. Lighting				
1. poles 20' height	42	ea	$2,240.00	$94,080.00
2. bollards on pier	1	ls	$5,000.00	$5,000.00
H. Furnishings				
1. school stair handrails, steel	60	lf	$41.00	$2,460.00
2. ramp and bridge ramp handrails, aluminum	400	lf	$52.50	$21,000.00
3. pier handrails	200	lf	$150.00	$30,000.00

sub-total	$679,118.52
contingency 10%	$67,911.85
sub-total	$747,030.37
contractor OH&P 10%	$74,703.04
Estimate of Probable Costs	$821,733.41

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