

PROVIDENCE TOMORROW

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HARTFORD, SILVER LAKE, AND MANTON NEIGHBORHOOD PLAN

David N. Cicilline, Mayor

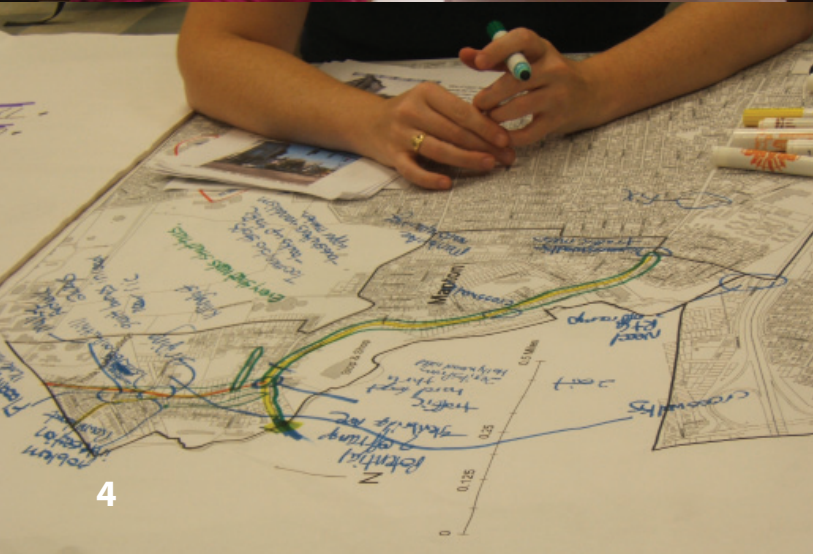
Department of Planning and Development
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Introduction

On May 31, 2006, Mayor Cicilline and the City Council announced Providence Tomorrow— an innovative and inclusive planning process designed to create a framework for growth and preservation of Providence neighborhoods. Since then, the City Council has adopted a new Comprehensive Plan, and the Department of Planning and Development has undertaken detailed planning studies in each of the city's neighborhoods. In September 2009, the eleventh neighborhood "charrette," or detailed planning process, was held in the Hartford, Silver Lake and Manton neighborhoods. This report is a summary of the information that was collected from residents, business owners and neighborhood youth over the course of an intensive week of many public meetings.

The report summarizes neighborhood history and demographics, illustrates the existing character of the neighborhoods through building typologies, and identifies key issues and neighborhood priorities. The most important part of the report is the Action Plan, which identifies short-, mid- and long-term goals for the neighborhoods, and the parties who will lead each effort. The plan identifies not only City-led actions, but those projects that can be initiated by groups of residents working together. This report will be used to guide the review of development projects in these neighborhoods by Providence boards and commissions, and will help the City prioritize funding for projects and infrastructure improvements, as well as provide a guide for redevelopment efforts.



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Providence Tomorrow Neighborhood Charrettes



Providence has 25 distinct neighborhoods, each with unique character and identity. While neighborhoods share many features, each has its own set of planning issues and concerns. An important part of Providence Tomorrow is the in-depth, detailed planning studies that are conducted at the neighborhood level. The neighborhoods have been grouped together so that there will be ten neighborhood charrettes, or planning studies, conducted from 2007 to 2009.

Hartford, Silver Lake and Manton Charrette



The Hartford, Silver Lake and Manton Neighborhood Charrette took place September 14-17, 2009 at the Silver Lake Community Center. Over 50 people participated in the charrette, voicing their opinions on how to preserve and improve open and

public spaces in their neighborhoods, where and how they would like to see commercial growth in the future, and how to enhance the existing qualities of their neighborhoods, addressing community safety, infrastructure needs and transit improvements, among other issues. The planning team collected all of the information from the week, and drafted an action plan that was presented at a follow-up meeting in November 2009. After further comments and reviews, this neighborhood plan was developed.

What is a Charrette?

The term “charrette” originated at Ecole des Beaux Arts in Paris, the world’s top architectural school in the 19th century, and is derived from a French word meaning “little cart.” Carts were circulated to collect final plans. Students would jump on the cart, polishing their drawings up to the last minute.



Today the word “charrette” describes a process of dynamic, interactive community planning. Its goal is to bring all the stakeholders - and all the issues - into one room. This process can be applied to different projects, but always uses the same basic strategy. A team consisting of citizens, elected officials, planners, architects, developers, business owners, city officials, and other stakeholders works to root out potential problems, identify and debate solutions, and create a plan in a set amount of time. Meeting both day and night for several days, participants work together in both large and small groups through a series of brainstorming sessions, sketching workshops and other exercises.

The Benefits of Charrettes in Planning

Charrettes provide a framework for creating a shared vision shaped by community involvement, directed by consultants representing all key disciplines.



Charrettes provide an opportunity to improve and expand the relationships between residents and their government through meaningful public involvement and education.



Charrettes help a community to develop a shared vision of its future by allowing for increased opportunities for residents to make positive contributions to the planning process.



Charrettes help to create better plans by gaining more diverse input and involvement and help increase the likelihood that plans will be realized.

Charrette Schedule

Hartford, Silver Lake and Manton Public Meeting Schedule

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The schedule below outlines the planned topic discussions for the public meetings. The meetings will be held at the Silver Lake Community Center, 529 Plainfield Street. Please note that if you cannot make the scheduled time for a meeting, you are welcome to stop by the meeting space anytime during the week to tell us your thoughts, issues and concerns. If you'd like additional information on these meetings, please visit www.providencetomorrow.org or call 401.351.4300.

	Monday 9.14.09	Tuesday 9.15.09	Wednesday 9.16.09	Thursday 9.17.09
Midday 11:30am-1:30pm	<p>Parks, Open Space and Recreation</p> <p>Parks, gardens, and other open spaces provide places for active and passive recreation for people of all ages and are critical community resources. Come share your ideas on how to activate neighborhood parks, and improve safety, access and programming. Neutaconkanut Hill Park and Merino Park are just two of the parks in the neighborhoods - bring your lunch and your ideas for this important discussion.</p>	<p>There is no meeting scheduled for Tuesday at lunchtime.</p>	<p>Neighborhood Character and Land Use</p> <p>These neighborhoods have several areas that are in transition and will see development and redevelopment in the future. These include the city edges along Johnston and North Providence, the commercial corridors, industrial areas and some residential areas. What is the right mix of uses for these areas? What is the right height, scale and massing of new buildings? What areas need zoning changes to reflect existing uses, or to encourage new uses? Bring your lunch and share your vision of what these areas should look like in the future, and what uses you would like to see.</p>	<p>Charrette Team Work Day.</p>
	<p>Charrette Kick Off and Neighborhood Visioning</p> <p>Join your elected officials in an interactive visioning session and discussion on how make your neighborhood a better place to live. Hear about past planning efforts and current plans for projects in your neighborhood. What areas are in transition; which are most likely to change? What are your priorities for these neighborhoods as they grow and change?</p>	<p>Livable Neighborhoods</p> <p>Building on Monday night's discussion, join us for an interactive discussion on how make your neighborhood a better place to live. Housing, parks and open space, transportation, infrastructure - we want to hear your thoughts and ideas on these and other topics of concern to you.</p>	<p>There is no meeting scheduled for Wednesday evening.</p>	
Evening 6:00pm-8:00pm		<p>Meeting Location: Silver Lake Community Center, 529 Plainfield Street</p>		<p>Final Presentation 5:00pm - 7:00pm</p> <p>Come and see how this week's sessions have been translated into guiding principles and an action plan for the future of these neighborhoods. Tell us what is most important to you - help to prioritize the neighborhood actions into a plan.</p>



Neighborhood Overview

The History - Neighborhood Backgrounds

Hartford

Hartford is located at the westernmost edge of the city. It is bordered by the neighborhoods of Silver Lake to the south, Olneyville to the east, Manton to the northeast, and the Town of Johnston to the west and north. The Woonasquatucket River and Route 6 are the major boundaries between Hartford and Olneyville. Hartford Avenue, which runs east-west from Olneyville Square through the middle of the neighborhood, is the major thoroughfare. It is important to note that Route 6 was constructed only recently in the history of the neighborhood. Prior to its construction, there were no physical and psychological boundaries between Hartford, Olneyville and Manton. Now the only means of traveling between those neighborhoods are Hartford Avenue to Olneyville and Glenbridge Avenue to Manton.

Before the arrival of white settlers, Hartford was the site of a large soapstone quarry used by the Narragansett Indians. The quarry, rediscovered in 1878, was used by the Narragansetts as a workshop for the production of instruments for both family use and commercial trade. Items such as soapstone pots, dishes, and pipes were the most commonly crafted instruments. Several artifacts from the quarry are now held by the Roger Williams Park Museum of Natural History, Brown University, the Peabody-Essex Museum, and the Smithsonian Institution.

The first white settlers in the area were almost exclusively farmers. Hartford remained a rural, agricultural region throughout the seventeenth and eighteenth centuries. On some of the land, out in the woods, small and simple houses were built with only the bare necessities to accommodate owners overnight or for a few days. Eventually, the country atmosphere attracted permanent residents. This is how most of the suburban communities in Providence first developed.

Although farming was the primary industry in Hartford, the proximity of the Woonasquatucket River fostered some manufacturing. The industrialization of Hartford began in the early part of the nineteenth century when the Waterman family of Hartford Avenue established the Merino Mill in 1812. Built in an area which was then part of the Town of Johnston, Merino Mill was the second textile mill to be situated in the general area of Olneyville. Its main product was a soft, cashmere-like material called “merino cloth,” which was named after merino sheep.

As was often the case in other areas of Providence, Hartford’s first residential village was developed to meet the needs of the mill workers and their families. Merino Village, as it was named, consisted of stone houses, a general store and a water supply, all of which the company had established. Village life was intricately connected to the daily operation of the mill, as the water supply’s tower bell would ring out a children’s curfew and the beginning and end of the work day. Fire gutted the original mill complex in 1841; it lay inactive until rebuilding was completed in 1853. While the mill no longer exists today, Merino Street and Merino Park, both named after the mill, are a constant reminder of the mill that initiated development of the neighborhood.



Despite the arrival of immigrants from various southern European countries, residents of Irish ancestry remained the largest ethnic group in Hartford through the first half of the twentieth century. A significant migration of Polish people to Providence occurred during the first quarter of the twentieth century and then again after World War II. These Polish immigrants settled primarily in Olneyville but also in the Hartford, Manton and Valley sections of the city. By 1946, a substantial group of Italian-Americans had also settled in the Hartford and Manton areas.

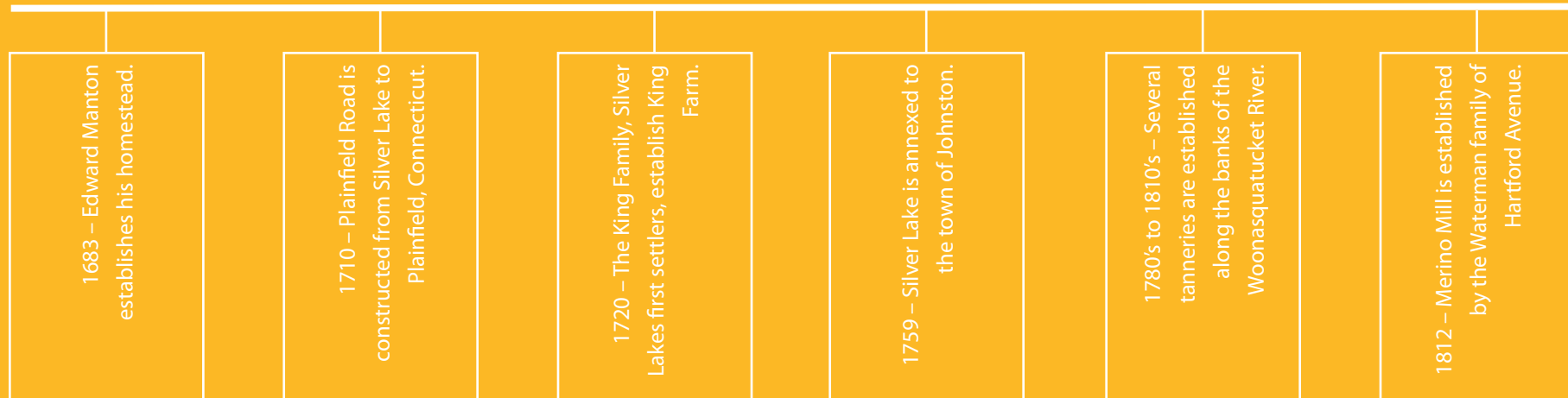
By the mid-twentieth century, large scale developments led to major changes in the neighborhood. The construction of the Route 6 Connector, begun in the early 1950s to lessen traffic in Olneyville Square, meant the destruction of a large amount of working-class housing. In 1953, the Hartford Park Public Housing Project, was built directly west of Olneyville Square, which along with the Manton Heights Housing Project was once touted as the most modern housing of their time. By the 1970s, however, these housing projects had become increasingly plagued by age, vandalism, and neglect. In the 1980s, 243 of the original 748 units in the Hartford Park housing project were demolished, while the remaining 508 units were subject to long awaited renovations.

Silver Lake

Silver Lake is situated in the western part of Providence, bordered by the West End to the east, Olneyville to the northeast, the Hartford neighborhood to the north, the Town of Johnston to the west, and the City of Cranston to the south. One of the most recently developed neighborhoods in Providence, Silver Lake underwent rapid urbanization from the turn of the twentieth century to the 1930s.

Silver Lake was a rural area with sparse agricultural development throughout the eighteenth century and much of the nineteenth century. In 1710, the Plainfield Road was laid from Silver Lake to Plainfield, Connecticut. Soon thereafter, in 1720, the King Family, the area's first settlers, established King Farm. By the end of the century, several more families established farms in the area, primarily along the highway. While the Silver Lake settlement was part of Providence, its remote location allowed for very little involvement with the city. In fact, by the mid-1700s, a large portion of Silver Lake residents sought to secede from Providence. In 1759, the town of Johnston annexed Silver Lake, thus reinforcing its rural character into the nineteenth century.

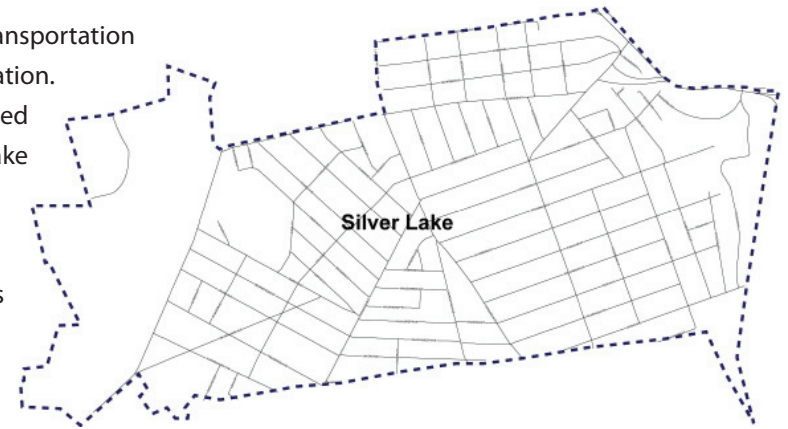
Hartford, Silver Lake and Manton History Timeline



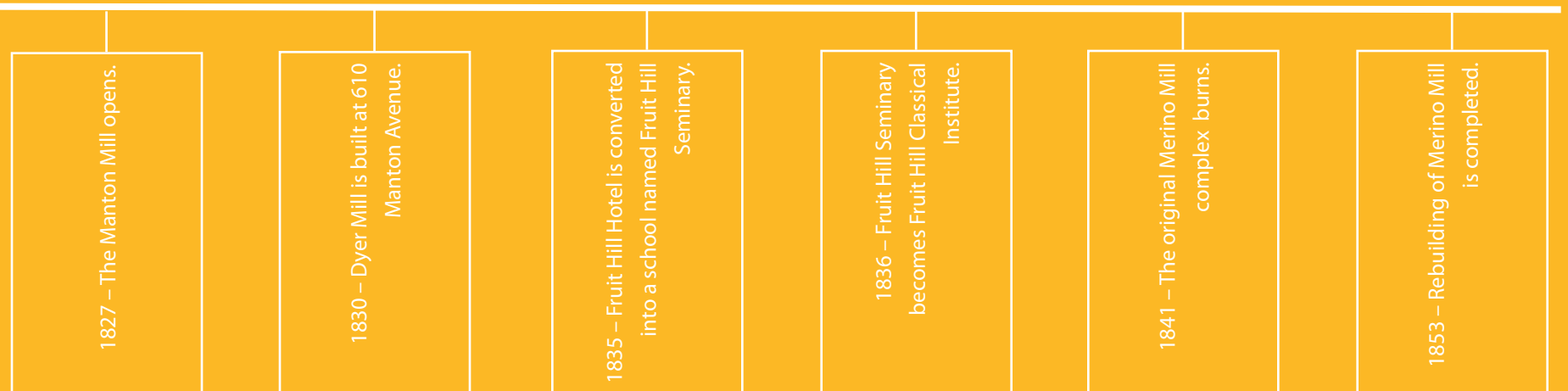
Industrial growth along the Woonasquatucket River Valley propelled the first wave of suburban residential development in Silver Lake. With the establishment of industry in the river valley during the mid-nineteenth century, the residential section of Olneyville began to expand into Silver Lake's northeast section. The continuing addition of streets and houses gradually changed Silver Lake from a rural area into a suburban neighborhood. Developers attempted further residential construction during this same period, yet many of their proposed projects never proceeded beyond the planning stage. This lack of coordination may account for the fairly unorganized street pattern existing now.

While expansion from Olneyville and new development projects altered Silver Lake, improved transportation ultimately proved to be the driving force behind Silver Lake's suburbanization and eventual urbanization. The Plainfield Street trolley was completed in 1882, and additional trolley lines were soon developed along Union and Hartford avenues. With this expansion of services, the entire area of Silver Lake underwent extensive residential development.

In 1898, this newly suburban area was re-acquired by the City of Providence from Johnston. In 1919, Providence expanded the size of its recent acquisition by annexing a section of Johnston's Neutaconkanut Hill, now the highest point in the city. At this time, Providence's new neighborhood, formerly known as "the Annex," came to be called Silver Lake. It was named for the lake that used to be found at the foot of Neutaconkanut Hill which was fed by a natural spring and the Pocasset River. Over time the spring was diverted and the lake was filled in for development.



Neutaconkanut Hill Park provides much needed open space for the western part of the city and includes hiking trails, basketball courts, and baseball fields, as well as marvelous views.



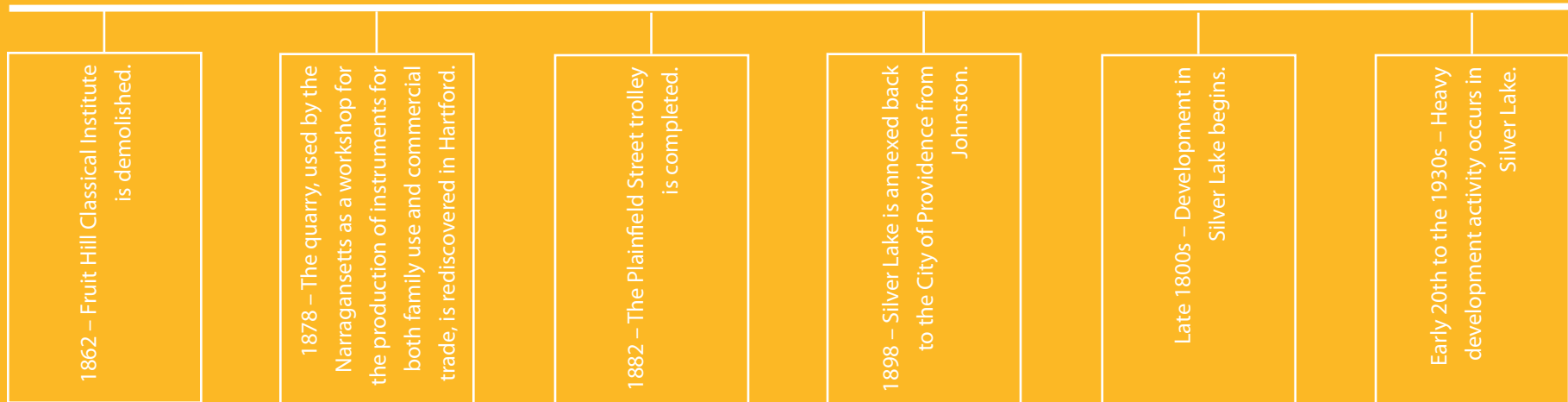
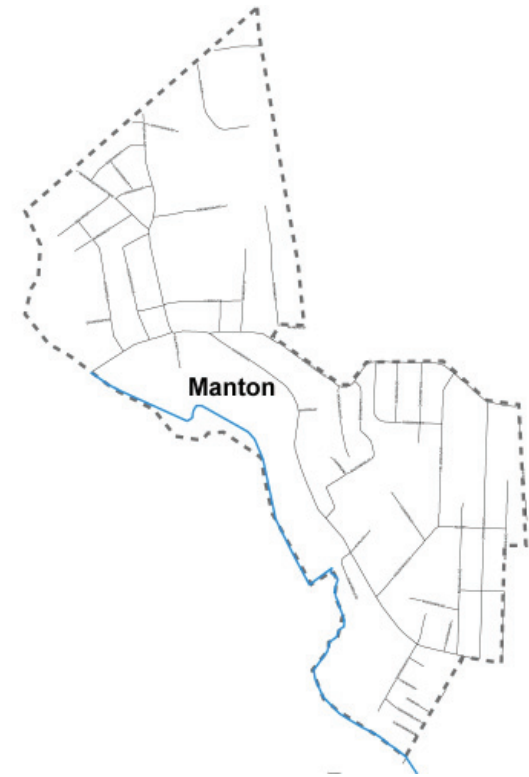
Development in Silver Lake began in the late 1800s; the heaviest building years were from the turn of the twentieth century to the Great Depression. During this period of growth, two distinct communities began to emerge in Silver Lake. One area, located in the northern part of Silver Lake in close proximity to the Olneyville and Hartford neighborhoods, became a lower middle class community. The other area, in the southern portion of Silver Lake near Cranston, developed as a community of single-family, middle-income houses.

Silver Lake has undergone few physical changes since the early part of this century. As with residential construction, Silver Lake's institutional growth, including churches, schools, and fire stations, was also confined to the early decades of the twentieth century.

Today, Silver Lake is a stable, densely settled urban neighborhood. Its large Italian population, with deep roots in the neighborhood's history, continues to be an important and influential community within Silver Lake. As late as 1990, more than 43 percent of Silver Lake residents claimed some Italian ancestry. Their presence is reflected in the restaurants and commercial establishments along Plainfield Street and Pocassett Avenue. However, the past two decades have seen demographic changes, as an increasing Hispanic population has settled in the neighborhood.

Manton

The Manton neighborhood is located in the northwest corner of Providence. It is bordered by the Town of North Providence to the north, the Town of Johnston on the west, and the neighborhoods of Mount Pleasant to the east, Olneyville to the southeast, and Hartford to the southwest. The Woonasquatucket River forms the western boundary of Manton. Manton Avenue is the major commercial artery in the neighborhood, running from Olneyville Square to the adjacent Town of Johnston, and eventually reaching the Town of North Providence. The intersection of Manton Avenue and Fruit Hill Avenue is the transportation and retail hub of the area.

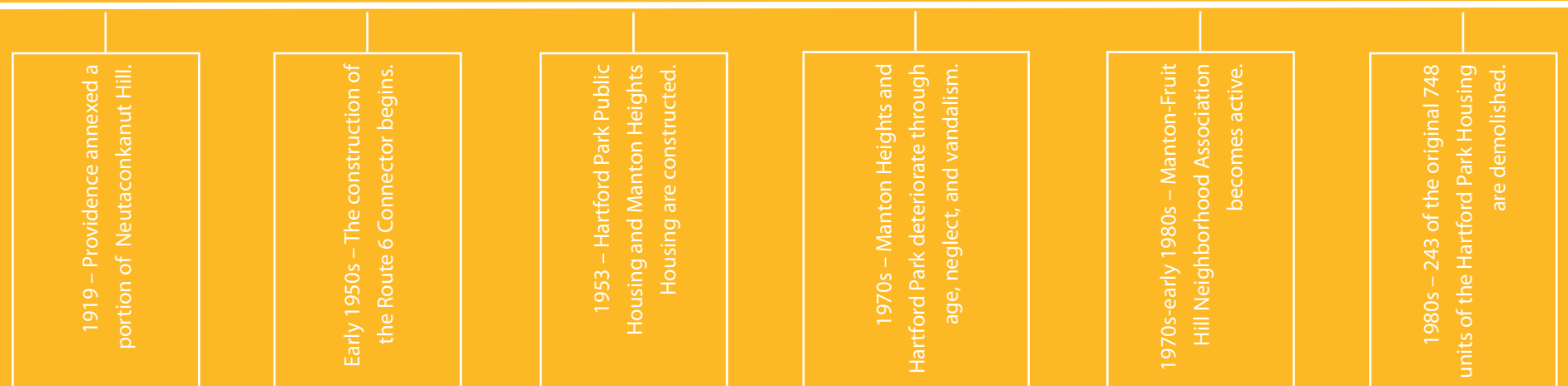


The first white settlers in the area were almost exclusively farmers. Like Hartford on the other side of the Woonasquatucket River, Manton remained a rural, agricultural region throughout the seventeenth and eighteenth centuries. One of the original owners during this period was Edward Manton, who established his homestead in 1683.

Although Manton was primarily agricultural, proximity to the Woonasquatucket River fostered some industry. During the late eighteenth and early nineteenth centuries farmers in Manton and Olneyville used to tan the hides of animals for shoes and consequently established several tanneries in the neighborhoods along the banks of the Woonasquatucket River. Manton was an ideal location for the establishment of vacation homes for wealthier city residents with its rural atmosphere and rolling hills. The Fruit Hill area, named for the hills filled with cherry orchards, was one of the more popular locations for retreats during the summer. A stagecoach inn, originally called the Thayer Tavern House and later Fruit Hill Hotel, was one of the earliest establishments for summer vacations. In 1835, the hotel was converted into a school, Fruit Hill Seminary, which after the first year changed its name to Fruit Hill Classical Institute. The school was demolished in 1862, and is now the site of Rhode Island College.

In the first decade of the nineteenth century, the rural character of the Manton neighborhood began to change. Taking advantage of the water power provided by the Woonasquatucket River, early industrialists constructed textile mills in Manton: the Manton Mill began operation in 1827, while the Dyer Mill was built in 1830 along Manton Avenue. The workers at these early mills lived in company housing built west of Manton Avenue. Industrial development and population growth accelerated in Manton as transportation improved. Railroad lines originating from the east of Manton in Olneyville and running to the center of Providence facilitated the transportation of goods and people between the neighborhood and the rest of the city. By the end of the nineteenth century, sections of the Manton neighborhood had become heavily industrialized. After World War II, the textile industry declined heavily and most of the large plants closed or moved operations elsewhere.

The closing of textile plants encouraged the exodus of Manton's working-class from the neighborhood to the suburbs. In 1953, the city built Manton Heights, a 330 unit housing project, as part of its program to provide public housing to residents in Providence. The addition of a large public housing project may have contributed to flight of working class whites out of Manton. During the 1970s, Manton lost 15 percent of its population, and the price of single-family homes declined. During the 1970s and early 1980s, the Manton Heights public housing complex fell into disrepair. During the same period, the Manton-Fruit Hill Neighborhood Association became active in promoting neighborhood organization and community improvements. The neighborhood association continues to work to improve and promote the neighborhood to this day.



The People - Neighborhood Demographics

Hartford

The population of Hartford in 2000 was 6,261, about 27 percent more than the 4,933 residents recorded in the 1990 census. According to the 2000 census, 34 percent of residents in Hartford were White, compared to almost double that number ten years earlier; about 48 percent were Hispanic, nearly eight percent were Black or African American, and about 5 percent were Asian. At the time of the 2000 census, almost 60 percent of residents in Hartford spoke a language other than English at home. More than half (57%) of Hartford residents of age 25 or older had completed high school and a fifth of residents had a college degree or higher. The unemployment rate in Hartford in 2000 jumped by 54 percent from 1990, to 15 percent (compared to the citywide rate of 9.3%).

Median family income in Hartford in 1999 was \$28,065, eight percent lower than the citywide median family income. The incidence of poverty in Hartford rose from all the levels recorded in 1990 for all population categories. In 2000, 43 percent of people were poor as compared to 17.2 percent in 1990. The percentage of families with income below the poverty level rose from 22.9 percent in 1990 to 40 percent in 2000, and the proportion of children that were poor rose to 60.9 percent, the highest in the city.

Housing tenure in Hartford changed substantially: the proportion of owner-occupied housing units decreased from 45.7 percent in 1990 to 37.5 percent in 2000; renter-occupied units rose from 54.3 percent to 62.5 percent. In 2000, more than one in four (31%) housing units in Hartford were single-family units, about half (47%) were in structures that house two to four families, and 22 percent were in buildings with five or more units.

Nearly six out of ten housing units in Hartford were more than 40 years old. The median residential sales price in Hartford in 2004 was \$199,250, which was 10 percent lower than the citywide median sales price but more than double the Hartford median sales price in 2000 of \$83,000. Median rents in Hartford were 30 percent lower than the citywide median. Just over a third (35%) of all Hartford residents had moved into their present housing unit within the previous five years, according to the 2000 census; just under a third (30%) had lived in their present unit for more than 10 years.

Silver Lake

According to the 2000 census, 10,943 persons resided in Silver Lake, a significant increase from the 9,141 residents who called Silver Lake home in 1990. Between 1990 and 2000 the percentage of minorities in Silver Lake rose from 11 percent to 57.6 percent, 42 percent of Silver Lake's residents were Hispanic, 42 percent White, 3.7 percent Asian; and eight percent Black or African-American. In 2000, more than half (58%) of the residents age 25 or older were high school graduates. The unemployment rate in Silver Lake in 2000 was 22.5% higher than the citywide average (12% versus 9.3%).

Median family income in Silver Lake was \$27,981, about thirteen percent lower than the citywide median family income. Almost a third of all people in Silver Lake had an income below the poverty level in 1999, according to the census, and 28 percent of all families were living in poverty, double the number from 1990. Silver Lake's youngest residents were twice as likely to be living in poverty in 2000 as in 1990. The poverty rate for children in 2000 was 43.1%, more than double the number from 1990; for persons 65 years and over, the poverty rate in 2000 was 23%, a slight decrease from 1990.

Housing tenure in Silver Lake only changed slightly between 1990 and 2000. The proportion of owner-occupied housing units declined from 36.6 percent to 35 percent between 1990 and 2000. About a fifth of all housing units in Silver Lake are single-family units, and most other structures house two to four family structures. Eight percent of all housing units in Silver Lake were located in buildings with five or more housing units, reflecting the more suburban character of much of the neighborhood.

Though this neighborhood has few buildings that would qualify as historically significant, the housing stock in Silver Lake is among the oldest in the city. More than three out of four housing units were more than 40 years old, and half were more than 60 years old. The median residential sales price in Silver Lake in 2004 was \$216,500, just under the city median sales price of \$220,000. Median rents were about three percent higher in Silver Lake than the citywide median. Nearly a third of all residents in Silver Lake moved into their present housing unit within the previous five years, according to the 2000 census, while another third moved in more than 10 years before.

Manton

Manton's population increased 5.6 percent, rising from 2,569 in 1990 to 2,718 in 2000. According to the 2000 Census, sixty-six percent of Manton residents were white; a fifth were Hispanic; almost ten percent were Black or African American; less than two percent were Asian; and about one percent were Native Americans. Two-thirds of the Manton residents of age 25 or older had completed high school, according to the 2000 Census. The 11.3 percent unemployment rate in Manton in 2000 was 17% higher than the 9.3 percent rate for Providence.

The median family income in Manton in 1999 was \$30,960, 3.5 percent lower than the citywide median family income. The incidence of poverty increased across all categories of the population over the past decade, with the exception of the elderly. The proportion of persons living in poverty increased from 12.2 percent in 1990 to 23 percent in 2000. The percentage of families with income below the poverty level rose from 8.6 percent in 1990, to 16% in 2000. And the proportion of children that were poor increased from 14.7 to 38.1 percent during this same period. The incidence of poverty for elderly Manton residents decreased between 1990 and 2000, declining from 23.9 percent in 1990 to 17 percent in 2000.

The number of housing units in Manton more than doubled during the eighties, increasing from 549 in 1980 to 1,216 in 1990, but only increased by 34 units between 1990 and 2000. Housing tenure remained steady between 1990 and 2000, with 41 percent of dwellings owner-occupied in 2000, an increase of 4.8 percent. Renter-occupied housing increased six percent to represent 59 percent of all units. The housing stock in Manton is fairly balanced in terms of unit size. One-third of all housing units in Manton are single-family homes, about 41 percent of all units are located in buildings that house two to four families, and a quarter of all housing units are located in structures with five or more units.

Almost a fifth of all units were built after 1980, while a little more than half of all units were constructed before 1960. The median value of a single-family, owner-occupied housing unit in Manton in 2000 was \$103,900, seven percent lower than the citywide median. The median rent in Manton was four percent lower than the citywide figure. According to the 2000 Census, a fifth of all Manton residents had lived in their present home for more than a decade while another quarter of all residents had lived in their home for five years or less.

Neighborhood Statistics	Hartford	Manton	Silver Lake	City-wide
Size (Square Miles)	0.7	0.44	0.86	18.2
Population				
Households	2,069	1,176	3,787	62389
Individuals	6,261	2,718	10,943	173618
Percent Under 18	36	24.7	32	26.1%
Diversity				
Percent White	45.3	74.9	53.5	54.5%
Percent Black or African American	10.6	9.6	9.4	14.5%
Percent Non-Hispanic White	33.6	65.8	42.4	45.8%
Percent Hispanic	48.4	20.1	41.8	30.0%
Percent Asian or Pacific Islander	5.1	1.9	3.7	6.2%
Percent Native American	1.9	1	1.2	1.1%
Percent Other	30.8	9	25.8	17.6%
Percent Claimed 2 or more races	6.3	3.6	6.4	6.1%
Percent of Public school children primarily speak a Language Other than English	64	38	59	54.0%
Income				
Median Family Income	\$28,065	\$30,960	\$27,981	\$32,058
Median Household Income	\$28,406	\$24,376	\$24,885	\$26,867
Families Below Poverty	40.40%	15.70%	28.10%	23.9%
Households on Public Assistance	18.20%	8.20%	15.20%	10.2%
Housing				
Total number of housing units:	2,268	1,208	4,184	67915
Percent Owner-occupied housing units	37.5	41	35	26.4%
Percent Single-family units	33.4	35.8	18	22.2%
Percent Duplex units	26	28.3	35.4	50.1%
Percent Multi-family units	40.6	35.8	46.3	70.1%
Percent of Housing built before 1960	60.9	52.8	76.2	34.6%
Percent Vacant units	9.5	5.9	9.5	8.1%
Percent Overcrowded housing units	14	3.3	8.9	8.4%
Median Sales Value and Number of Sales by Year				
for Single-family residence	\$118,000	\$109,500	\$115,000	\$130,000
for 2 to 5-family residence	\$112,000	\$125,000	\$128,000	\$129,000

Development Patterns

Neighborhood Typologies

The Planning Department is reviewing ways to preserve the existing character of the residential neighborhoods throughout the city, those areas that were identified in the City's Comprehensive Plan, Providence Tomorrow, as "Areas of Stability." The goal for these areas is to reinforce their stability, character and diversity by respecting valued development patterns and attributes. The strategies to achieve this goal include ensuring that new development maintains existing density levels and complements existing neighborhood scale, massing and design, and preserving the existing building stock in each of the city's neighborhoods.

One step toward that goal is to conduct an in-depth analysis of the existing development patterns in each neighborhood. The character of an area is defined by a number of elements that combine to create a cohesive identity. Building placement and form, lot coverage as well as lot size, shape, and orientation are some of these elements. As part of the neighborhood planning process, streets, blocks and structures were evaluated and grouped into areas that have common features. These areas are referred to as "typologies." By understanding the elements that combine to create the character of an area, it is possible to then identify those characteristics that current and future development may need to reflect or respect in order for this character to be maintained and preserved over time.

Key characteristics of the typologies identified for each neighborhood will be used to fine-tune zoning to make it a more effective tool to protect neighborhood character.

Hartford, Silver Lake and Manton have varied housing structures and each neighborhood has a unique development history and pattern.

Hartford

The residential development patterns and housing types in the Hartford neighborhood can be broken down into four distinct areas:

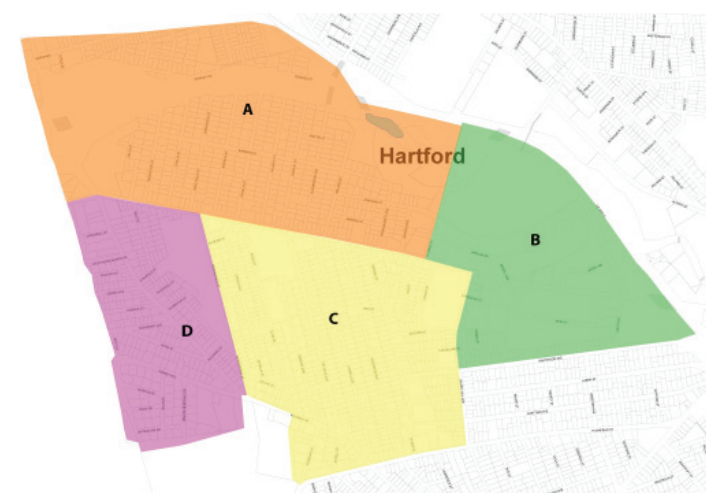
A: The area bounded roughly by Flower Street to the east, the Hartford neighborhood boundary line and US Hwy 6 to the north, Hartford Avenue to the south, and the Hartford neighborhood boundary line to the west.

B: The area surrounded by US Hwy 6 to the north and east, Eastwood Avenue to the south, and Laurel Hill Avenue and Flower Street to the west.

C: The area bordered by Lauren Hill Avenue to the east, Hartford Avenue to the north, Springfield Street to the west, and Plainfield and Killingly streets to the south.

D: The roughly rectangular area bounded by Springfield Street to the east, Hartford Avenue to the north, the Hartford neighborhood boundary line to the west and south.

Hartford is a dense neighborhood with a mix of single- and multi-family houses; the Hartford Park Public Housing Project is located in area B. Most streets have continuous sidewalks, except for area A, where sidewalks are discontinuous and poorly maintained. Street trees exist sparingly throughout the neighborhood. On-street parking exists on one or both sides of the streets.



Silver Lake

The Silver Lake neighborhood is comprised of two areas:

A: The area bounded by Lauren Hill and Terrace avenues to the east, Plainfield Street to the north, Duxbury Street to the west, and the Silver Lake neighborhood boundary line to the south.

B: The area roughly surrounded by State Hwy 10 to the east, Eastwood Avenue to the north, Lauren Hill and Terrace avenues to the west, and Union Avenue to the south.

Silver Lake has a rectilinear street grid. Typology area A has a mix of single- and multi- family houses, while area B is mostly comprised of single-family buildings. Sidewalks are continuous in area A, but broken in area B with sporadic street trees throughout the neighborhood. Area A has a mixed on street parking, while street parking exist only on one side in area B.



Manton

The Manton neighborhood breaks down into five areas:

A: The area surrounded by Fruit Hill Avenue to the east, the Manton neighborhood boundary line to the north and west, and Chalkstone Avenue to the south.

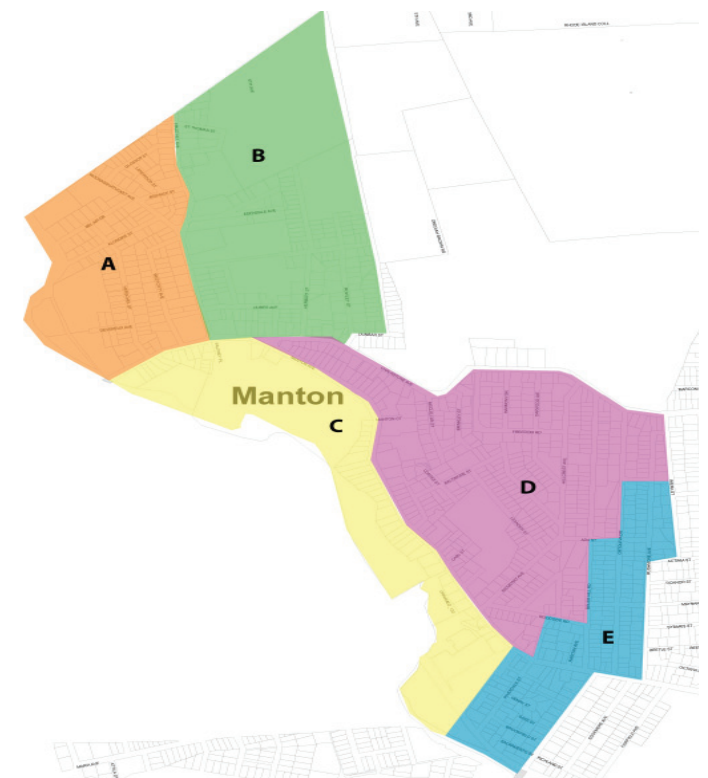
B: The area bounded by the Manton neighborhood boundary line to the east and north, Fruit Hill Avenue to the west, and Chalkstone Avenue and Dunbar Street to the south.

C: The area bordered by Manton Avenue to the east, Chalkstone Avenue to the north, the Manton neighborhood boundary line to the west and the lots north of Riverdale Street to the south.

D: The area roughly bordered by Imera Street, Ortoleva Drive and Brush Hill Road to the east, Chalkstone Avenue to the north, Manton Avenue to the west, and Woodside Road to the south.

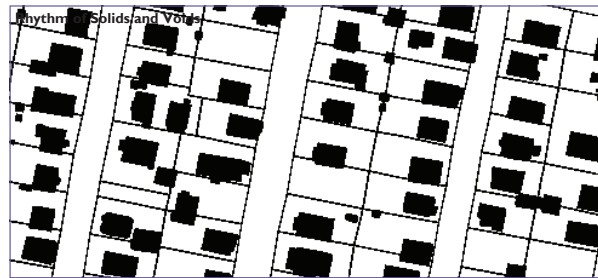
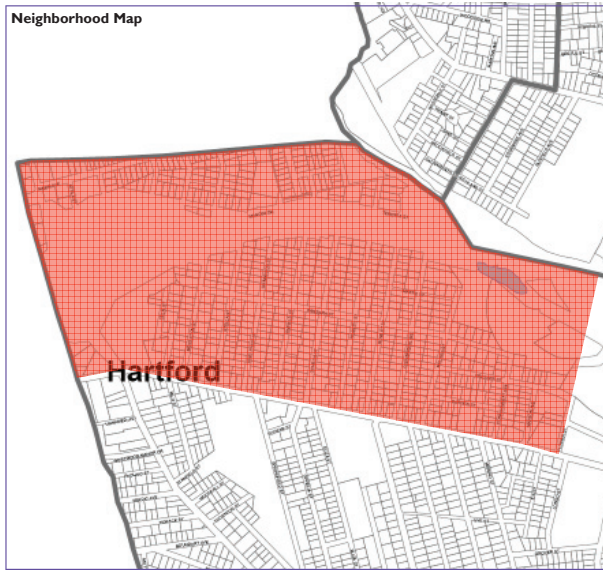
E: The area bounded by Imera Street and Rushmore Avenue to the east, Ada Street, Woodside Road and Manton Avenue to the north, Ortolevar Drive, Brush Hill Road and the lots north of Riverdale Street to the west, and Manton neighborhood boundary line to the south.

Manton has a primarily rectilinear street grid with mostly single- and two-family houses (area D has multi-family structures as well). Sidewalks are generally continuous (except for area B) and paved with both Asphalt and Concrete. Street trees are irregular or don't exist and not in healthy condition. Streets have both double- and single-sided on street parking.



Sample Hartford, Silver Lake and Manton Neighborhood Typologies

Hartford—Typology A



Defining Characteristics

Streetscape		Lots		Buildings			
Pavement Width	40, 50 ft	Lot Size	3600—5000 sq ft, 8000 sq ft	Type	Single-, multi-family	Roof Type/Pitch	Gable; 4/12-10/12
On-Street Parking	Double-sided	Lot Width	40- 50 ft, 70-80 ft	Lot Coverage	20—35 %	Materials	Vinyl, wood
Sidewalks	Discontinuous	Density	1-2 units per lot	Height	1-2 stories	Garages	Attached, rear
Street Trees	Irregular	Side Yards	5—15 ft	Porch/Stoop	Stoop, porch	Outbuildings	Rear
Front Yard	0—25 ft	Rear Yard	25—45 ft	First Floor Elevation	1-2 ft		
Fences	Wood, chain	Parking	Side, front	Street Facing Transparency	20-25%		

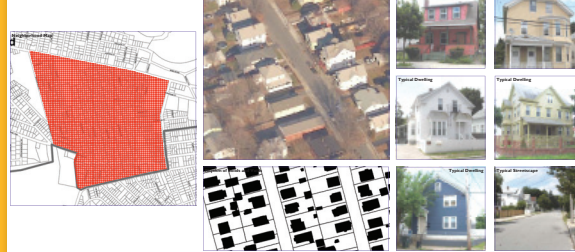
Above is a sample neighborhood typology, consisting of a typology area map, fieldwork photos and observational data, an aerial photo of the area and an illustration of the area's lot layout.

Hartford—Typology B



Defining Characteristics		Lots		Buildings		Roof Type/Pch		Colors, etc.	
Streetwidth	40-50 ft	Lot Size	Varies: 2200—4000 sq ft (for non-Apt)	Type	Apartment	Roof Type/Pch	Gable, flat	Colors, etc.	
Front Yard	None	Lot Width	Varies: 40 ft (for non-apartment Bldg)	Lot Coverage	30—35% (for non-Apt Bldg)	Materials	Wood, concrete		
Sidewalks	Continuous	Density	4-6 units/acre per lot	Height	2-12 stories	Ganges	No		
Street Trees	Irregular	Side Yards	0—15 ft (for non-Apt Bldg)	Porch/Sloop	None	Outbuildings	No		
Front Yard	0—10 ft (for non-Apt Bldg)	Rear Yard	30—50 ft (for non-Apt Bldg)	First Floor Elevation	2 ft				
Fences	Chain-link	Parking	Front/Back	Street Facing Transparency	15-20%				

Hartford—Typology C



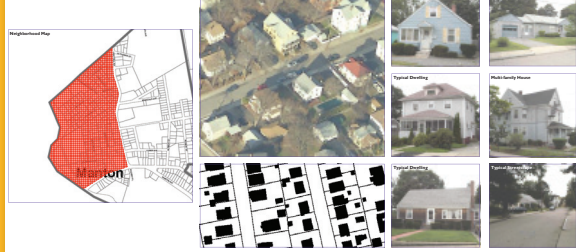
Defining Characteristics		Lots		Buildings		Roof Type/Pch		Colors, etc.	
Streetwidth	30, 40, 50 ft	Lot Size	2200—4500 sq ft	Type	Single, multi-family	Roof Type/Pch	Gable, 4/12-8/12	Colors, etc.	
Front Yard	None	Lot Width	40-50 ft, 70-80 ft	Lot Coverage	18—25%	Materials	Wynl, wood		
Sidewalks	Continuous	Density	1-3 units per lot	Height	2-3 stories	Ganges	No		
Street Trees	Irregular	Side Yards	0—15 ft	Porch/Sloop	None	Outbuildings	No		
Front Yard	0—10 ft	Rear Yard	30—50 ft	First Floor Elevation	2-3 ft				
Fences	Chain, wood	Parking	Side, rear	Street Facing Transparency	35%				

Hartford—Typology D



Defining Characteristics		Lots		Buildings		Roof Type/Pch		Colors, etc.	
Streetwidth	40-50 ft	Lot Size	3000—4000, 6300—10000 sq ft	Type	Single family	Roof Type/Pch	Gable, 4/12-8/12	Colors, etc.	
Front Yard	None	Lot Width	40-50 ft, 80—100 ft	Lot Coverage	18—25%	Materials	Wynl		
Sidewalks	Continuous	Density	1 unit per lot	Height	1-2 stories	Ganges	Attached		
Street Trees	None	Side Yards	0—20 ft	Porch/Sloop	None	Outbuildings	None		
Front Yard	0—25 ft	Rear Yard	30—50 ft	First Floor Elevation	3-4 ft				
Fences	None	Parking	Side, front	Street Facing Transparency	15-20%				

Manton—Typology A



Defining Characteristics		Lots		Buildings		Roof Type/Pch		Colors, etc.	
Streetwidth	40 ft	Lot Size	3200—8000 sq ft	Type	Single family	Roof Type/Pch	Gable, hipped	Colors, etc.	
Front Yard	None	Lot Width	40-80 ft	Lot Coverage	15—25%	Materials	Wood, vinyl		
Sidewalks	Continuous	Density	1-2 units per lot	Height	1-2 stories	Ganges	Side, rear, attached		
Street Trees	Irregular	Side Yards	0—15 ft	Porch/Sloop	None	Outbuildings	None		
Front Yard	5—20 ft	Rear Yard	40—70 ft	First Floor Elevation	1-2 ft				
Fences	Wood	Parking	Side	Street Facing Transparency	30%				

Manton—Typology B



Defining Characteristics		Lots		Buildings		Roof Type/Pch		Colors, etc.	
Streetwidth	40 ft	Lot Size	3200—1000 sq ft	Type	Single family	Roof Type/Pch	Gable, 4/12-8/12	Colors, etc.	
Front Yard	None	Lot Width	40, 50—100 ft	Lot Coverage	15—25%	Materials	Wynl, wood		
Sidewalks	Continuous	Density	1 unit per lot	Height	1-2 stories	Ganges	Attached, rear		
Street Trees	Irregular	Side Yards	5—20 ft	Porch/Sloop	None	Outbuildings	None		
Front Yard	0—10 ft	Rear Yard	35—50 ft	First Floor Elevation	1-2 ft				
Fences	Vinyl	Parking	Side, front	Street Facing Transparency	30%				

Manton—Typology D



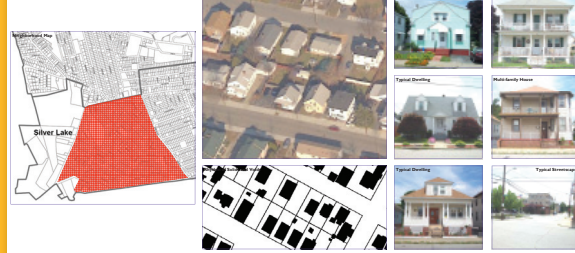
Defining Characteristics		Lots		Buildings		Roof Type/Pch		Colors, etc.	
Streetwidth	40 ft	Lot Size	3000—4000 sq ft	Type	Single, multi-family	Roof Type/Pch	Gable, 4/12-8/12	Colors, etc.	
Front Yard	None	Lot Width	40, 60, 70 ft	Lot Coverage	25—35%	Materials	Wynl		
Sidewalks	Continuous	Density	1-2 units per lot	Height	1-2 stories	Ganges	Wood		
Street Trees	Irregular	Side Yards	5—20 ft	Porch/Sloop	None	Outbuildings	None		
Front Yard	5—20 ft	Rear Yard	15—30 ft	First Floor Elevation	1-2 ft				
Fences	Wood, vinyl	Parking	Side, front	Street Facing Transparency	30%				

Manton—Typology E



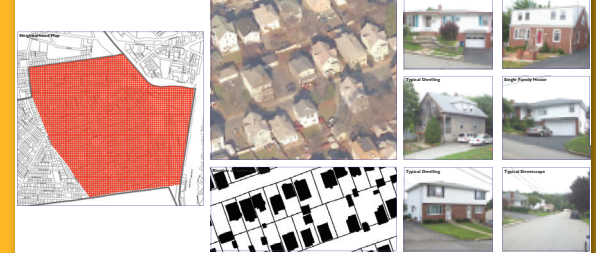
Defining Characteristics		Lots		Buildings		Roof Type/Pch		Colors, etc.	
Streetwidth	40 ft	Lot Size	3200 sq ft	Type	Single family	Roof Type/Pch	Gable, 4/12-8/12	Colors, etc.	
Front Yard	None	Lot Width	40 ft	Lot Coverage	30—50%	Materials	Vinyl		
Sidewalks	Continuous	Density	1 unit per lot	Height	1-2 stories	Ganges	Attached		
Street Trees	Irregular	Side Yards	5—10 ft	Porch/Sloop	None	Outbuildings	None		
Front Yard	0—15 ft	Rear Yard	15—20 ft	First Floor Elevation	1-2 ft				
Fences	Chain-link	Parking	Side	Street Facing Transparency	15%				

Silver Lake—Typology A



Defining Characteristics		Lots		Buildings		Roof Type/Pch		Colors, etc.	
Streetwidth	30, 40, 50, 60 ft	Lot Size	3200—1000 sq ft	Type	Single, multi-family	Roof Type/Pch	Gable, 4/12-8/12	Colors, etc.	
Front Yard	None	Lot Width	40, 60 ft	Lot Coverage	18—25%	Materials	Wynl, wood		
Sidewalks	Continuous	Density	1-2 units per lot	Height	1-2 stories	Ganges	None		
Street Trees	Irregular	Side Yards	0—15 ft	Porch/Sloop	None	Outbuildings	None		
Front Yard	0—15 ft	Rear Yard	15—50 ft	First Floor Elevation	1-2 ft				
Fences	Chain, wood	Parking	Side, rear	Street Facing Transparency	30%				

Silver Lake—Typology B



Defining Characteristics		Lots		Buildings		Roof Type/Pch		Colors, etc.	
Streetwidth	40, 50, 60 ft	Lot Size	3200—8000 sq ft	Type	Single family	Roof Type/Pch	Gable, hipped	Colors, etc.	
Front Yard	None	Lot Width	40, 50, 60 ft	Lot Coverage	25—35%	Materials	Wood, vinyl, vinyl		
Sidewalks	Discontinuous	Density	1 unit per lot	Height	1-2 stories	Ganges	Attached		
Street Trees	Irregular	Side Yards	0—20 ft	Porch/Sloop	None	Outbuildings	None		
Front Yard	0—20 ft	Rear Yard	20—50 ft	First Floor Elevation	2-4 ft				
Fences	Wood, chain	Parking	Side	Street Facing Transparency	15-20%				

Historic Districts

Providence derives much of its character from its large stock of historic buildings. The City has long recognized the value of preservation and has established eight Local Historic Districts and 40 National Register Districts that cover over 9,000 properties citywide. In addition, there are 150 individual properties listed on the National Register. National Register Districts identify areas or groups of buildings that are significant on a local, state or national level. However, they do not provide regulatory protection through local zoning. Property owners in National Register districts may be eligible for state and federal tax credits for maintenance and renovation. Properties listed in a Local Historic District (LHD) are in a zoning overlay, which requires that building alterations be approved by the Providence Historic District Commission. This is to ensure that the historic attributes and qualities of the properties within the district are maintained and preserved over time. Property owners in LHDs are eligible for the same tax credits as in the National Register Districts. The Industrial and Commercial Buildings District (ICBD) is one of the eight LHDs in the city. Many of the buildings that made up the industrial and manufacturing centers in Providence's history are included in this non-contiguous district.

Hartford, Silver Lake and Manton do not have any contiguous LHDs or National Register districts within their boundaries. There are however, several buildings throughout the three neighborhoods listed on the ICBD. Additionally, there are several individual structures and sites (including parts of Neutaconkanut Hill) throughout the neighborhoods listed on the National Register but that do not have local historic district protections.



Neighborhood Issues

Aesthetics/Character

These neighborhoods have a character distinct from other areas of the city. These neighborhoods developed somewhat later than the other neighborhoods in Providence and have a more suburban development pattern than neighborhoods closer to downtown. Residents are concerned that the character



of the neighborhood is declining through unkempt properties in the residential and commercial areas of the neighborhoods. Residents expressed a desire to protect the unique character of Hartford, Silver Lake and Manton through enforcement of existing regulations such as the minimum housing standards and building codes. Residents would like to see the character of Plainfield Street, Manton Avenue, Hartford Avenue, Pocasset Avenue stabilized and improved possibly through zoning changes, design guidelines and prevention of tear downs. Residents would also like to see gateways at the main entrances to the neighborhoods along Manton at Fruit Hill, Silver Lake at Plainfield, Pocasset at Plainfield, and Hartford at Killingly so visitors know they are entering Providence from surrounding communities.

Mobility and Circulation

These neighborhoods are densely developed with a tight street network. Residents identified the need for road maintenance, such as paving and pothole repair throughout the three neighborhoods to

improve mobility. Residents also expressed their desire for improved pedestrian crossings at key intersections (Fruit Hill/Manton, Pocasset/Plainfield, Plainfield/Duxbury, Hartford/Killingly) throughout the neighborhoods. Residents would like to see improved transit service to the neighborhoods, possibly through the expansion of the existing RIPTA trolley service. Residents also expressed a desire for improved sidewalks throughout the neighborhoods and completion of the sidewalk grid where it is missing. Additionally, residents expressed a need for better pedestrian and bicycle connections to neighborhood parks and open space such as Neutaconkanut Hill and Merino Park.

Parks, Open Space and Public Access

In addition to Neutaconkanut Hill on the western edge of the City, these neighborhoods have a number of green and open spaces that are enjoyed by residents. These include:



Viscalosi Park (on Chalkstone), Wallace Street Park, and Merino Park.

Residents had very specific ideas about how these amenities could be improved, such as: improving maintenance and lighting, improving trash pickup at parks (particularly at Neutaconkanut), repairing playgrounds, providing recycling bins, updating and identifying park use and space standards, expanding programming for adults, and construction of community gardens.

Discussions about Neutaconkanut Hill, which is the biggest and most popular open space in the neighborhoods, raised many suggestions, including:

- Additional benches for seniors behind the concession stand.
- Fixed trash barrels that cannot be turned over by neighborhood youth
- Enforcement of the No ATV rule in the park
- Expanded programming at the recreation center, especially for adults in the neighborhood.
- Protecting the top of the hill from vandalism
- The need for a park ranger to prevent undesired behavior
- An enclosed off leash dog park
- Restoration of the ski slope
- Continued restoration of the trails on the summit of the hill.



The charrette session on parks and open space also generated discussion about improving programming and use of Merino Park and enhancing the connection between Merino Park and Riverside Park. The need for more open space in the Manton neighborhood and Hartford was also discussed. Overall, residents want to have more green and open space maintained in good condition. Additionally, residents want to feel safe travelling to and from the parks as well as when they are in the parks. Collaboration between residents, businesses and the City is considered essential to achieving this goal.

Community Safety

Safety is a concern in the three neighborhoods. Residents would like to see improved community safety through increased police presence in the neighborhoods. Residents indicated that drug related activities are a problem along many of the commercial corridors and would like to see increased police presence and enforcement. Increased lighting was suggested at several locations, such as Wallace Street Park, Merino Park, and Neutaconkanut Hill, to deter illicit activities such as drug dealing, vandalism and ATV riding. Residents also identified enforcement of existing laws and regulations as an issue that needs improvement. Residents also expressed concern over police, fire and ambulance response times to the neighborhoods. Residents of Manton also expressed frustration at being told to call North Providence police and fire when calling to report problems.

Commercial Corridors

There are several commercial corridors in the Hartford, Silver Lake and Manton neighborhoods; each of them has unique characteristics and development patterns.

Plainfield Street and Pocasset Avenue both contain a mix of small businesses and housing. Most of the businesses are neighborhood serving restaurants, bodegas and convenience stores. Hartford Avenue has a mixture of neighborhood serving and larger scale businesses. The businesses along Hartford Avenue tend to be more auto-oriented with parking along both sides of the street. Manton Avenue also contains a mix of residential and commercial development. Residents expressed concern over the zoning of many parcels along Manton Avenue near the Fruit

Hill Avenue intersection. They would like the street to have a neighborhood oriented character and feel that additional big box development is out of character with this vision. Residents expressed their desire for a neighborhood commercial development node at the intersection of Fruit Hill and Manton, they also expressed interest in the creation of a Neighborhood Markets program for this area.

Infrastructure

Residents at the charrette expressed concern about the condition of roads and sidewalks in their neighborhoods. They also expressed concern over inadequate lighting throughout the neighborhoods. Residents would like to see uniform lighting standards for residential and commercial areas. Residents also indicated that they had difficulties receiving responses from the City and utility companies when reporting infrastructure issues in the neighborhoods. Additionally, residents expressed as desire for more street trees. These three neighborhoods have some of the lowest canopy coverage in the city and residents wanted to know more about the Providence Neighborhood Planting Program and Trees2020.

Housing

Reflecting the current economic downturn and resulting housing market, the housing discussion revolved primarily around foreclosure and affordable housing issues. Maintaining property values, reducing foreclosures, improving the current housing conditions throughout the three neighborhoods were discussed during the charrette. Many residents expressed pride in the housing stock in the neighborhoods, while that the same time indicating concern over absentee landlords and property maintenance issues. The increasing number of vacant and foreclosed homes

in the neighborhoods is also a significant concern for neighborhood residents.

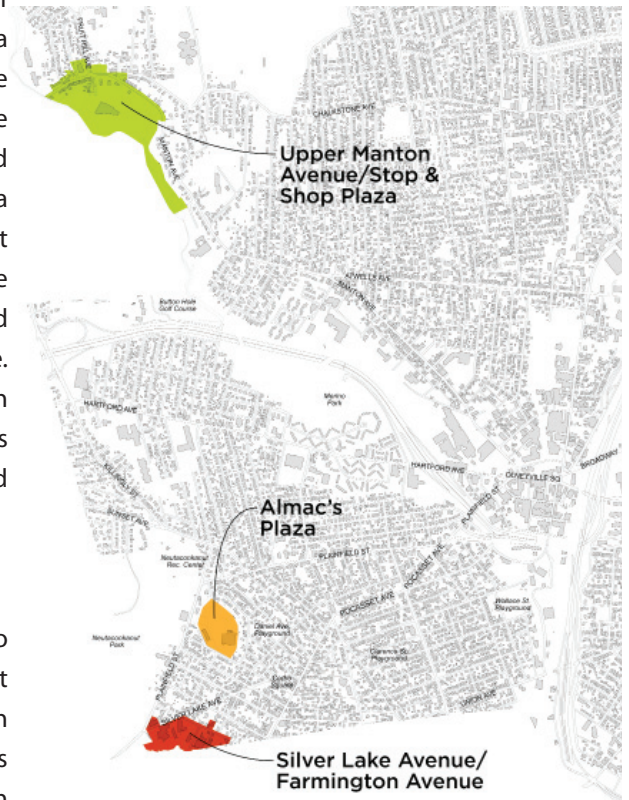
Land Use Conflicts

Charrette participants identified areas where the current land use regulations are out of sync with the existing or desired uses. After an extensive review of existing uses and current land use regulations, several areas were identified that may require zoning or comprehensive plan amendments to protect the existing character of the area, reflect the existing uses, or in some cases encourage the desired uses to be developed in the future. A list of these specific areas is included in the action plan. The Planning Department will review these areas and forward recommendations for any amendments to the regulations to the City Plan Commission and City Council for their consideration.

Potential Redevelopment Areas

Manton

During the charrette, neighborhood residents expressed their concern about a handful of parcels in the vicinity of the Manton Avenue/Fruit Hill Avenue intersection. These parcels are zoned C4 and include the Stop and Shop Plaza and its adjacent parcels southwest of the Manton/Fruit Hill intersection and continue along the river behind the residential zone along Manton Avenue. Other parcels of concern include the area zoned C4 along Manton Avenue directly west of the Manton Avenue/Fruit Hill Avenue intersection and the former Manton School parcel located on the northeast corner of the Manton Avenue/Fruit Hill Avenue intersection which is zoned R2 but contains a commercial business. The existing C4 zoning of most of these allows heavy commercial and “big box” uses not conducive to a residential neighborhood. These are sizable parcels and neighborhood residents would like to see neighborhood oriented commercial, retail and residential development at these sites. Residents also expressed their desire see a greenway along the river, potentially connecting eventually to Riverside Park in Olneyville. Residents would like to see neighborhood scale buildings of two to three stories developed on these sites with design guidelines that reflect the existing architectural character of the neighborhood. Neighborhood residents would like to see development that creates an urban village feel and serves as a gateway to the neighborhood and the city from Johnston.



Silver Lake

There are two potential areas for redevelopment in Silver Lake. The first is the former Almac's Plaza, now home to a flea market. Residents of Silver Lake expressed dismay at the decline of this site over the years from the time that Silver Lake was filled in for development of the site. Residents would like to see a mixed-use development with open space connected to Neutaconkanut Hill Park that improves and enhances the neighborhood. Suggestions included multiple neighborhood scale buildings with retail, office and commercial on the first floors with residential development on the upper floors. A well designed residential development would also be welcomed by the neighborhood. The second potential redevelopment site in Silver Lake is a collection of parcels located at the intersection of Silver Lake Avenue, Armington Avenue and Plainfield Street. Currently zoned C4 there are several vacant and underutilized former industrial and heavy commercial business sites. Residents would like to see the eastern portion of this area (including Rosario Drive and Libia Street) include neighborhood serving mixed use developments incorporating residential, and neighborhood commercial uses. Ultimately residents would like to see this area serve as a gateway to the neighborhood from Cranston.

Neighborhood Plans

The key outcome of the Hartford, Silver Lake and Manton charrette was the development of a multi-phase action plan for the neighborhood and its associated map. The action plan below details the short-, mid- and long-term goals (spanning <5 years, 5–10 years and 10+ years, respectively) of the neighborhoods and identifies specific actions needed to achieve the vision.

Key to Acronyms for City and State Departments and Agencies:

DPD - Department of Planning and Development (City of Providence)

DPW - Department of Public Works (City of Providence)

DIS - Department of Inspection and Standards (City of Providence)

RIPTA - Rhode Island Public Transit Authority

TED - Traffic Engineering Division (City of Providence)

Schools - Providence Public School District (PPSD)

PEDP - Providence Economic Development Partnership

Recreation - Recreation Department (City of Providence)

CSA - Community Supported Agriculture

PSM-Providence Skate Movement

HDC- Historic District Commission (City of Providence)

RIDOT - Rhode Island Department of Transportation

NHC - Neutaconkanut Hill Conservancy

ZBR - Zoning Board of Review (City of Providence)

Parks - Parks Department (City of Providence)

PPD - Providence Police Department

ONS - Office of Neighborhood Services (City of Providence)

PPHA - Providence Public Housing Authority (City of Providence)

WRWC-Woonasquatucket River Watershed Council

Hartford, Silver Lake and Manton Initiatives

Initiatives/Projects	Actions	Project Lead	Target Date
Actively involve the Hartford, Silver Lake and Manton neighborhoods in community decision making.			
Promote collaboration between City government, neighborhood residents and businesses to achieve the vision for Hartford, Silver Lake and Manton.	Identify strategies to broaden community participation in implementing the plan, such as creation of neighborhood and merchant associations, outreach plans, etc.	DPD	Ongoing
	Identify potential partners, such as businesses and non-profit organizations, that can assist in completing specific projects.	DPD	Ongoing
Ensure that all projects and initiatives contribute to achievement of the long-term vision.	Evaluate projects for consistency with the City's Comprehensive Plan and adopted neighborhood plan.	DPD	Ongoing
	Include neighborhood outreach and communication as part of the planning and development of significant public and private projects.	DPD	Ongoing
	Develop education and awareness programs to assist residents in understanding how different projects, such as street tree plantings, recycling programs, etc., can improve their neighborhood.	DPD	Ongoing

Initiatives/Projects	Actions	Project Lead	Target Date
Preserve and enhance Hartford, Silver Lake and Manton as urban neighborhoods with a high quality of life.			
Maintain and improve the character of the neighborhoods, particularly the residential areas.	Use the neighborhood typologies to develop zoning regulations that promote the best examples of existing neighborhood character.	DPD	Short-term
	Increase enforcement of city ordinances such as paving limits, property maintenance, residential occupancy limits, building and housing codes.	DIS	Ongoing
	Strictly enforce hardship requirements for use and dimensional variances from the Zoning Board of Review that may be detrimental to neighborhood character.	ZBR	Ongoing
	Identify areas suitable for on-street overnight parking.	DPD, TED	Short-term
	Establish landscaping and lighting standards for residential neighborhoods and identify streets within the neighborhoods for improved landscaping and lighting.	DPW	Ongoing
	Target properties with minimum housing code violations and complaints for enforcement.	DIS	Ongoing
	Publicize existing housing programs that promote homeownership such as down payment assistance, emergency repairs and lead abatement through distribution of brochures at neighborhood centers, meetings and events.	DPD	Ongoing
	Explore the feasibility of creating additional tax incentives to increase owner occupied homeownership rates.	DPD	Mid-term
	Protect residential areas from commercial creep by amending the Future Land Use Map and the Commercial Zoning requirements to draw a hard line around the existing C zones.	DPD	Short-term
	Evaluate the zoning at the corner of Union Avenue and Whitehall Street for potential rezoning from Commercial to Residential.	DPD	Short-term
Evaluate the C2 area between Plainfield Street and the former Almacs grocery store for potential rezoning from Commercial to Residential.	DPD	Short-term	

Initiatives/Projects	Actions	Project Lead	Target Date
Preserve and enhance Hartford, Silver Lake and Manton as urban neighborhoods with a high quality of life. (Cont.)			
Restore the neighborhood scale of commercial districts.	Amend commercial zoning regulations to include design standards to enhance and improve the existing character of Manton Avenue, Pocasset Avenue, Plainfield Street, Hartford Avenue, and Union Avenue.	DPD	Short-term
	Add language to the Zoning Ordinance to specifically discourage dimensional and use variances in these areas.	DPD	Short-term
	Amend the zoning of the former Manton School parcel located on the northeast corner of the Manton Avenue/Fruit Hill Avenue intersection from R2 to C2 to bring it into compliance with the Future Land Use Map.	DPD	Short-term
	Amend the zoning along the north side of Manton Avenue from Fruit Hill Avenue west to the Residential zone from C4 to C2 to facilitate the development of a traditional urban village.	DPD	Short-term
	Amend the zoning designation of the vacant parcels adjacent to the Stop & Shop plaza from C4 to C2 to facilitate the development of a traditional urban village.	DPD	Short-term
	Amend the zoning along Farmington and Silver Lake avenues from C4 to C2 to facilitate the development of a traditional urban village.	DPD	Short-term
Create gateways at neighborhood entrances.	Evaluate the zoning at the intersection of Hartford Avenue and Killingly Street to consider amending the C4 zoning to C2.	DPD	Short-term
	Evaluate the C4 zoning area between Silver Lake and Armington Avenue to consider amending the C4 zoning to C2.	DPD	Short-term
	Support the creation of an Upper Manton Avenue merchants association.	DPD	Short-term
	Support the creation of a merchant association for Plainfield Street, Pocasset and Hartford avenues.	DPD	Short-term
	Promote the Neighborhood Markets program to help with training, façade improvements, district identities, and signage.	DPD	Ongoing
	Enhance the identities and character of Hartford, Silver Lake and Manton through the creation of gateways made up of distinct signage, plantings, pavement markings or other decorative elements at key neighborhood locations: Manton Avenue/Providence City line, Hartford Avenue/Killingly Street, Plainfield Street/Pocasset Avenue, Plainfield Street/Silver Lake Avenue, Pocasset Avenue/Providence City line, Fruit Hill Avenue/Providence City line.	DPD, DPW, Community Groups	Mid-term

Initiatives/Projects	Actions	Project Lead	Target Date
Preserve and enhance Hartford, Silver Lake and Manton as urban neighborhoods with a high quality of life. (Cont.)			
Revitalize key areas for redevelopment in the Hartford, Silver Lake and Manton neighborhoods.	Redevelop the commercially zoned area around the Stop & Shop Plaza on Manton Avenue into a neighborhood village center with public open space along the river.	DPD	Short- to Mid-term
	Redevelop the former Almacs Plaza site, currently used as a flea market into a mixed use neighborhood center.	DPD	Mid-term
	Identify and work to develop an appropriate reuse should St. Anthony's church and rectory be closed by the Diocese of Providence.	DPD, Community Groups	Mid-term
Preserve historic resources.	<p>Consider adding regulatory protection to the following properties that are individually listed on the National Register of Historic Places or determined to be eligible for listing on the National Register, but are not currently protected by Historic District Zoning:</p> <ul style="list-style-type: none"> • John Waterman House • Richard H. Deming House • Plain Farm House • Edward N. Cook House • Neutaconkanut Hill (and King Monument) 	DPD, HDC	Short-term
	Conduct surveys of the neighborhoods to identify areas for potential National Register and Local Historic Districts.	DPD, HDC	Mid-term

Initiatives/Projects	Actions	Project Lead	Target Date
Preserve and enhance Hartford, Silver Lake and Manton as urban neighborhoods with a high quality of life. (Cont.)			
Improve neighborhood infrastructure.	Develop street standards that reflect neighborhood character and conditions (cross-sections, materials, lighting, signs, etc.) to ensure that sidewalk and other street improvement projects do not have adverse impacts on neighborhood character.	DPW	Mid-term
	Evaluate the drainage at the Fruit Hill/Woonasquatucket intersection to determine the cause of the flooding problem, and identify solutions.	DPW	Mid-term
	Evaluate the drainage at the Sunset/Killingly intersection to determine the cause of the flooding problem and identify solutions.	DPW, DPD	Mid-term
	Consider applying guidelines that would require “green” approaches to storm water management, reducing new storm water discharges.	DPW, DPD	Short-term
	Install historically appropriate light fixtures when replacement is required.	DPW	Ongoing
	Prevent dumping of trash and other debris along Pilsudski Street near the railroad tracks by increasing police and DPW Environmental Enforcement patrols through the area.	DPW, RIDOT, PPD	Ongoing
	Hold regularly scheduled neighborhood clean-ups.	Community Groups	Ongoing
	Apply for RIDOT Streetscape Enhancement funds for upper Manton Avenue to beautify the street with street furniture, plantings, banners and other amenities.	DPD, RIDOT, Community Groups	Long-term
	Work with the City Forester to plant street trees in the neighborhoods and to promote Trees 2020 in these neighborhoods as well as publicizing the process for having street trees trimmed.	City Forester, Community Groups	Ongoing
	Work with the City Forester to develop ways to facilitate street tree plantings in areas with low owner occupancy rates, particularly in Manton.	City Forester, Community Groups, DPD	Short-term
	Conduct a citywide sidewalk inventory to identify locations, widths, materials, and conditions.	DPW	Mid-term
Develop a comprehensive sidewalk repair and replacement program to prioritize sidewalk improvements citywide based on the results of the sidewalk inventory.	DPW	Mid-term	

Initiatives/Projects	Actions	Project Lead	Target Date
Preserve and enhance Hartford, Silver Lake and Manton as urban neighborhoods with a high quality of life. (Cont.)			
Improve neighborhood infrastructure (Cont.)	Encourage residents to report infrastructure problems such as pot holes, missing signs, damaged sidewalks, damaged street lights, items hanging on wires, and backed-up drains using the City's Complaint Management System.	ONS, DPW, Community Groups	Ongoing
	Work with utility companies to ensure that infrastructure such as sidewalks and roads are restored to its original condition upon completion of repair work.	DPW	Ongoing
	Identify locations for trash and recycling receptacles throughout the neighborhoods.	Community Groups, DPW	Short-term
Improve community safety.	Promote continued and improved interaction between the police and the community so the police are better acquainted with community issues and community members.	Community Groups, PPD	Ongoing
	Establish neighborhood watch programs.	Community Groups, PPD	Ongoing
	Create a neighborhood police liaison program.	Community Groups, PPD	Short-term
	Consider creating additional police substations in Silver Lake and Manton to improve effectiveness and response times.	PPD	Short-term
Protect, enhance and connect neighborhood parks and open spaces.			
Improve maintenance, programming and access to existing parks and open spaces.	Install signs identifying policies and rules in all neighborhood parks.	Parks	Short-term
	Develop unique and easily recognizable wayfinding system for neighborhood streets directing residents and visitors to neighborhood parks.	Parks	Short-term
	Review programming at Merino, Wallace, Chalkstone and Neutaconkanut Hill Parks.	Parks	Mid-term
	Ensure the police department is familiar with Parks Department rules and regulations.	Parks, PPD	Ongoing
	Promote and expand the "Youth in the Parks" program.	Parks	Short-term
	Investigate feasibility of creating a dedicated park police force.	Parks, PPD	Short-term

Initiatives/Projects	Actions	Project Lead	Target Date
Protect, enhance and connect neighborhood parks and open spaces. (Cont.)			
Improve maintenance, programming and access to existing parks and open spaces. (Cont.)	<i>Neutaconkanut Hill</i>		
	Promote the trails on Neutaconkanut Hill for greater use by the public.	Parks, NHC	Ongoing
	Support the efforts of the Neutaconkanut Hill Conservancy in applying for state and federal grants to maintain and improve the trails on the Hill.	Parks, DPD	Ongoing
	Enforce the ban on all terrain vehicles (ATVs) in neighborhood parks, especially Neutaconkanut Hill Park.	Parks, PPD	Ongoing
	Evaluate the feasibility of restoring the ski slope at Neutaconkanut Hill Park for sledding and skiing.	Parks, NHC	Mid-term
	Support the efforts of the Neutaconkanut Hill Conservancy to restore the trails and summit of Neutaconkanut Hill.	Parks, DPD, NHC	Ongoing
	Designate enclosed off-leash dog park areas within Neutaconkanut Hill Park.	Parks	Short-term
	Work with Providence Police Department to address concerns about graffiti, vandalism, and drug activity at the bottom of Neutaconkanut Hill.	Parks, PPD	Ongoing
	Install vandal proof trash and recycling receptacles in the park.	Parks	Short-term
	Organize park clean up days with neighborhood organizations to address concerns about litter in Neutaconkanut Park.	Parks, Community Groups	Ongoing

Initiatives/Projects	Actions	Project Lead	Target Date
Protect, enhance and connect neighborhood parks and open spaces. (Cont.)			
Improve maintenance, programming and access to existing parks and open spaces. (Cont.)	Neutaconkanut Hill Cont.		
	Create a Friends of Neutaconkanut Hill Park group to help maintain the playground and ball fields.	Parks, Community Groups	Short-term
	Create a Friends of Neutaconkanut Skate Park Group to help maintain the skate park.	Parks, WRWC, PSM	Short-term
	Install handicapped parking at parking area off Killingly Street entrance.	Parks	Short-term
	Repair and repaint park benches and add additional locations for seating, particularly for seniors.	Parks	Short-term
	Coordinate with the senior center to develop programming for seniors in Neutaconkanut Park.	Parks	Short-term
	Work with the Neutaconkanut Hill Conservancy and other neighborhood organizations to identify senior citizens interested in working in the parks as part of the Parks Department "Seniors in the Parks" program.	Parks, NHC	Short-term
	Hire neighborhood youth to help maintain the park and recreation center during the summer season.	Parks, Recreation	Short-term
	Evaluate feasibility of setting aside designated pool hours for seniors and adults prior to or after regular pool hours.	Parks	Short-term
	Work with Recreation Dept. to expand activities offered in the park and ensure restrooms are accessible during park hours.	Parks, Recreation	Short-term
	Recognize and enhance Plainfield Street and Pocasset Avenue as the neighborhood gateways to Neutaconkanut Park.	Parks, DPD, Community Groups	Mid-term

Initiatives/Projects	Actions	Project Lead	Target Date
Protect, enhance and connect neighborhood parks and open spaces. (Cont.)			
Improve maintenance, programming and access to existing parks and open spaces. (Cont.)	Merino Park		
	Work with RIDOT to install new directional signage for Merino Park in the Route 6 Right of Way.	Parks, RIDOT	Short-term
	Create a visual or physical connection between the Hartford Park Housing Development and Merino Park.	Parks, PPHA	Short-term
	Designate an enclosed off-leash dog park area within Merino Park.	Parks	Short-term
	Evaluate the feasibility of creating a connection to Merino Park via Flower Street for neighborhood residents and Oliver Hazard Perry Middle School.	Parks	Mid-term
	Create a visual gateway to the Woonasquatucket River Greenway through Merino Park	Parks, WRWC	Short-term
	Upgrade existing and add additional soccer and baseball fields.	Parks	Mid-term
Create opportunities for new parks, open spaces and community gardens.	Work with property owners along the Woonasquatucket River to increase public access to the river, particularly off of upper Manton Avenue.	Parks, DPD, Community Groups	Ongoing
	Review annual tax sale properties to identify potential pocket park opportunities.	Parks, DPD	Ongoing
	Encourage the adoption of parks and open spaces by institutions, businesses, schools, neighborhood organizations, and residents to supplement City maintenance efforts.	Parks, Community Groups, Institutions	Ongoing
	Create landscaped islands at key intersections where community organizations have agreed to adopt and maintain islands.	Parks, Community Groups	Ongoing
	Community Gardens		
	Identify and evaluate the best locations for community gardens, especially within City Parks and work with residents to maintain and support the gardens.	Parks, CSAs	Short-term
	Identify non-taxable vacant land where community gardens might be located (e.g. highway rights-of-way).	DPD, Parks, RIDOT, CSAs	Short-term
	Evaluate the feasibility of creating a community garden on the vacant lot on Eastwood Avenue behind the Hartford Park Housing Development.	Parks, DPD, Community Groups, Property Owners	Short-term

Initiatives/Projects	Actions	Project Lead	Target Date
Protect, enhance and connect neighborhood parks and open spaces. (Cont.)			
Improve maintenance of parks and open spaces through partnerships with institutions and neighborhood organizations.	Work with local Principals and PTOs to establish community gardens on school grounds with an education component for students.	Parks, Schools	Ongoing
	Develop public education programs to promote a civic culture of caring for our parks and open spaces by people of all ages, including pet owners.	Parks, Community Groups	Ongoing
	Work with residents and neighborhood organizations on park and recreation center programming and design initiatives to ensure that parks and recreation centers are inviting for all generations.	Parks, Recreation, Community Groups	Ongoing
Improve connections within the neighborhoods and from the neighborhoods to downtown for drivers, cyclists, pedestrians and transit users.			
Create a safe and attractive pedestrian environment to improve walkability throughout and between neighborhoods.	Prioritize streetscape and sidewalk improvements along key connections between neighborhood destinations and at neighborhood gateways and gathering spaces such as schools, libraries and community centers.	DPD, DPW	Ongoing
	Improve wayfinding through the installation of new neighborhood street signs.	TED	Short-term
	Improve pedestrian connections across major corridors such as Plainfield Street, Pocasset, Union, Manton, and Chalkstone avenues.	DPD, DPW	Mid-term
	Make upper Manton Avenue more pedestrian-friendly through enhanced crosswalks, improved sidewalks, lighting and other streetscape enhancements.	DPD, DPW	Mid-term
Use public transit to connect important neighborhood anchors such as shopping districts, institutions and residential areas.	Work with RIPTA to increase the frequency of service on Plainfield Street, Manton and Pocasset avenues and to coordinate stops and shelters with proposed gateways and village center locations.	DPD, RIPTA	Short-term
	Consider creation of trolley loops for the neighborhoods in the western part of the city.	DPD, RIPTA	Long-term
	Evaluate the feasibility of reinstating “short-zone” fares.	RIPTA	Mid-term
	Improve bus stop locations and design, with signs, shelters and other improvements to enhance the customer experience similar to the recent improvements in Olneyville Square.	RIPTA, DPD	Short to Mid-term
	Repair or replace vandalized or damaged bus shelters in a timely manner.	RIPTA	Ongoing
	Schedule regular cleanups of the bus turnaround on Duxbury Street next to the Park.	RIPTA	Ongoing

Initiatives/Projects	Actions	Project Lead	Target Date
Improve connections within the neighborhoods and from the neighborhoods to downtown for drivers, cyclists, pedestrians and transit users. (Cont.)			
Improve bicycle connections and amenities.	Amend the zoning ordinance to establish bicycle parking requirements for businesses on major streets.	DPD	Short-term
	Continue to expand the existing bicycle network by identifying potential bicycle lanes and implementing them where possible (such as on Manton Avenue) and installing “share the road” signs.	DPW	Ongoing
	Evaluate ways to make the commercial corridors more bicycle friendly including bike lanes or sharrows (Share the Road markings).	DPD, DPW	Mid-term
	Complete the remediation of the Lincoln Lace and Braid site to facilitate the development of Phase 4 of the Fred Lippit Woonasquatucket River Bikepath.	Parks	Mid-term
Mitigate the impacts of traffic on major corridors in surrounding neighborhoods.	Involve neighborhood residents in the redesign of Routes 6 and 10 so the community is aware of the proposed changes and able to give feedback on the design proposals to ensure it is beneficial to the neighborhoods.	DPD, RIDOT	Short-term
	Consider Palfrey Place as a potential location for an on/off ramp for Route 6 during the design process.	DPD, RIDOT	Short-term
	Consider extending Springfield Street one way south through to Wolfe Street and Killingly Street to alleviate traffic and address pedestrian safety concerns in the vicinity of Carnevale Elementary School.	Schools, DPW, TED	Short-term
	Evaluate the Fruit Hill/Woonasquatucket intersection for circulation improvements.	DPW, TED	Mid-term
	Evaluate the Lowell/Plainfield intersection for circulation improvements.	DPW, TED	Mid-term
	Evaluate the efficacy of the Killingly/Barrows one-way pair.	TED	Mid-term
	Evaluate the efficacy of the traffic calming on Petteys and Jewell streets.	TED	Short-term
	Evaluate the traffic flow and commercial parking on Hartford Avenue to identify ways to improve circulation.	TED	Mid-term
Based on an extensive review of use patterns and current land use regulations, zoning amendments and comprehensive plan amendments should be considered for the following areas to reflect existing uses, encourage appropriate new uses and protect neighborhood character.			
Hartford	The former Lincoln Lace and Braid site south of Route 6 between Melissa Street and Flower Street from industrial to open space.	DPD	Short-term
Silver Lake	Northeastern parcels at the corner of Laurel Hill Avenue and Plainfield Street from heavy commercial to limited/neighborhood commercial.	DPD	Short-term
Manton	Large parcel between Fruit Hill Avenue, Huber Avenue and Herbert Street from two family residential to general residential.	DPD	Short-term

Next Steps

This plan is not meant to sit on a shelf - it is a guide to neighborhood action. City departments, neighborhood leaders and residents should use this plan to guide decisions in the neighborhood, and to prioritize funding and neighborhood improvement projects. The action plan sets out short-, mid- and long-term goals so that we can periodically check in to see how we are doing. The plan is also not a static document - it can and will be changed over time. New concerns, issues or conditions in the neighborhood will be reflected in updates to the plan. Finally, the plan will set out the course for amending zoning regulations that have impacts in the neighborhood.

Thank you to the charrette team and to the residents of Hartford, Silver Lake and Manton for participating in this effort, and to the Silver Lake Community Center for generously donating space for the charrette.

The Charrette Team

Mayor David N. Cicilline

Councilwoman Josephine DiRuzzo

Councilman John Iglizzi

Councilman Joseph DeLuca

Thomas E. Deller, AICP, Director

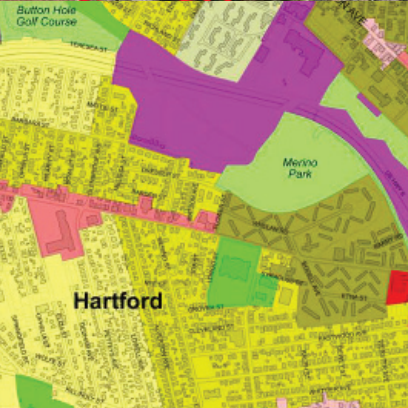
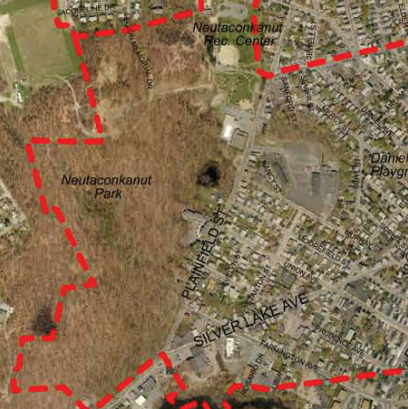
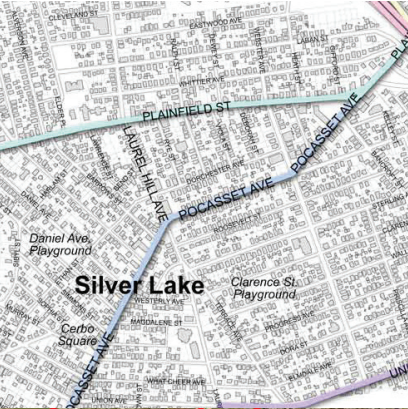
Bonnie Nickerson, AICP, Director of Long Range Planning

Melanie A. Jewett, AICP

David Everett

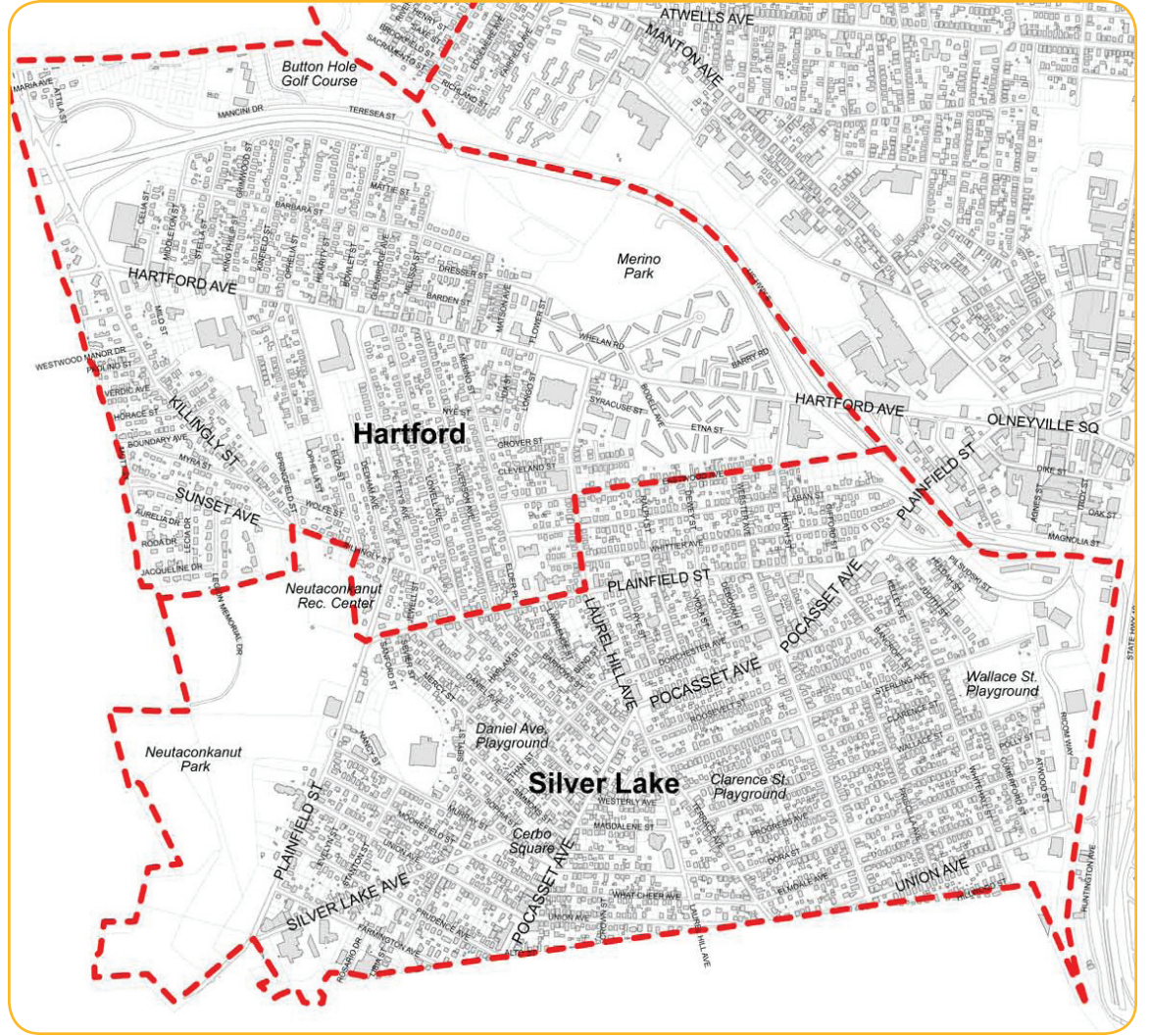
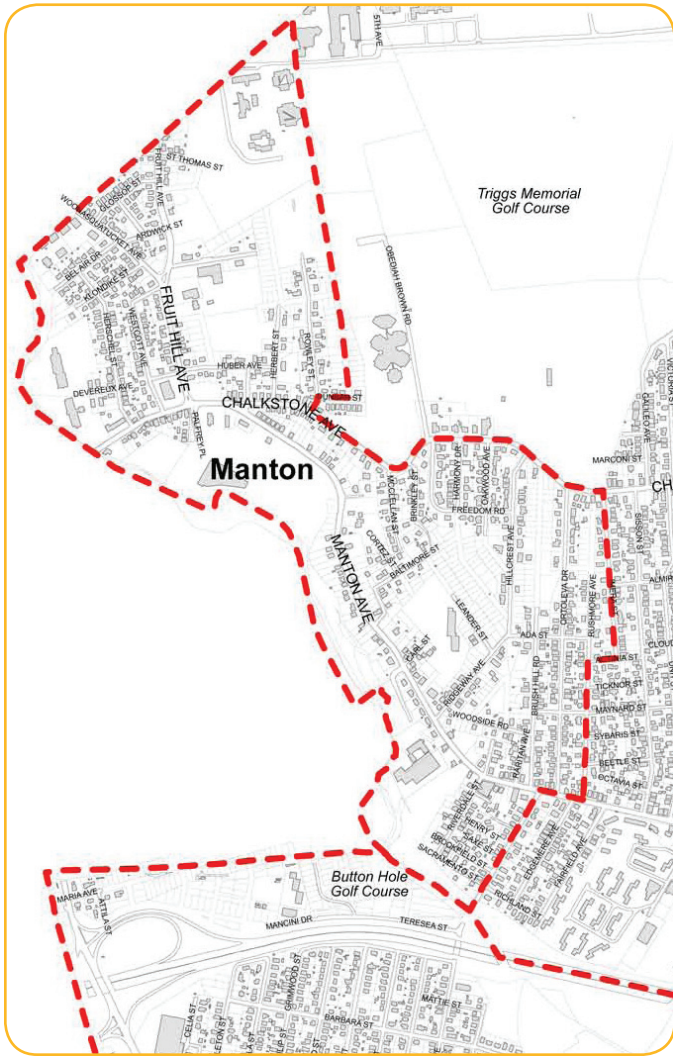
Martina Haggerty

Eunha Kwon



APPENDIX A - NEIGHBORHOOD DATA

Neighborhood Boundaries



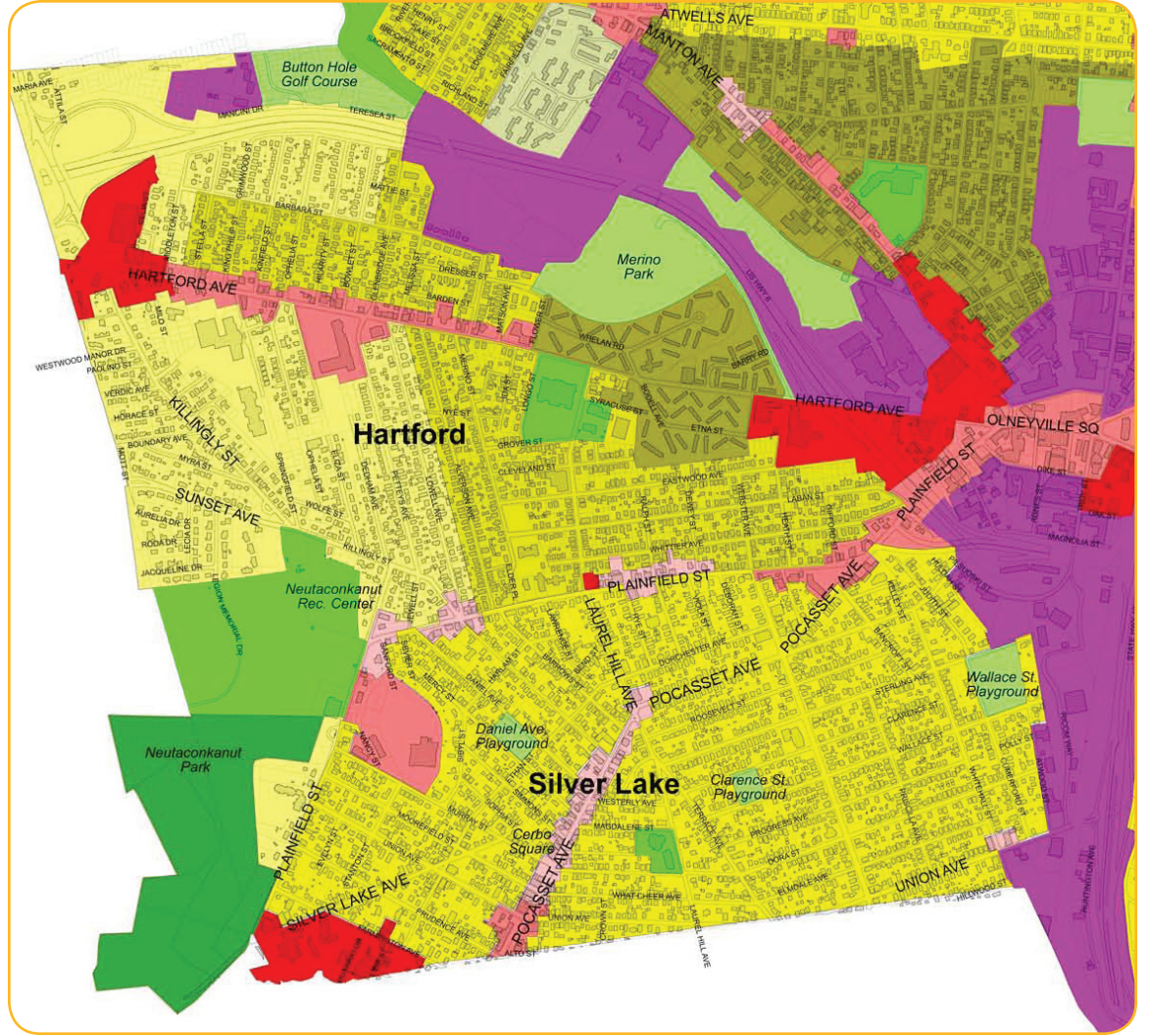
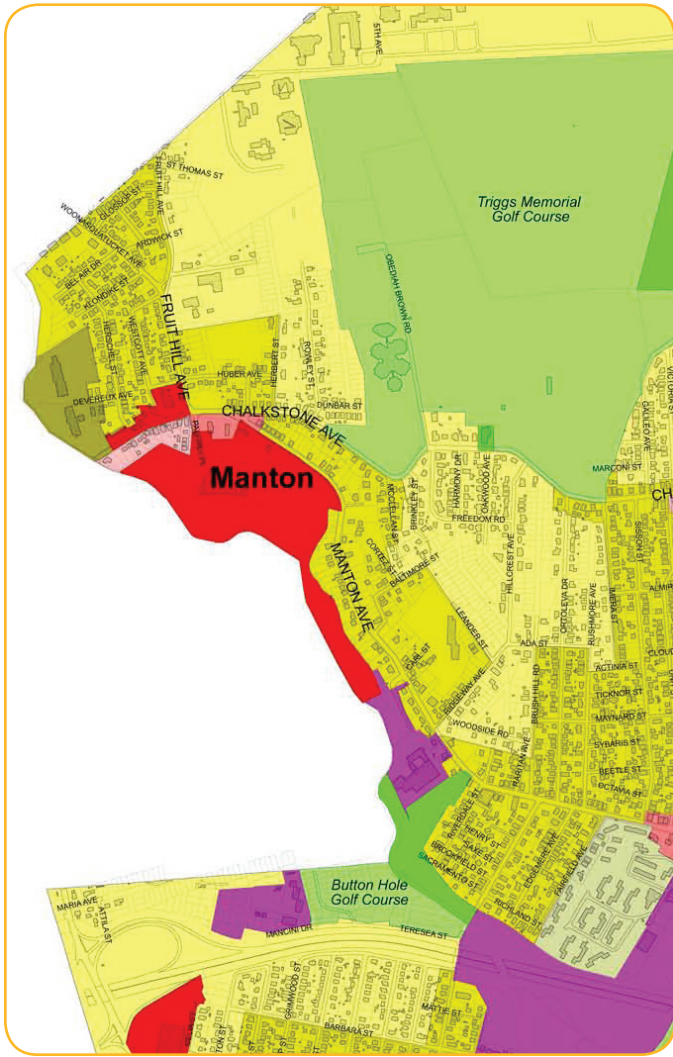
Legend

-  Neighborhood Boundary

Aerial Photograph



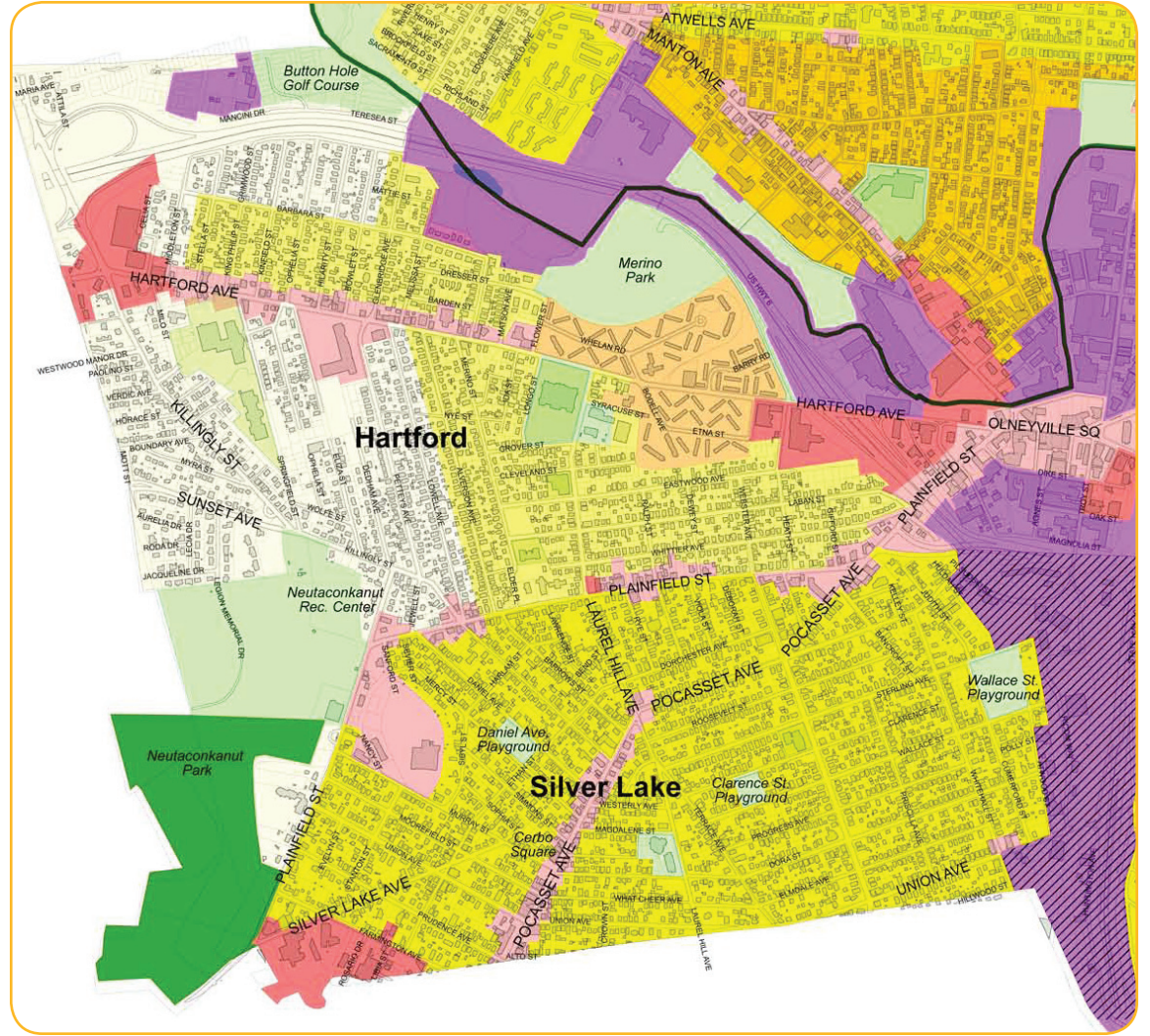
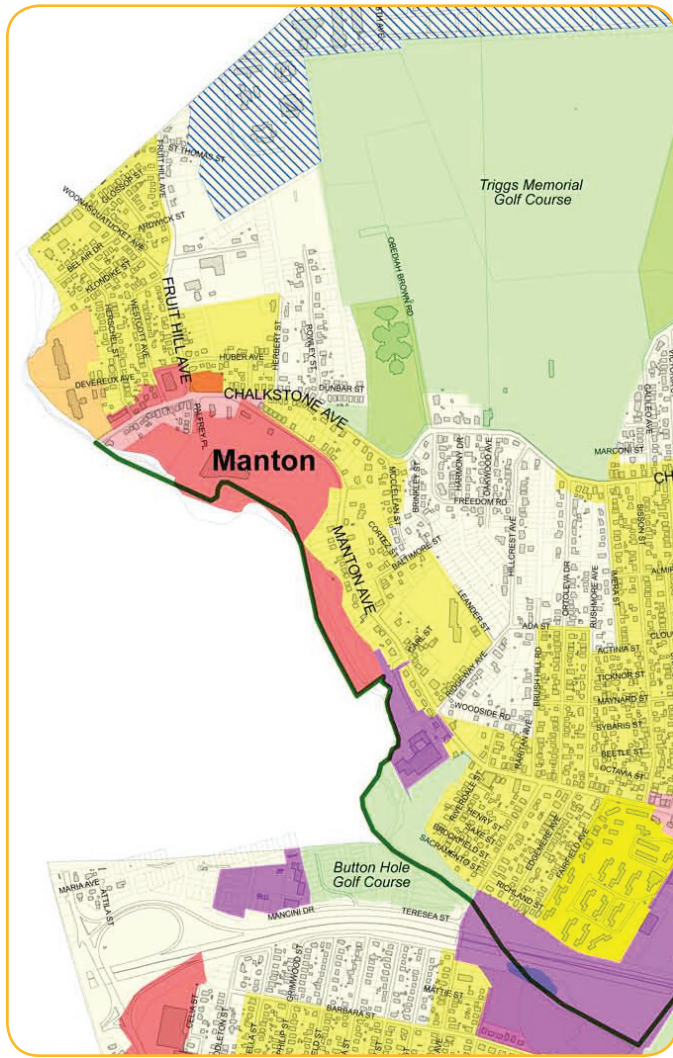
Current Zoning



Legend

R1	RG	C1	O.S.	D1-45	D1-150	D2	W1
R2	RM	C2	P.S.	D1-75	D1-200	M1	W2
R3	RP	C4	CD	D1-100	D1-300	M2	W3

Future Land Use



Legend

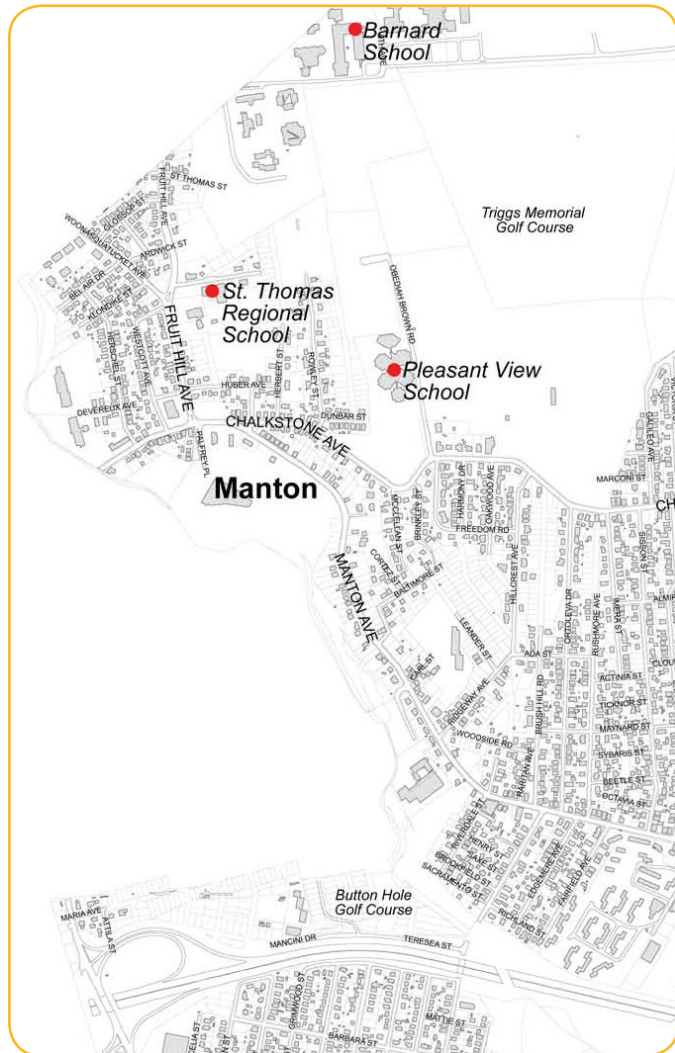
- | | | | | |
|--------------------|---------------------|------------------------|-------------------------------|-------------------------|
| Institutional | Low Density Res. | Neigh. Comm./Mixed Use | Business/Mixed Use Waterfront | Waterfront/Port |
| Jobs District | Medium Density Res. | Gen. Comm./Mixed Use | Mixed Use/Neigh. | Public Space/Open Space |
| Single Family Res. | High Density Res. | Downtown/Mixed-Use | Waterfront Mixed Use/Gen. | Conservation |

December 2007 (Comprehensive Plan)

Parks and Open Space



Schools



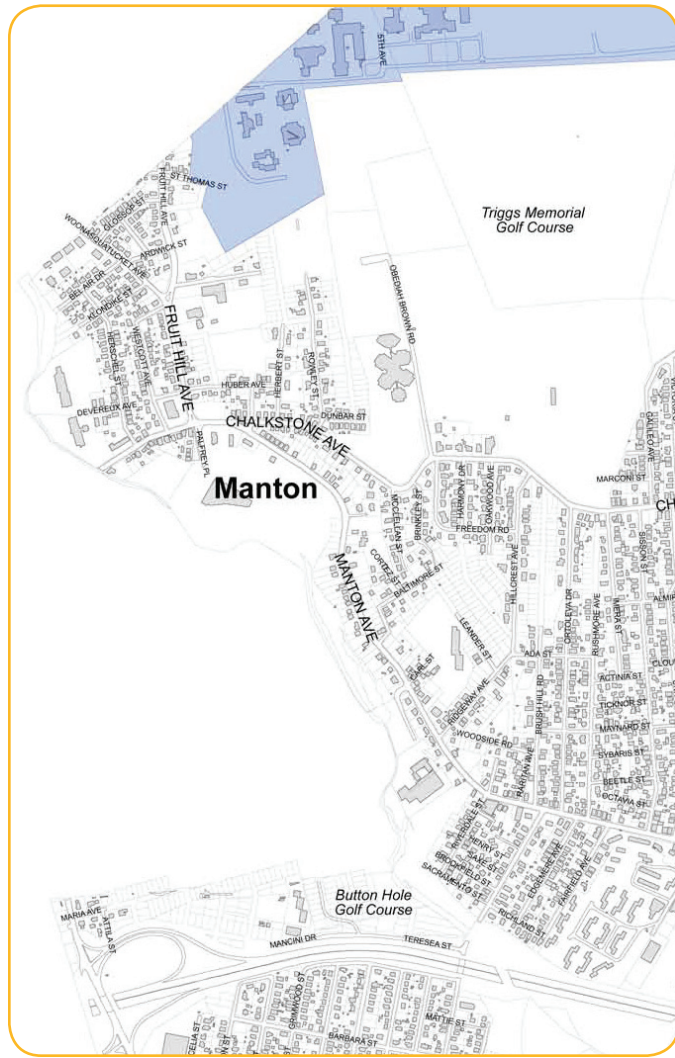
Historic Districts



Legend

- Local Historic District
- ICBD
- National Register Historic District

Institutional Zones



Legend

I-1 Health Care Zone

I-2 Educational Zone

I-3 Educational Downtown Zone

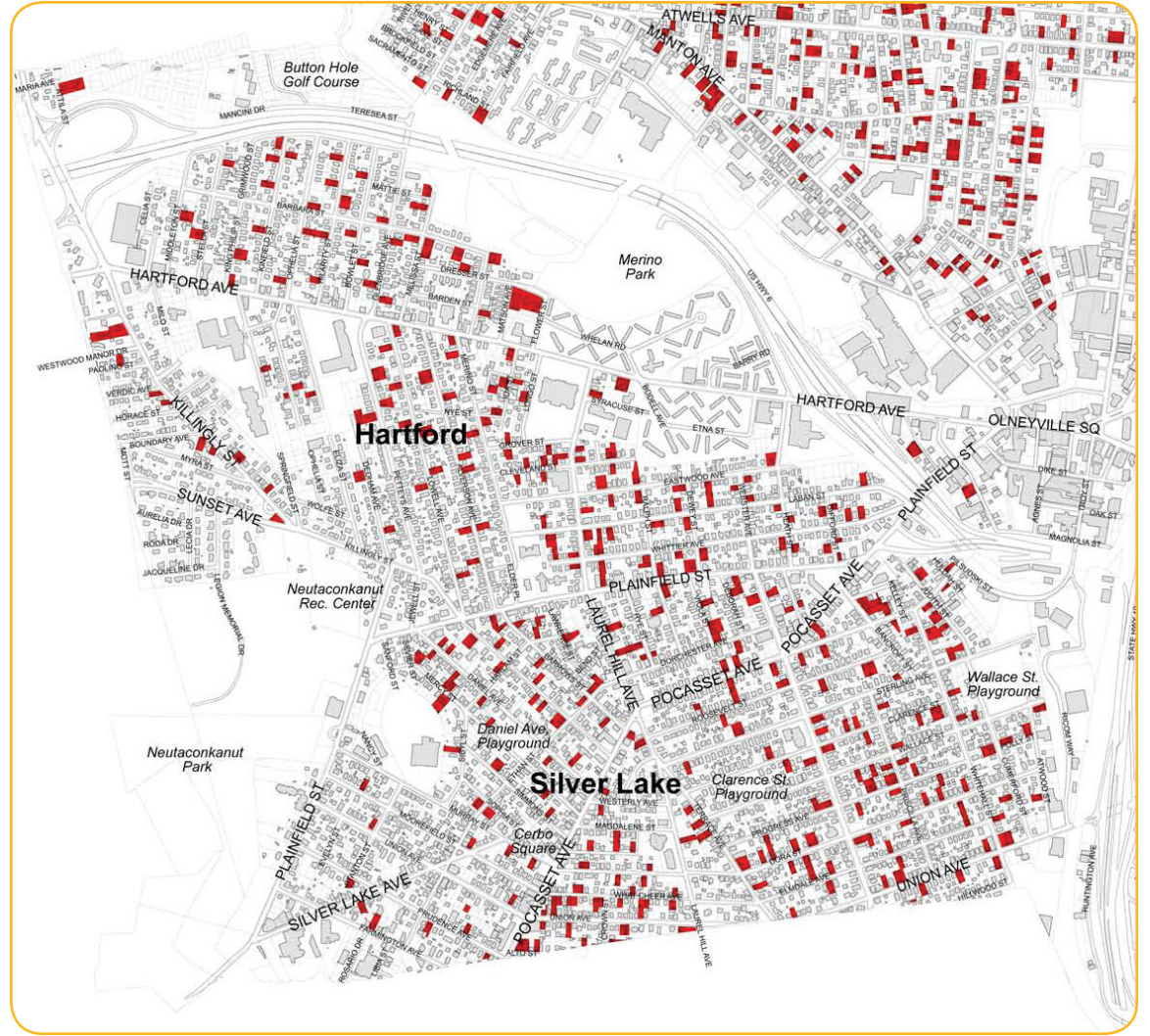
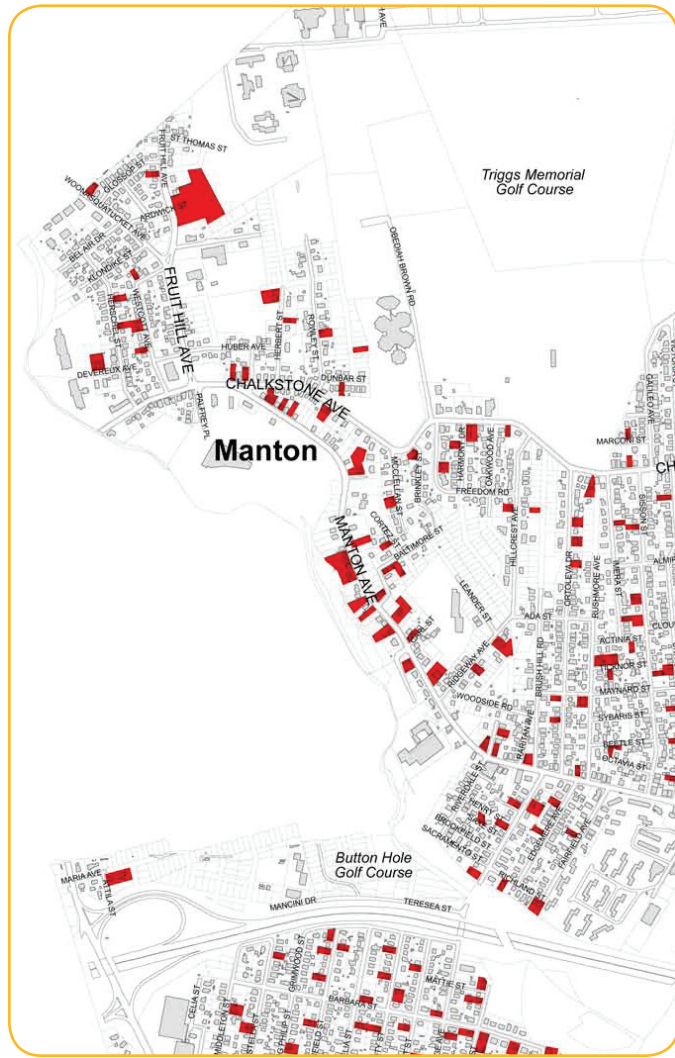
Street Tree Conditions



Legend

- Excellent
- Good
- Fair
- Poor
- Dead
- Stump
- Empty Pit

Foreclosures

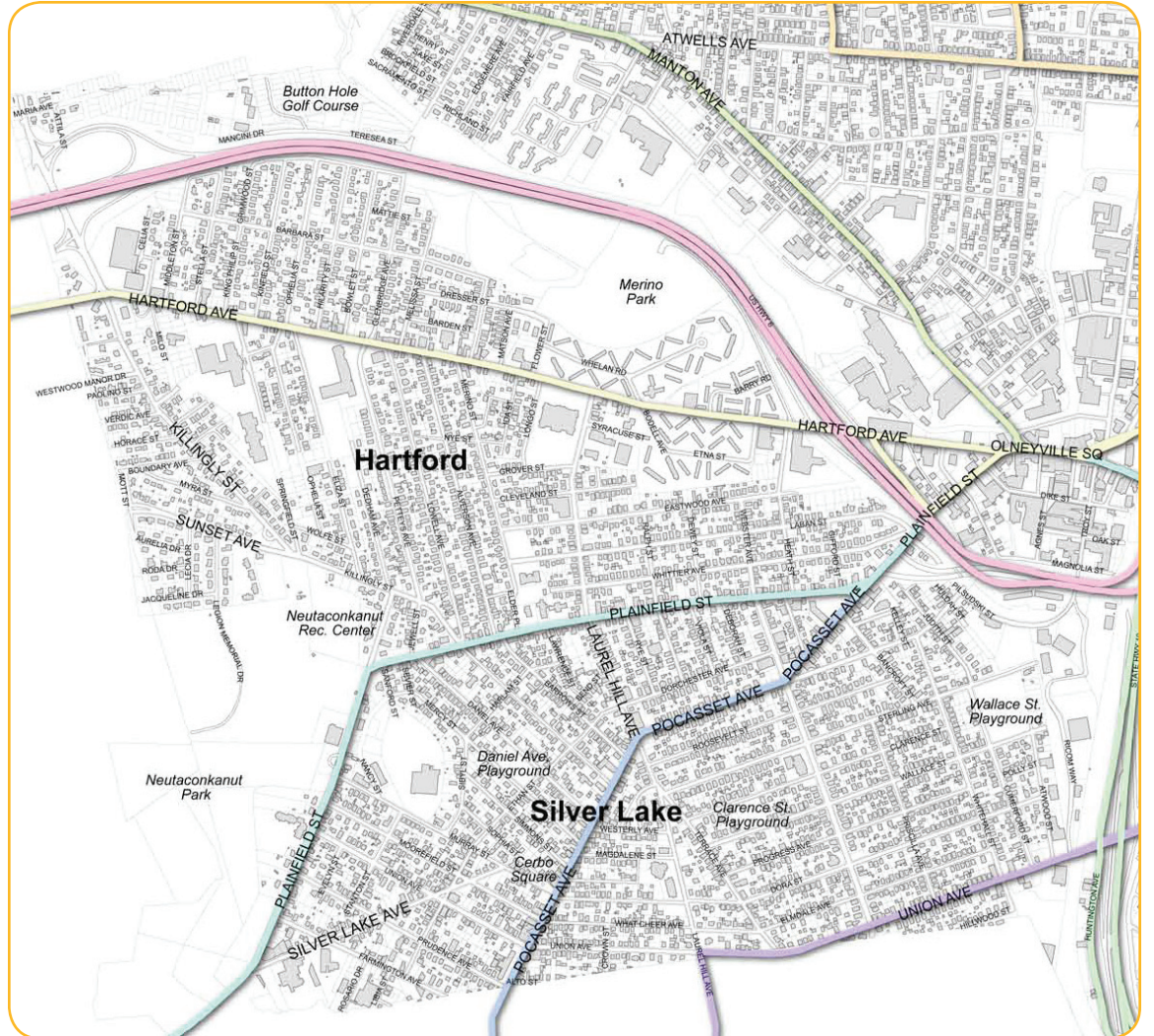


Legend

■ Foreclosure

January 1, 2006 - May 31, 2009

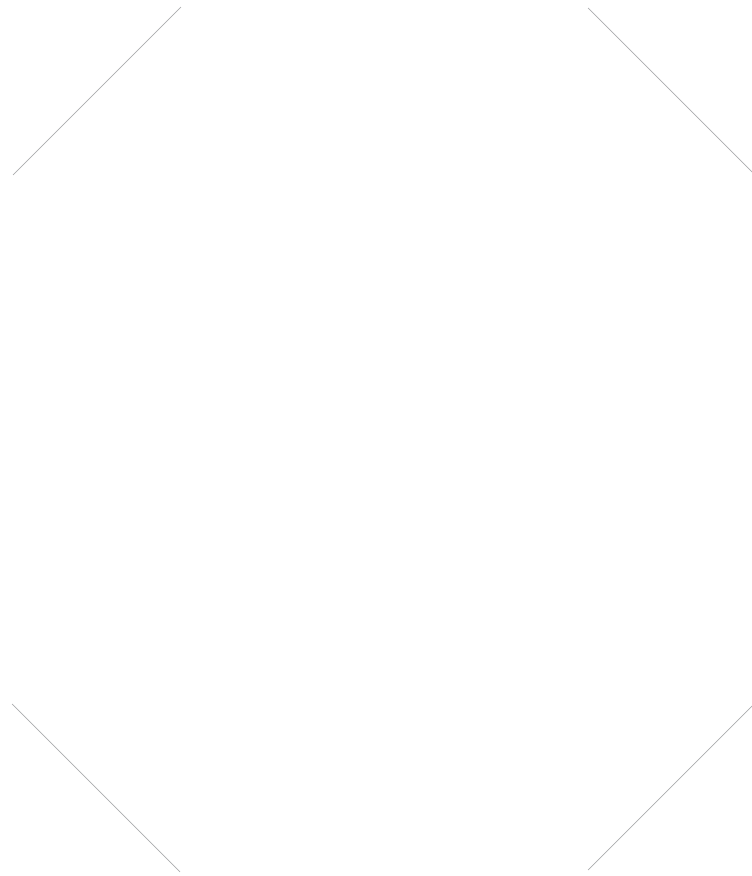
RIPTA Routes



Legend

-  RIPTA route
-  RIPTA route
-  RIPTA route
-  RIPTA route

APPENDIX B- NEIGHBORHOOD PLAN MAP



PROVIDENCE TOMORROW

our city ■ our neighborhoods ■ our future

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