

PROVIDENCE TOMORROW

our city ■ our neighborhoods ■ our future

UPPER SOUTH PROVIDENCE, LOWER SOUTH PROVIDENCE, AND ELMWOOD NEIGHBORHOOD PLAN

David N. Cicilline, Mayor

Department of Planning and Development
Thomas E. Deller, AICP, Director

November 2009

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 2008, the seventh neighborhood “charrette” or detailed planning process, was held in the Upper South Providence, Lower South Providence and Elmwood neighborhoods. This report is a summary of the information that was collected from residents, business owners and neighborhood groups over the course of an intensive week of 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 community groups working together. This report will be used to guide the review of development projects in these neighborhoods by Providence boards and commissions, and will also 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.

Upper South, Lower South, Elmwood Charrette



The Upper South Providence, Lower South Providence and Elmwood Neighborhood Charrette was held September 13-17, 2008 at the Pearl Street Lofts. Approximately 80 people participated in the charrette, voicing their opinions on hospital expansion and neighborhood relations, how to activate public spaces in their neighborhoods, and how to protect the best qualities of their neighborhoods, among other issues. The planning team collected all of the information from the week, and drafted an action plan. 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 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

	Saturday, September 13th	Monday, September 15th	Tuesday, September 16th	Wednesday, September 17th
9:00 AM - 12:30 PM	<p>Neighborhood Visioning and Elected Officials Forum</p> <p>Join your elected officials in an interactive visioning session and discussion on how make your neighborhood a better place to live. Neighborhood sustainability, job growth, business growth, safety, recreation opportunities, and transportation-we want to hear from you about your neighborhoods.</p>	<p>Neighborhood Sustainability and Land Use</p> <p>What makes your neighborhood unique? What is the right mix of uses for this area? Join us for a discussion on the important characteristics of your neighborhoods that should be preserved and maintained. Share your ideas as to how we can realize a new vision for your neighborhoods while preserving and enhancing their current character.</p>	<p>Commercial Areas and Areas of Change</p> <p>Eddy Street, Broad Street, Elmwood Avenue, Allen’s Avenue, and Prairie Avenue are a few of the commercial corridors that run through this area and add to its vitality Join us for a discussion on the future land use of these areas of growth and change (as identified in the Interim Comprehensive Plan).</p>	<p>Team Work Day</p> <p>Charrette Team Work Day. The studio will be open from 9:00am to 4:00pm. Stop by and see the progress!</p>
	<p>The Nuts, Bolts and Finishing Touches</p> <p>Streets, Trees, Sidewalks, Drainage, Sightlines, Mobility, Circulation and Safety: Join us for a discussion the essential infrastructure nuts, bolts and finishing touches in your neighborhoods. Tell us what works; identify problem areas in the neighborhoods and goals for improvement.</p>	<p>Parks, Open Space and Recreation</p> <p>Parks, community 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 protect and program existing parks and recreation areas, create better linkages from parks to the neighborhoods, and create better connections from the neighborhoods to the waterfront as well as goals for the creation of new open space.</p>	<p>The Hospitals</p> <p>Upper South Providence is home to Rhode Island Hospital, Hasbro Children’s Hospital and Women and Infants Hospital. These institutions are tremendous community resources but also have impacts on the surrounding neighborhood. Please join us for a session on the hospitals, their positive and negative impacts on the surrounding neighborhood and how they can become a resource for jobs and training in the neighborhood.</p>	
2:00 PM - 4:00 PM		<p>Round Robin I</p> <p>Come hear a summary of the ideas and themes of the sessions held so far. Through a series of hands on activities on residential character, infrastructure, parks and neighborhood visioning tell us if you agree with what’s been discussed and tell us if we’ve missed anything!</p>	<p>Round Robin II</p> <p>In a continuation of Monday night, come hear the main ideas and themes to come out of the previous sessions of the charrette. Using interactive activities touching on the hospitals, commercial corridors, neighborhood character and visioning, tell us if you agree with the direction we’re going and whether we’ve missed anything!</p>	<p>Final Presentation</p> <p>Come and see how this week’s sessions have been translated into guiding principles and an action plan for the future of your neighborhoods. It’s not too late for your input, come tell us what your priorities are and what we missed!</p>
	<p>6:00 PM - 8:00 PM</p>			

Neighborhood Overview

The History - Neighborhood Backgrounds

Upper South Providence

Immediately south of Downtown Providence, Upper South Providence is the area defined by interstates 95 and 195 on the north, the Providence River on the east, Public Street on the south, and Broad Street on the west. The relocation of Interstate 195 will open up opportunities to make better connections to Downtown.

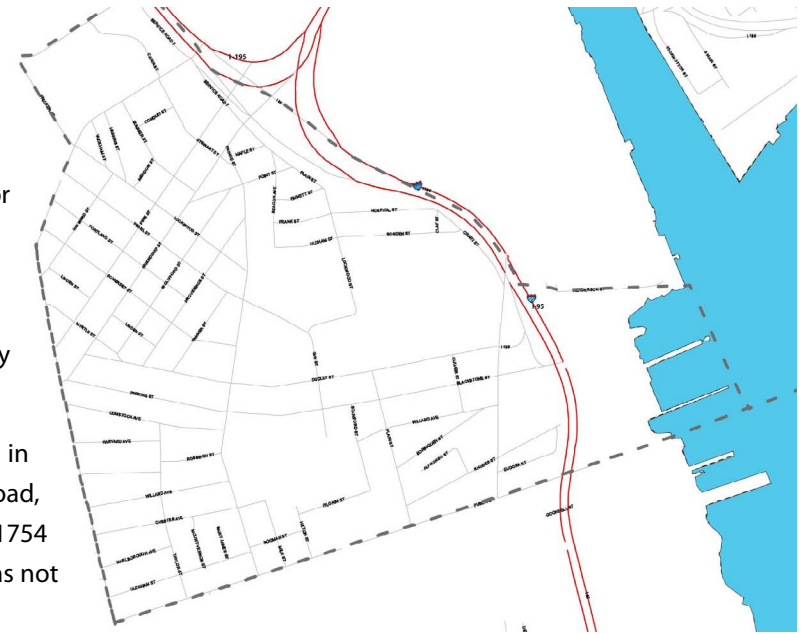
Upper South Providence and Lower South Providence together compose “South Providence” or “the Southside.” However, the size and number of institutions located in Upper South Providence, including Rhode Island Hospital, Hasbro Children’s Hospital, Women and Infants Hospital, the Providence Campus of the Community College of Rhode Island, and many other social service organizations distinguish Upper South Providence from Lower South Providence, which is mostly residential.

South Providence was part of Roger Williams’ original purchase from the Narragansett Indians in 1636. In 1725 the Pequot Path was established and was later transformed into the Pawtuxet cart road, a major connector from Providence to the agricultural and trading center of Pawtuxet Village. In 1754 all of present day South Providence was ceded to form part of the new town of Cranston, and was not annexed back to Providence until 1868.

Between 1860 and 1880 Providence doubled in population, and the availability of large plats of undeveloped land easily accessible to downtown made Upper South Providence attractive to industry. The neighborhood’s industrial growth in turn spawned residential development and, by 1868, the Irish settlement in Upper South Providence had expanded into Lower South Providence. As the Irish community grew during the late 19th century, so too did industry. A substantial Jewish population also developed in the area; the vacant synagogue on Broad Street is a historical reminder.

During the first forty years of the nineteenth century, the land holdings of the Providence Aqueduct Company, the West Burial Ground, and the hospital created a barrier that limited development, but, in 1832, the Providence Aqueduct Company subdivided its land between Pine and Broad streets, making the first residential settlement possible. Pine and Friendship streets had been extended to the area from the West Side business district by the early 1840s, and the remainder of the street grid west of Friendship Street and north of Dudley Street was established by 1844. The lack of public transportation limited the growth of the northern sections of Upper South Providence. Most of the residential settlement during this period was concentrated north of Lockwood Street because it was within a mile of Downtown.

Most industrial growth occurred in the Pine Street and “Dogtown” areas near the center of today’s Upper South Providence. The majority of residents were Irish immigrants, primarily employed in industrial complexes on the Upper South Providence waterfront to the east of the Pawtuxet Turnpike (Eddy Street) and along Prairie Avenue. The Pawtuxet Turnpike and the Providence-Stonington Railroad, the tracks of which are still visible in the pavement along present-day Allens Avenue, provided convenient and efficient routes.



By the 1870s, Upper South Providence was predominantly a rental community of mostly two-family houses, as well as some single-family houses. Large-scale speculative subdivision followed in the late 1880s. The first horse car line opened on Broad Street in 1879, making nearby land more valuable as the development of both Upper and Lower South Providence escalated.

Electrification of the trolley line in 1892 encouraged middle-class homeowners to move to the newly developing areas south of Chester Avenue. By 1900, streetcar lines made Downtown easily accessible, industry provided jobs, and there was an adequate supply of affordable housing. Elegant houses lined Broad and Pine streets, while more modest dwellings were located near the port area and Downtown. Many mansions and tenement buildings from this period still line the streets of the neighborhood.

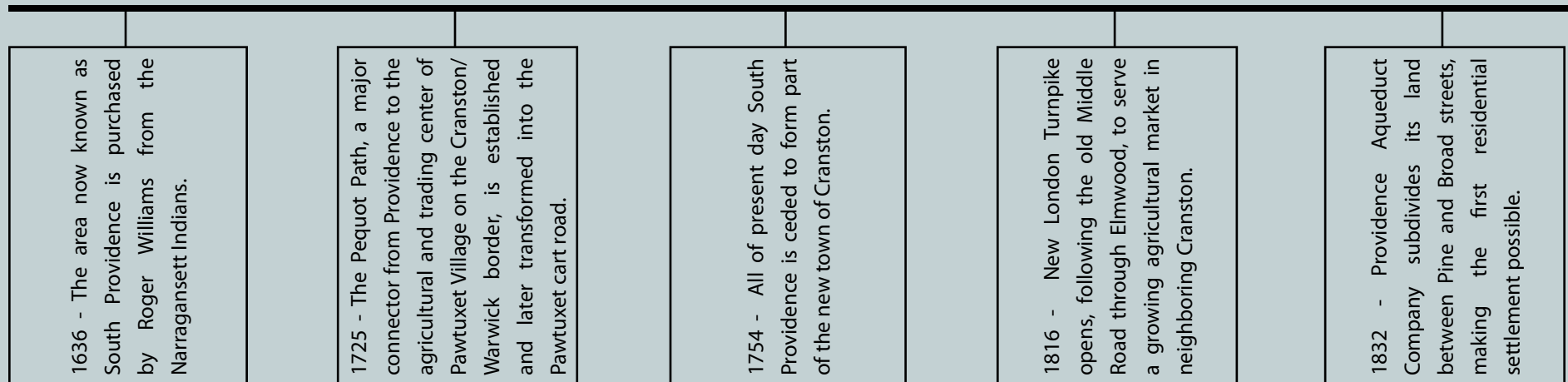
The forces of immigration, industrialization and speculative development gradually abated between 1900 and 1950. The Irish community remained dominant but, as many families were entering their second and third generation in the United States and becoming more prosperous by the 1950s, a significant number started to move to the newer suburbs of Washington Park, Edgewood, Elmhurst, and Mount Pleasant. Suburbanization intensified with the rise of automobile use after 1950, and Upper South Providence experienced a gradual decrease in its middle class and older population. Street expansion resulted in the loss of tree-lined streetscapes and more landscape was lost as small yards and back lots were converted into driveways and garages. This decline in population meant an increase in the supply of cheap rental housing and contributed to lower land values. This combination promoted absenteeism among landlords, who had less incentive to keep properties well-maintained for an increasingly poor population with limited income to pay rent.

As with Smith Hill, the construction of interstates 95 and 195 imposed both physical and psychological barriers on the neighborhood. Connections were nearly cut off between Upper South Providence, and Downtown and the waterfront.

Lower South Providence

Lower South Providence is located along the west side of the Providence River, south of Downtown, with Broad Street to the west, Public Street and Upper South Providence to the north, and Interstate 95 to the south. Unlike Upper South Providence, which has many institutional buildings and spaces, Lower South Providence is mostly residential.

Upper South, Lower South and Elmwood History Timeline



Lower South Providence was part of Roger Williams' original purchase from the Narragansett Indians in 1636 and was initially used as pasture land. In 1754 all of Lower South Providence was ceded to form part of the new town of Cranston, but this area was annexed back to Providence in 1868.

The development and expansion of the first horse-drawn street railway line in 1865 helped transform Lower South Providence from farmland to Providence's first major streetcar suburb. The streetcar line ran west along Public Street, and then south down Ocean Street. Subsequently, Ocean Street became a major thoroughfare, lined with small single-family cottages in the 1860s and early 1870s. By 1879, Prairie Avenue and Broad Street were the sites of intensive development.

Industrialization and immigration contributed to a tremendous population increase, and Lower South Providence became a vital community with dense rows of substantial new houses. As the Irish settlement previously concentrated in Upper South Providence expanded into Lower South Providence by 1868, so too did industry. Lower South Providence had become important for its proximity to Narragansett Bay and freight rail lines serving the Port of Providence. Various metal products and jewelry factories, including businesses on Thurbers Avenue, were established within or adjacent to residential neighborhoods. Industrial expansion also resulted in the mixing of classes because working class clerks and factory owners lived near their jobs and to each other. This is reflected in the diversity of South Providence's architectural heritage.

By the 1870s, South Providence had become a predominantly rental community of two-family houses. Fewer single-family houses existed, and they tended to be more elaborate than those built during the 1860s. Lower South Providence was a growing community of middle class, single-family homeowners and working class tenants. In 1879, the first horse-car line opened on Broad Street, increasing the value of nearby land. This resulted in more construction in the 1870s and 1880s, generally limited to



1843 - Providence developer Joseph J. Cooke purchases a large farm between Congress Avenue and Sackett Street, naming the estate "Elmwood."

1860 - Following a steady population increase over the previous 20 years, most of the remaining farms in the area are subdivided. The street pattern is largely in place.

1865 - The first street railway line is built, extending from Eddy Street to Public Street, west to Ocean Street, and from Ocean west along Thurbers Avenue to the car barn on Prairie Avenue.

1868 - Upper and Lower South Providence is annexed back to the City of Providence.

1879 - The first horse car line opens on Broad Street.

middle and upper class single-family housing. When the trolley line was electrified in 1892, faster transportation became available, encouraging middle class homeowners to move and settle in newly developing areas south of Chester Avenue.

Along some of the newer roads, such as Reynolds and Potters avenues, dense rows of one-and-a-half-story cottages were built, while other streets, such as Lillian Avenue, were lined with more individually designed houses. By 1900, streetcar lines made it easy to get downtown, industry provided jobs, and there was an adequate supply of affordable housing.

Immigration, industrialization, and speculative development escalated between 1900 and 1950. After 1950, the rise in the popularity of the automobile further intensified suburbanization. As car-owning tenants started to look beyond South Providence, the area experienced a gradual decrease in its middle class and older population.

This out-migration, in turn, led to an increase in the supply of cheap, poorly maintained rental housing. Absentee landlords carved up single-family houses into multiple units, and increasingly neglected the maintenance of their properties. As in other poor neighborhoods in the city, Lower South Providence was subject to a surge of speculative home purchases during the 1980s. New landlords had larger debt loads and tended to charge higher rents in order to meet their obligations. Consequently, property values fell and building conditions declined for the increasing number of poor tenants. The problem of property abandonment left Lower South Providence with numerous vacant lots and buildings. In recent years, Community Development Corporations have been instrumental in transforming some of these properties into affordable housing.

Elmwood

Elmwood is located in the southwest quadrant of Providence and is bounded by the neighborhoods of Upper and Lower South Providence to its east, West End and Reservoir on the west, and South Elmwood to the south. The Elmwood neighborhood is roughly triangular in shape, with Trinity Square at the intersection of Broad Street and Elmwood Avenue forming its apex and I-95 its base.

1892 - The trolley line is electrified, encouraging middle class homeowners to settle in areas south of Chester Avenue.

1894 - Union Railroad Company electrifies its Broad Street line and replaces all horse railways with overhead trolley lines.

1938 - Bus service replaces the trolley. Elmwood Avenue is widened substantially and the elm trees that J.J. Cooke had planted are removed, dramatically changing the character of the neighborhood.

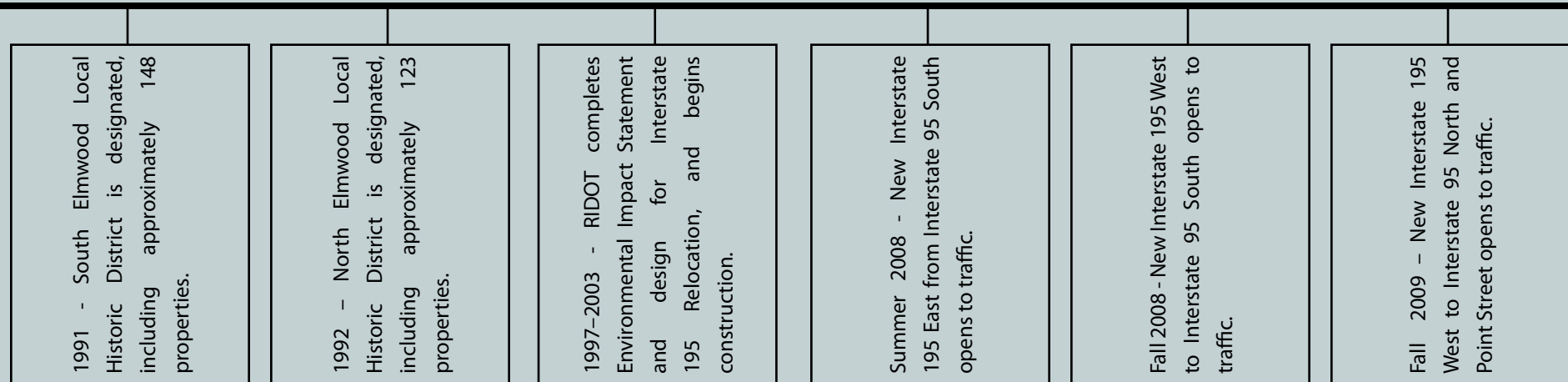
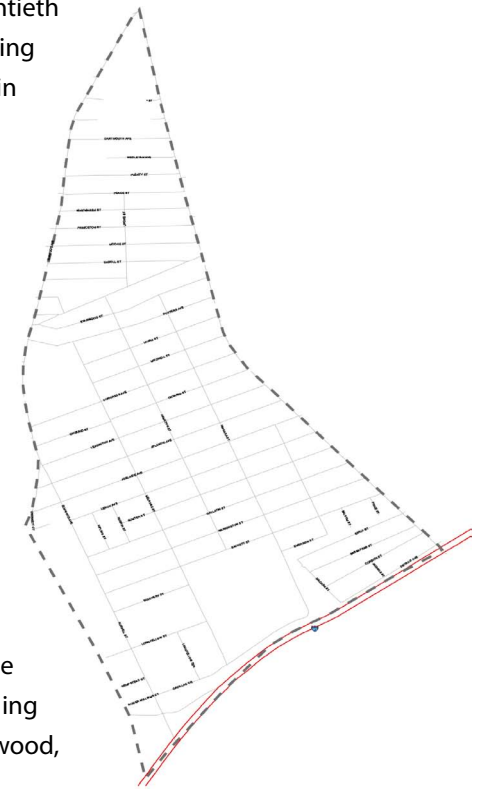
1943 - Roger Williams Housing Project is built on vacant land bounded by Thurbers, Prairie and Pavilion avenues and Rugby Street.

Initially rural in character, Elmwood did not see extensive development until the 1850s. In the late nineteenth and early twentieth centuries Providence began to slowly expand to the south and west with the development of manufacturing and shipping interests, and the opening of better land transportation routes to other cities via turnpikes. The New London Turnpike opened in 1816 and followed the old Middle Road through Elmwood.

As the City's population increased in the 1840s and 1850s, development gradually spread southwest along Broad Street. By 1860 the street pattern was largely in place. Developers were typically Providence business people, merchants, and professional men who dabbled in real estate as a side venture. The name "Elmwood" derived from the estate development of Joseph J. Cooke in 1843. By the mid-1850s the name came to refer to the whole area now known as Elmwood and West Elmwood.

Public transportation also contributed to the development of Elmwood and the nearby West End. The Elmwood Omnibus Company, organized around 1855, operated a line of horse-drawn coaches that ran regularly from Market Square Downtown to Broad Street and Elmwood Avenue as far as Potters Avenue. In 1865, the Union Horse Railroad operated horse-drawn cars pulled along tracks, replacing the slower omnibuses. By 1894, the Union Railroad Company had electrified its Broad Street line and replaced all the horse railways with overhead trolley lines.

The impressive growth of Elmwood and West End was a reflection of the development of Providence as an industrial and commercial center. A number of manufacturing establishments moved into the area west of Elmwood Avenue. The most prominent were cotton mills, jewelry manufacturers, and companies such as the Gorham Manufacturing Company on Adelaide Avenue, which made silverware and other goods from precious metals. Beginning in the 1850s, Elmwood was also an expanding middle and upper-middle class residential quarter that stretched along Elmwood and Potters avenues, and Public, Stanwood, Bucklin, Greenwich, and Madison streets.



The rapid growth of the residential population and the coming of the automobile in the 1910s and 1920s were largely responsible for a new trend in redevelopment. Garages, car salesrooms and, later, service stations became essential businesses that proliferated along Elmwood Avenue. However, it was not until the 1930s that gradual redevelopment made an impact on the aesthetic quality of Elmwood Avenue. In 1938, bus service replaced the trolley, Elmwood Avenue was widened substantially and elm trees were removed, changing the character of the neighborhood forever.

By the early 1950s the housing stock in much of the area was showing signs of age, and many large, single-family homes were converted to apartments. Slow deterioration of the housing stock and the construction of Interstate 95 led to the gradual departure of much of the sizable middle-class population.

In the early and mid-1970s urban decay became more visible and spot demolition of structures was common along the older streets. Vacant and abandoned housing was particularly concentrated in the upper and middle sections of Elmwood. During the past several decades, local Community Development Corporations have contributed to significant revitalization of the neighborhood.



The People - Neighborhood Demographics

Upper South Providence

According to the 2000 census, there were approximately 4,965 residents in Upper South Providence, an increase of 4.8 percent from 1990. About 41 percent of residents in 2000 were Hispanic, while Black or African Americans accounted for 34 percent of the population, a drop from 45 percent in 1990. The White population also fell by 30 percent to make up 19 percent of the population in 2000, and 2.5 percent were Asian. In 2000, nearly a third of Upper South Providence residents (27%) were foreign born.

Almost half (48.2%) of all residents age 25 or older had completed high school in 2000. The unemployment rate in Upper South Providence was 17 percent in 2000, almost twice the citywide rate of 9.3 percent.

The median family income in Upper South Providence in 1999 was the fifth lowest in the city at \$24,656, 23 percent lower than the citywide median. While the incidence of poverty for Hispanics, Whites, and the elderly increased, the poverty rate for all other categories declined between 1990 and 2000. In 2000, four out of ten residents in Upper South Providence were living below the poverty level, and 44 percent of children were poor.

The number of vacant housing units declined almost 35 percent between 1990 and 2000. The housing stock in Upper South Providence is predominantly multi-family. More than a quarter (28%) of the housing units in Upper South Providence were constructed after 1980, while more than half of all units (54%) were built before 1960.

The median residential sales price in Upper South Providence in 2004 was \$175,000, the lowest in the city. The median rent was 42 percent lower than the citywide median rent. According to the 2000 Census, a quarter of Upper South Providence residents had been living in their present housing units more than ten years while 35 percent had lived there less than five years.

Lower South Providence

The population of Lower South Providence was 5,744 in 2000. About one third (31%) of the population was Black or African American, a 19 percent decline from 1990; more than half the residents were Hispanic (55%), a 63% increase from 1990 (the

citywide Hispanic population doubled between 1990 and 2000); and five percent were white, a reduction by half over the last ten years. Asians constituted about two percent of the population and Native Americans represented 2.7 percent. Half of Lower South Providence residents age 25 or older had completed high school by 2000. The 15 percent unemployment rate in Lower South Providence in 2000 was a 28 percent decrease from the 1990 rate, but still much higher than the citywide rate of 9.3 percent.

Median family income in Lower South Providence in 1999 was \$20,013, about one-third lower than the citywide median. The incidence of poverty for all groups – individuals, families, children, and the elderly – had increased since 1990, and the poverty rates for each category remained high relative to other neighborhoods in the city. In 2000, forty percent of neighborhood residents were poor, a 61 percent increase from 1990. The proportion of children that were poor dropped from 47.4 percent to 36.6 percent between 1980 and 1990, only to rise to 52.6 percent in 2000. Poverty among the elderly declined from 44.9 percent to 27.5 percent between 1980 and 1990, and rose to 31 percent in 2000.

Housing tenure remained stable, with about thirty percent of all units owner-occupied and seventy percent occupied by renters. The number of vacant units dropped 40 percent between 1990 and 2000. Approximately a quarter of housing units in Lower South Providence are single-family residences, over sixty percent of dwelling units (65%) in Lower South Providence are located in buildings with two to four units, and about ten percent of all units are in structures with five or more units.

According to the 2000 Census, more than half of all residential structures in the neighborhood were built before 1960, more than 25 percent of structures had been built since the 1980s, and approximately 12 percent of the neighborhood's housing was built between 1990 and 2000. Almost a third of all Lower South Providence residents had moved into their present housing unit after 1995 and almost a quarter of residents had been living in their present housing units more than 10 years.

Elmwood

The 2000 census reported 11,533 people living in Elmwood, a two percent increase from 1990. In 2000, 56.7 percent of residents of Elmwood were Hispanic, almost one in four (23.3%) were Black or African American, 23.6 percent of the population was

white, about nine percent was Asian, and nearly two percent was Native American. The Hispanic population increased 41.5 percent while all other populations decreased between 1990 and 2000.

According to the 2000 Census, 44 percent of Elmwood residents were foreign born and six out of ten spoke English not very well or not at all. More than half (55%) of Elmwood residents age 25 or older had a high school diploma. The 12 percent unemployment rate among Elmwood residents in 2000 was a 30 percent decrease from 1990 but still higher than the citywide figure of 9.3 percent.

The median family income in Elmwood in 1999 was \$24,743, about one quarter lower than the citywide median. The overall incidence of poverty stayed the same (34%) between 1990 and 2000, while the rate for Hispanics increased by 60 percent. All other ethnic groups experienced a decline. In 2000, more than one in three residents, one out of three families and nearly half of all children (47%) were poor.

Housing tenure in Elmwood remained fairly stable between 1990 and 2000, with the proportion of owner-occupied housing units decreasing slightly; most housing units are multi-family. Although single-unit detached homes made up only three percent of all housing, the amount increased by 88 percent between 1990 and 2000. In 2000, more than two-thirds of the housing units in Elmwood were more than 40 years old. Almost half of Elmwood residents had been there for more than ten years; while more than a third had lived in their present units less than five years.

Neighborhood Statistics	Elmwood	Lower South Providence	Upper South Providence	Citywide
Size (Square Miles)	0.69	0.88	0.83	18.2
Population				
Households	3,611	1,764	1,676	62389
Individuals	11,533	5,744	4,965	173618
Percent Under 18	35.2	39.4	32.6	26.1%
Diversity				
Percent White	23.6	16	28.7	54.5%
Percent Black or African American	23.3	34.7	34	14.5%
Percent Non-Hispanic White	10.5	5.5	18.8	45.8%
Percent Hispanic	56.7	55.1	41.2	30.0%
Percent Asian or Pacific Islander	9.3	2.6	2.6	6.2%
Percent Native American	1.8	2.7	2.6	1.1%
Percent Other	31.5	36.9	24.4	17.6%
Percent Claimed 2 or more races	10.5	7.1	7.8	6.1%
Percent of Public school children primarily speak a Language Other than English	70	59	48	54.0%
Income				
Median Family Income	\$24,743	\$20,013	\$24,656	\$32,058
Median Household Income	\$22,885	\$16,857	\$19,112	\$26,867
Families Below Poverty	27.90%	39.50%	36.40%	23.9%
Households on Public Assistance	15.70%	17.90%	16.00%	10.2%
Housing				
Total number of housing units	4,005	1,892	1,895	67915
Percent Owner-occupied housing units	24.6	28.3	19.8	26.4%
Percent Single-family units	18.8	26	18	22.2%
Percent Duplex units	20.2	27.4	13.6	50.1%
Percent Multi-family units	69.2	46.7	68.3	70.1%
Percent of Housing built before 1960	68.1	58.2	54.4	34.6%
Percent Vacant units	9.7	8.7	9.6	8.1%
Percent Overcrowded housing units	16.8	13.7	8.5	8.4%
Median Sales Value and Number of Sales by Year				
for Single-family residence	\$116,000	\$72,500	\$65,000	\$130,000
for 2- to 5-family residence	\$130,000	\$110,000	\$110,000	\$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.

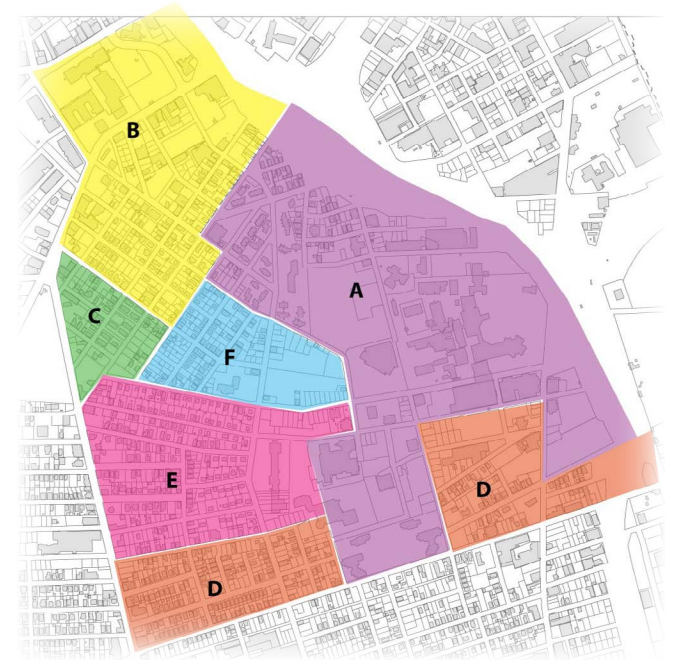
One step toward that goal is to conduct an in-depth analysis of the existing development patterns in each neighborhood. The character of an area is defined by a number of elements that combine to create a cohesive identity. Building placement and form, lot coverage as well as lot size, shape, and orientation 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.

Upper South Providence

The residential development patterns and housing types in the Upper South Providence neighborhood can be broken down into six distinct areas as shown below:

- A: The area bounded roughly by I-95 on the east, Friendship Street to the north, Pearl Street to the west down to Blackstone Street, Hilton Street further down to Public Street to the west, and Public Street and Blackstone Street to the south.
- B: The area north of area A bordered by I-95 to the east, Cranston Street to the north, Fricker Street and Somerset Street to the west, and West Clifford Street up to Lockwood Street and Friendship Street to the south.
- C: The roughly triangular area west of area B bordered by Somerset Street to the east, Broad Street to the west, and West Clifford Street to the south.
- D: The area comprising two geographic sites: one surrounded by area A and bounded by Eddy Street and I-95 to the east, Blackstone Street to the north, Plain Street to the west, and Public Street to the south; the second rectangular area bordered by Hilton Street to the east, Chester Avenue to the north, Broad Street to the west, and Public Street to the south.
- E: The area approximately bounded by Gay Street (to Perkins Street) to the east, Dudley Street to the north, Broad Street to the west, and Chester Avenue to the south.
- F: The roughly triangular area surrounded by Pearl Street to the east, West Clifford to the north and west, and Dudley Street to the south.



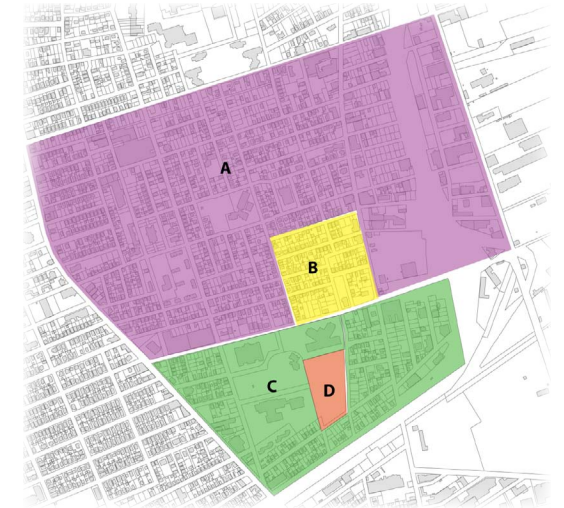
Upper South Providence is dense, with a mix of single-, two- and three-family houses and multi-family structures with up to seven units. Sidewalks in most of the neighborhood (except in the area defined as Typology A) are discontinuous and not pedestrian-friendly. Street trees are irregular and in many cases poorly maintained. On-street parking exists on one or both sides of most streets. As in the Elmwood and Lower South Providence neighborhoods, a good number of houses were built between the 1870s and the early 1900s, representing various Victorian-era styles, and many of them are sited at the lot lines, leaving little room for front yards. Most infill structures in the neighborhood date from the post-war era toward the end of the twentieth century, and are out of character with the early development in the neighborhood. Several infill projects over the past decade have been more consistent with the historic patterns of architecture and development.

Lower South Providence

The Lower South Providence neighborhood breaks down into four areas:

- A: The area bounded by Allens Avenue to the east, Public Street to the north, Broad Street to the west, and Thurbers Avenue to the south, excluding the square area B.
- B: The small area inside area A bounded by Eddy Street to the east, Ashmont Street to the north, Ocean Street to the west, and Thurbers Avenue to the south.
- C: The area bordered by Allens Avenue to the east, Thurbers Avenue to the north, Broad Street to the west, and I-95 to the south.
- D: The area inside area C bounded by Rugby Street to the east, Richardson Street to the north, Ocean Street to the west, and Pavilion Avenue to the south. This area is composed solely of the Williams Woods housing complex.

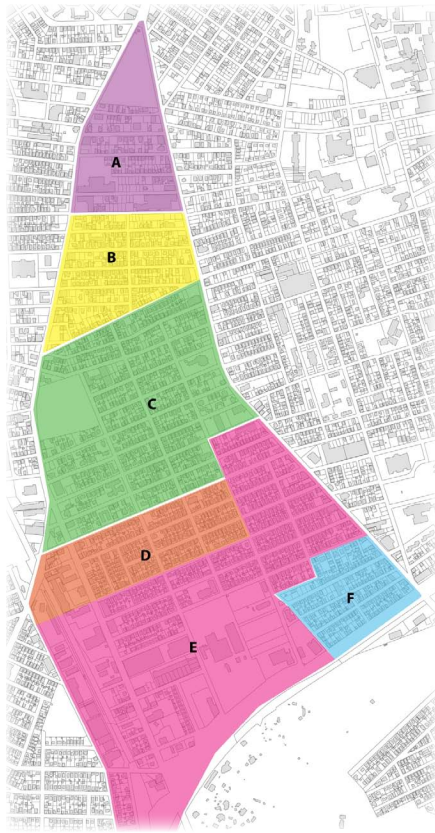
Lower South Providence has a primarily rectilinear street grid and, as in Upper South Providence, sidewalks are in poor condition with minimal street trees. Unlike the other two neighborhoods, most streets in Lower South Providence have double-sided street parking. As in the other two neighborhoods, many houses were constructed in the late nineteenth and early twentieth centuries, and post-war infill construction occurred primarily from the 1950s to the 1980s. Single-, two- and three-family houses are predominant in this neighborhood, with some more recent housing complexes, most notably Williams Woods, an attractive affordable housing community with 65 two- and three-bedroom units.



Elmwood

The Elmwood neighborhood consists of six typological areas:

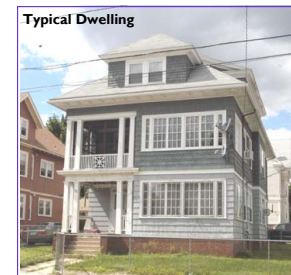
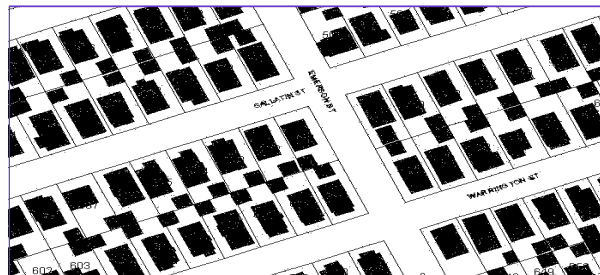
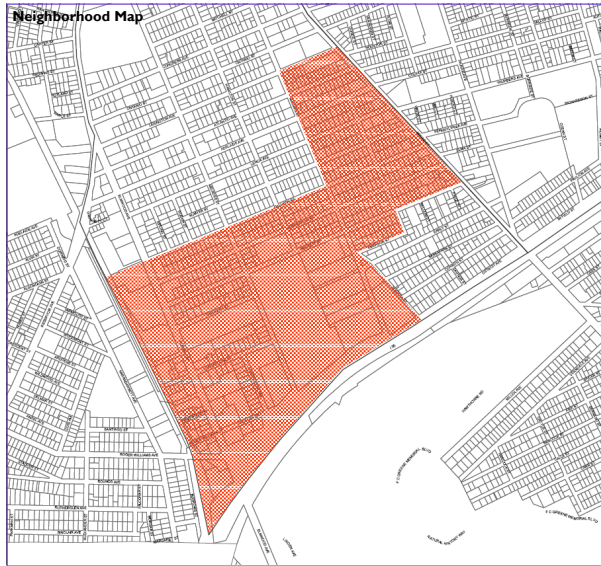
- A: The triangular area bounded by Broad Street to the east, Elmwood Avenue to the west and Chester Avenue to the south.
- B: The area bordered by Broad Street to the east, Chester Avenue to the north, Elmwood Avenue to the west, and Public Street to the south.
- C: The area bordered by Broad Street to the east, Public Street to the north, Elmwood Avenue to the west, and Adelaide and Lexington avenues to the south.
- D: The rectangular area bounded by Niagara Street to the east, Adelaide Avenue to the north, Elmwood Avenue to the west, and Gallatin Street to the south.
- E: Two sub-areas make up area E: the area bounded by Broad Street to the east, Lexington Avenue to the north, Niagara Street to the west, and Sackett and Thackery Street to the south; and the area bordered by Niagara Street to the east, Gallatin Street to the north, Elmwood Ave to the west, and I- 95 to the south.
- F: The southeast corner area bounded by Broad Street to the east, Sackett and Thackery streets to the north, Niagara Street to the west, and Detroit Avenue to the south.



Elmwood has continuous sidewalks (unlike the other two neighborhoods), with irregular and insufficient street trees. The sidewalks and street trees are generally better maintained in the local historic districts – Adelaide Avenue and Princeton Street are examples. Like Upper South Providence, Elmwood has both single- and double-sided on-street parking. Elmwood has two local historic districts and boasts abundant historic housing stock, including a number of former mansions along Adelaide Avenue. As in Upper and Lower South Providence, most houses were constructed between the late nineteenth and the early twentieth centuries, with infill construction primarily occurring from the post war era to the 1980s. Most infill in Elmwood is fairly consistent with pre-existing residential development patterns.

Sample Upper South, Lower South & Elmwood Neighborhood Typologies

Elmwood—Typology E



Defining Characteristics

Streetscape		Lots		Buildings			
Pavement Width	50 ft	Lot Size	4500—5000 sq ft	Type	Single-, multi-family	Roof Type/Pitch	Gambrel, gable
On-Street Parking	Double-sided	Lot Width	45—50 ft	Lot Coverage	30—35 %	Materials	Wood
Sidewalks	Continuous	Density	1-3 units per lot	Height	2-3 stories	Garages	Side, rear
Street Trees	Irregular	Side Yards	0—10 ft	Porch/Stoop	Porch	Outbuildings	No
Front Yard	5—20 ft	Rear Yard	30—50 ft	First Floor Elevation	2-4 ft		
Fences	Steel	Parking	Side	Street Facing Transparency	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.

Upper South, Lower South, and Elmwood Neighborhood Typologies

Upper South Prov—Typology B



Defining Characteristics				
Streetcar	Lot	Buildings		
Perman Width	40-50 ft	Lot Size	3200-4000 sq ft	Type
On-Street Parking	Single-sided	Lot Width	50-80 ft	Lot Coverage
Sidewalks	Discontinuous	Density	2.3 units per lot	Height
Street Trees	Irregular	Side Yards	5-10 ft	Porch/Stoop
Front Yard	0-10 ft	Rear Yard	30-50 ft	First Floor Elevation
Fences	Chain-link	Parking	Side, rear	Street Facing Transparency

Upper South Prov—Typology E



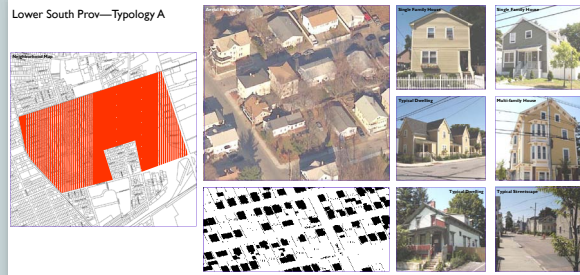
Defining Characteristics				
Streetcar	Lot	Buildings		
Perman Width	40, 50, 60 ft	Lot Size	3200-10000 sq ft	Type
On-Street Parking	Double-sided	Lot Width	35-100 ft	Lot Coverage
Sidewalks	Discontinuous	Density	1-3 units per lot	Height
Street Trees	Irregular	Side Yards	0-20 ft	Porch/Stoop
Front Yard	0-30 ft	Rear Yard	30-60 ft	First Floor Elevation
Fences	Wood, chain	Parking	Side	Street Facing Transparency

Upper South Prov—Typology F



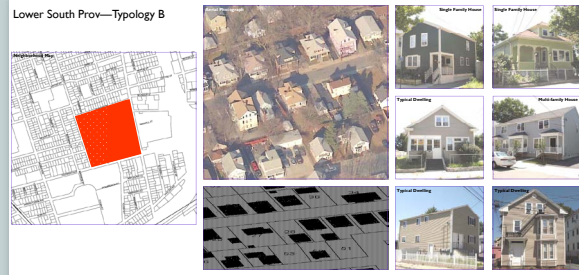
Defining Characteristics				
Streetcar	Lot	Buildings		
Perman Width	40, 50 ft	Lot Size	4000-10000 sq ft	Type
On-Street Parking	Single-sided	Lot Width	35-50 ft	Lot Coverage
Sidewalks	Discontinuous	Density	2.4 units per lot	Height
Street Trees	Irregular	Side Yards	0-15 ft	Porch/Stoop
Front Yard	0-15 ft	Rear Yard	30-60 ft	First Floor Elevation
Fences	Wood, chain	Parking	Side, rear	Street Facing Transparency

Lower South Prov—Typology A



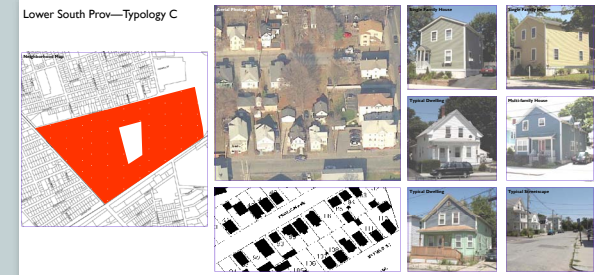
Defining Characteristics				
Streetcar	Lot	Buildings		
Perman Width	35, 40, 50 ft	Lot Size	3200-4000 sq ft	Type
On-Street Parking	Double-sided	Lot Width	40-60 ft	Lot Coverage
Sidewalks	Discontinuous	Density	2.3 units per lot	Height
Street Trees	Irregular	Side Yards	0-15 ft	Porch/Stoop
Front Yard	0-10 ft	Rear Yard	50-200 ft	First Floor Elevation
Fences	Vinyl, chain, wood	Parking	Side	Street Facing Transparency

Lower South Prov—Typology B



Defining Characteristics				
Streetcar	Lot	Buildings		
Perman Width	40 ft	Lot Size	3200-3000 sq ft	Type
On-Street Parking	Double-sided	Lot Width	40-60 ft	Lot Coverage
Sidewalks	Discontinuous	Density	1-3 units per lot	Height
Street Trees	Irregular	Side Yards	0-10 ft	Porch/Stoop
Front Yard	0-10 ft	Rear Yard	30-60 ft	First Floor Elevation
Fences	Vinyl, chain	Parking	Side	Street Facing Transparency

Lower South Prov—Typology C



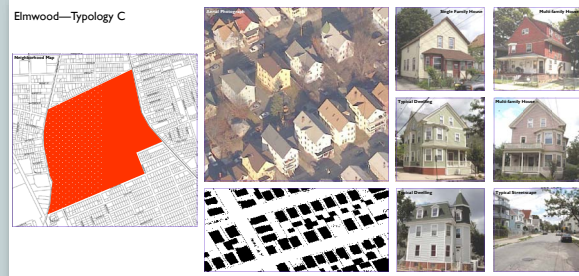
Defining Characteristics				
Streetcar	Lot	Buildings		
Perman Width	40, 50 ft	Lot Size	3200-10000 sq ft	Type
On-Street Parking	Double-sided	Lot Width	40-50 ft	Lot Coverage
Sidewalks	Discontinuous	Density	1.3 units per lot	Height
Street Trees	Irregular	Side Yards	0-15 ft	Porch/Stoop
Front Yard	0-10 ft	Rear Yard	50-200 ft	First Floor Elevation
Fences	Chain-link	Parking	Side	Street Facing Transparency

Elmwood—Typology A



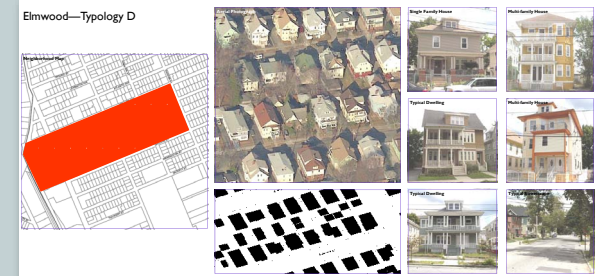
Defining Characteristics				
Streetcar	Lot	Buildings		
Perman Width	40, 50 ft	Lot Size	4000-8000 sq ft	Type
On-Street Parking	Placed	Lot Width	40-100 ft	Lot Coverage
Sidewalks	Continuous	Density	1-10 units per lot	Height
Street Trees	Irregular	Side Yards	0-10 ft	Porch/Stoop
Front Yard	0-10 ft	Rear Yard	40-50 ft	First Floor Elevation
Fences	Wood	Parking	Side, rear	Street Facing Transparency

Elmwood—Typology C



Defining Characteristics				
Streetcar	Lot	Buildings		
Perman Width	50 ft	Lot Size	4000-5000 sq ft - 10000 sq ft	Type
On-Street Parking	Double-sided	Lot Width	40-50 ft - 100 ft	Lot Coverage
Sidewalks	Continuous, w/gh conc.	Density	1-4 units per lot	Height
Street Trees	Irregular	Side Yards	0-10 ft	Porch/Stoop
Front Yard	5-20 ft	Rear Yard	35-40 ft	First Floor Elevation
Fences	Wood, chain	Parking	Side	Street Facing Transparency

Elmwood—Typology D



Defining Characteristics				
Streetcar	Lot	Buildings		
Perman Width	40-50 ft	Lot Size	5000 sq ft	Type
On-Street Parking	Double-sided	Lot Width	50 ft	Lot Coverage
Sidewalks	Continuous, w/gh conc.	Density	1-3 units per lot	Height
Street Trees	Irregular	Side Yards	0-10 ft	Porch/Stoop
Front Yard	5-20 ft	Rear Yard	20-40 ft	First Floor Elevation
Fences	Chain-link	Parking	Side	Street Facing Transparency

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 district.

Upper South Providence contains four National Register Historic Districts as well as isolated ICBD buildings. Lower South Providence also contains ICBD buildings. Elmwood has four National Register Historic Districts, two Local Historic Districts and multiple ICBD buildings located within its boundaries. The three neighborhoods also have a number of properties listed individually on the National Register.



Business and Industry

Commercial Areas

Commercial activity in Upper South Providence, Lower South Providence and Elmwood centers around the key commercial corridors: Broad Street, Elmwood Avenue and Eddy Street. Each has a unique commercial development pattern.

Broad Street, one of Providence's seven Neighborhood Markets areas, is the busiest commercial area. Over the course of about 1.3 miles it includes more than 120 merchants, with a wide variety of businesses including retail, medical, transportation, arts, human services, restaurants, and personal and beauty care services. The Neighborhood Markets program was established in 2005 with the goal of improving the overall quality of life in the city's neighborhoods by improving and empowering local business districts, which are the heart of community life and a source of community identity.

Elmwood Avenue is not quite as active as Broad Street, but does have several well developed retail areas, particularly between Warrington Street and Adelaide Avenue. Many auto-related businesses are located on the southern part of Elmwood Avenue. At the charrette many residents expressed a desire to see fewer of these businesses.

Medical facilities and other offices are currently located along Eddy Street, with very little retail development. Proximity and connection to Rhode Island Hospital affects development along Eddy Street – as evidenced by the many doctors' offices and clinics. Many commuters traveling to and from Cranston use Eddy Street instead of I-95 and use Eddy Street to access I-95 South at Thurbers Avenue, causing significant congestion during peak traffic hours.

Manufacturing

These three neighborhoods, particularly Upper and Lower South Providence, were once major manufacturing centers: part of Upper South Providence formed the Jewelry District together with Downtown. Though industries in general have declined in the past several decades, there are still quite a few manufacturing businesses in these neighborhoods that are mostly concentrated in jewelry and metal manufacturing and plating industries. There are also medical equipment manufacturing companies in Upper South Providence due to the presence of the hospitals.

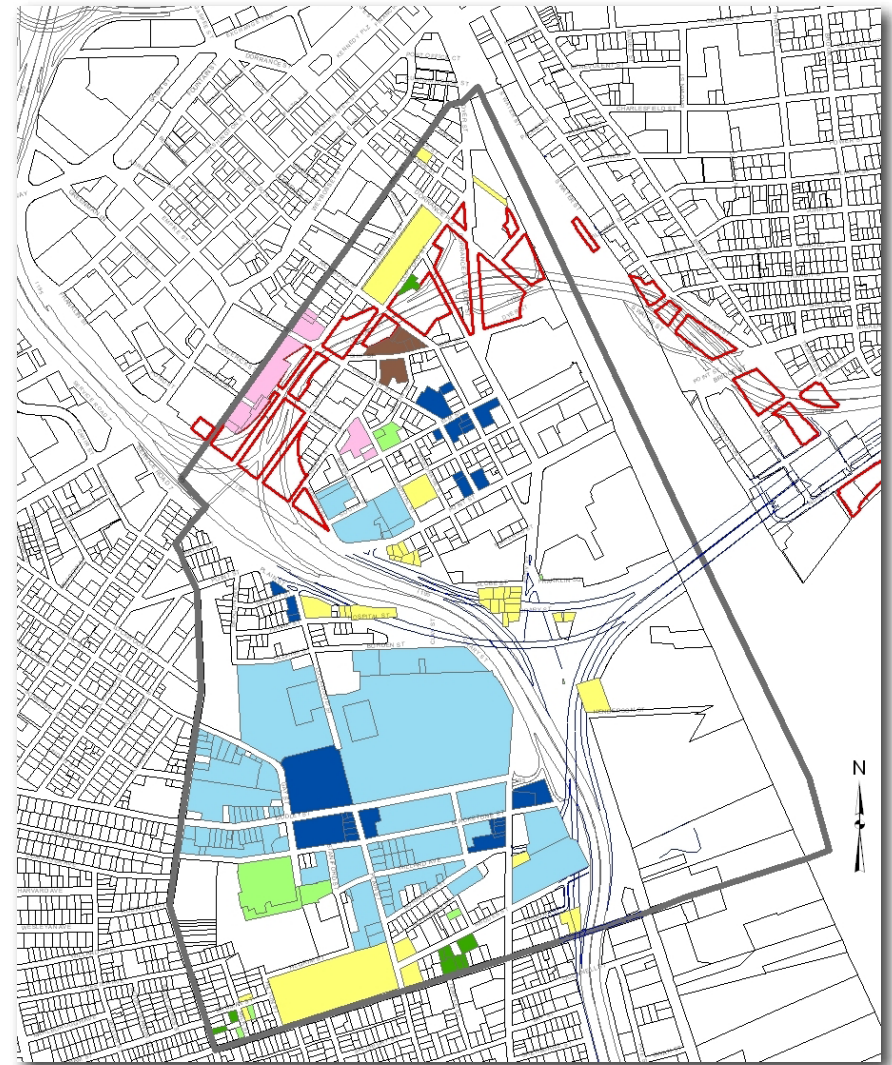
The Eddy Street corridor and the areas between Eddy Street and I-95 and between I-95 and Allens Avenue are where many industrial and manufacturing businesses are clustered. The portion of Allens Avenue in the Upper and Lower South Providence neighborhoods is home to two significant water-dependent marine industries, Sprague Oil and Promet Marine Services Corporation. Sprague is one of the largest suppliers of energy and materials handling services in New England with products including: home heating oil, diesel fuels, residual fuels, gasoline, and natural gas. Promet Marine Services Corporation is a ship repair and service company that works on a variety of commercial vessels such as barges, cable layers and bulk freighters, and other commercial vessels heading into New England ports.



Knowledge Economy

"The Knowledge Economy" – made up of industries that are knowledge-driven, knowledge-dependent and knowledge-producing, as opposed to a traditional manufacturing-based economy - is a centerpiece of Providence's long-term economic strategy. The city is home to several great institutions, such as Brown University, RISD and other colleges, and hospitals such as Rhode Island Hospital and Women and Infants. Many of these institutions are working collaboratively to help develop the city's knowledge economy through research efforts that will drive new projects, provide incubators for start-up companies, such as in the biotechnology field, and serve as an overall engine for entrepreneurial growth. The consortium of institutions in Providence offers a strategic advantage in fostering academic-industrial collaborations, creating business clusters and centers, and developing models of innovation and learning that will have positive impacts on research, education and commerce.

The knowledge economy in Providence will be centered in a district, a significant part of which will be located in the Upper South Providence neighborhood. As collaborations among the various partners in the knowledge economy effort are developed and executed, there will be positive impacts on Upper South Providence. One area of focus will be to generate jobs around the hospitals in the neighborhood. In particular, job training and education programs for residents will be an essential component of any initiative. Other impacts of these efforts on the neighborhood will be "healing" the edges of the institutional campuses, returning surface parking areas to house lots and green space, and constructing garages for institutional use.



Providence Knowledge Economy Area



Neighborhood Issues

Amenities and Services

In addition to being close to Roger Williams Park to the south and Collier Park to the east, these neighborhoods have many small-scale community gardens and other open spaces that are enjoyed by residents. Residents had very specific ideas about how these amenities could be improved, such as: planting an orchard in the Locust Grove cemetery; improving connections from Elmwood and Lower South Providence into Roger Williams Park, and from Upper South Providence to Collier Park; and cleaning up graffiti and trash in the parks.

There are approximately thirteen public schools and seven private schools that serve the Upper South, Lower South and Elmwood neighborhoods. It was recommended at the charrette that school facilities be open to the public after school hours to fully utilize resources and to allow more activities for neighborhood residents. Likewise, residents viewed the two public libraries – Southside Branch Library and Knight Memorial Library – as being underutilized. It was also suggested that additional gathering places to accommodate community programs and activities, and functional open spaces with well maintained gardens and amenities such as chess tables would be great improvements to the neighborhood.

Upper South Providence, Lower South Providence and Elmwood are identified by the Parks Department as three of the ten lowest canopy coverage neighborhoods in the city. To improve tree canopy and increase the number of street trees in these neighborhoods, residents, business owners and community organizations can take better advantage

of existing programs. These include the Providence Neighborhood Planting Program (PNPP), which focuses on the public streetscape, and Trees 2020, a low-cost resource for planting trees in private yards through the efforts of Groundwork Providence and the Parks Department. Charrette discussion stressed the need for collaboration among the City (Parks and Public Works departments), neighborhood groups, residents, and business owners to effectively coordinate and implement tree planting efforts.

Behind Women & Infants Hospital is the three-quarter-acre City Farm, one of the five community gardens of the Southside Community Land Trust (SCLT) throughout the West End and Southside neighborhoods. The City Farm provides farm-fresh food and flowers for local residents through local farmers' markets (Broad Street farmer's market), groceries, restaurants, coffee shops and food pantries such as Amos House, Food Not Bombs and the RI Food Bank. Neighborhood children also come to City Farm to learn the names of plants, help with weeding, look for worms in the compost pile, and pick and eat edible flowers and fruits. As with the Trees 2020 program, City Farm and its Children's Garden Program received positive feedback and support from the charrette participants.

Peace and Plenty Community Park, a neighborhood park and playground, is located on City-owned lots adjacent to St. Joseph Hospital. Neighbors and local institutions have come together as the Friends of Peace and Plenty Community Park, and are actively invested in the future of the immediate area. As St. Joseph Hospital is planning to move two of its three programs out of its current location, the Friends of Peace and Plenty Community Park expressed their interest in preserving the opportunities for community

gardening and creating more green space and recreation opportunities for neighborhood youth and families.

Access to the waterfront was another amenity that was discussed during the charrette, and several suggestions were made, including:

- Develop green corridors along Public Street and Thurbers Avenue.
- Maintain the bike path along Allens Avenue.
- Develop local attractions and events to draw people to the water.

Jobs and Business Opportunities

These neighborhoods contain many small businesses along major commercial corridors such as Broad Street and Elmwood Avenue, and many residents expressed interest in retaining local businesses and finding opportunities to help them grow. To improve safety in major commercial areas and protect and retain local businesses in high crime areas, better communication and collaboration with the police were recommended. In general, residents expressed a preference for smaller businesses; larger-scale mixed-use development was considered to be most appropriate on Broad Street, the busiest street in the neighborhoods, including the area near Bomes Theater.

The need for jobs in the neighborhoods is a major issue among residents, who argued that industries along the waterfront (Allens Avenue), as well as the hospitals, should prioritize local hiring. The waterfront and area between Eddy Street and the highway were identified as specific areas where job creation should be encouraged.

Neighborhood Issues (Cont'd.)

Prairie Avenue Initiative

The former Federated Lithograph building is located along Prairie Avenue, the goal of the Prairie Avenue Initiative is to redevelop the Federated Lithograph building to spur additional revitalization in the area immediately surrounding the building. It is hoped that the redevelopment of such a prominent neighborhood site will serve as a catalyst for additional economic development in the area, especially given the sites proximity to the RIH and WIH campus'. Issues to be resolved include how specifically to redevelop the site while preserving its historic resources and how best to redevelop the site to generate jobs and economic development for the neighborhood. The project that was recently submitted to the City Plan Commission calls for renovating the two existing buildings on site and constructing an addition to one of the buildings that will serve as a health center and the construction of an additional building for retail and commercial uses.



Institutions

Rhode Island Hospital and Hasbro Children's Hospital

Rhode Island Hospital is a private, not-for-profit hospital located on Eddy Street in Upper South Providence. It is the largest general acute care hospital in Rhode Island, employs 6,551 people, and is a teaching hospital affiliated with Brown University Medical School. Hasbro Children's Hospital, the pediatric division of Rhode Island Hospital, opened in 1994, and provides medical and surgical services for children from birth through age 18.

Neighborhood Relations

Lifespan/Rhode Island Hospital has a sub-committee specifically committed to neighborhood relations and community affairs. The subcommittee's focus has been on expanding job training and workforce development opportunities for neighborhood residents; assessing community health needs and barriers to health service access for neighborhood residents; and reducing gang-related



Neighborhood Issues (Cont'd.)

recidivist violence in collaboration with the Institute for the Study and Practice of Non-Violence. The hospital held a successful neighborhood open house that included an education, volunteer and career fair, with over 500 neighborhood residents attending and learning about opportunities at RIH. In addition, the hospital's funding support has been provided to the City's Davey Lopes Recreational Center's Summer Youth Basketball Program.

Workforce Development

A new workforce development program, "Stepping Up," has been organized to provide Providence neighborhood residents and hospital workers with the tools and support to advance in a health care career. Stepping Up staff helps program participants explore the many job options at RIH and WIH; determine participant need for securing a new job in health care; and develop individualized life/learning plans to acquire new skills and/or return to school. The program also provides services such as career exploration, job shadowing, mentoring, job counseling, academic advising, financial aid planning, tutoring, and internships.

As in past years, Lifespan will continue to fund the Youth Summer Employment Program. This program provides on-the-job experience, training and job development opportunities. The committee also sponsors job shadow days for middle school students and the Young Doctors Club, in partnership with Roger Williams Middle School. Partnership with the Health, Science & Technology High School, along with WIH and others, will continue as well.

Community Healthcare

Rhode Island Hospital continues to work in close collaboration with the Lifespan Community Affairs Committee and the Health Institute on health promotion and screening in South Providence neighborhoods, and supports the Rhode Island Refugee Resettlement Task Force, the Rhode Island Free Clinic and the Injury Prevention Center, all of which have a positive impact on South Providence.

Other Issues and Future Plans

Another major issue is the impact that the close proximity of the hospital complex has to the adjacent residential neighborhood. Large parking lots with insufficient landscaping and buffering are aesthetically incompatible, and their extensive paving contributes significantly to the heat island effect in the area. Suggested mitigation measures included construction of parking structures in place of paved lots, provision of effective landscaping and buffers, and returning parts of the parking area back to the neighborhood for residential or mixed use development. In 2008, Rhode Island Hospital began a major tree-planting initiative in coordination with WIH. Phase I is complete and the second phase will be scheduled when capital is available. This effort grew out of conditions of approval of the hospitals' Institutional Master Plan (IMP) and is expected to help mitigate the heat island effect generated by excessive paved surfaces, greatly improve neighborhood aesthetics and soften hospital/neighborhood edges.

Other initiatives undertaken by the two hospitals include continuing efforts to encourage employees to use public transit and bicycles. Provision of designated pickup and drop-off places and sheltered bicycle racks; preferred parking arrangements for carpoolers; and transit subsidies and incentives are all key components of hospital plans to ease traffic congestion in the neighborhood and increase the use of alternative travel modes.

In addition to programmatic goals and objectives, the IMP outlines Rhode Island Hospital's plans for a 5 to 10 year timeframe. Construction projects include the Bridge Building addition, which was completed in late 2008; a parking deck, which has no set start date; the relocation of the heliport, which is coordinated with the Bridge Building project; and the Jane Brown Building renovation. In the 10-year timeframe, possible projects include a parking structure, the addition of floors to the Davol Building, and as-yet undetermined plans for the historic Southwest Pavilion Building.

Neighborhood Issues (Cont'd.)

Women & Infants Hospital

Located at 101 Dudley Street, Women & Infants Hospital (WIH) is the largest obstetrical facility in the state, the second largest in New England and the seventh largest in the nation. It employs more than 2,900 people.

Workforce Development

As with Rhode Island Hospital, the major neighborhood concern is access to job opportunities. During the charrette, residents and community leaders expressed their concerns, asked questions, and offered their opinions to hospital representatives, who explained the hospital's effort to improve the situation: WIH participates in the Stepping Up program, described above, to provide career services to Providence residents.

Other Issues and Future Plans

Along with Rhode Island Hospital, "healing" the Women & Infants Campus with neighborhood edges is a significant issue. The Women & Infants IMP addresses these and other issues and identifies possible ways to mitigate their impact on the surrounding neighborhood. Some projects, such as the recently initiated tree-planting program, as well as the plan approval process itself, are conducted jointly with RIH. The principal project proposed in the IMP is an addition that will house the Neonatal Intensive Care Unit (NICU), Obstetrical (OB) beds, operational and support services, a new lobby, and mechanical space. This project was completed in 2009. Other planned projects include expansion and upgrading of existing facilities for the Radiology, Laboratory and Central Processing departments.

St Joseph Hospital

St. Joseph Hospital, sponsored by the Diocese of Providence, is primarily a rehabilitation center, with other components such as the psychiatric center as well as a center for health and human services, which all serve disadvantaged populations and fill a need in the surrounding neighborhoods. The hospital has two towers, the historic five-story west wing built in 1895 and the newer eight story east wing, built in 1960.

In October of 2009, Roger Williams Medical Center merged with St. Joseph Hospital; CharterCARE Health Partners is a new corporate entity that will administer both hospitals. The majority of the hospital services will be relocated.

Issues and concerns

The hospital's psychiatric and rehabilitation programs, including the Southern New England Rehabilitation Center, are scheduled to be moved by the end of 2009, but the outpatient health center, which provides primary care, dental care and other outpatient services to the immediate community, will stay in its current location.

Charrette discussion about St. Joseph was prompted primarily by the possibility of the hospital closing. Many participants noted that the site would be an excellent opportunity for a well-designed mixed-use development project with better connections to Trinity Square. The site was also suggested as an ideal location for a grocery store.

Because of the significant redevelopment opportunity at the site, it is recommended that the Diocese embark on a plan that includes neighborhood involvement in deliberations on the future of the building. The site should be used to bring jobs and needed services to neighborhood residents.

Neighborhood Issues (Cont'd.)

Housing

Charrette participants expressed pride in the neighborhoods' historic housing stock. The primary concerns are greater access to safe and affordable housing and maintaining and improving the character of the neighborhoods, especially in residential areas. Another important issue is poor property maintenance on the part of both absentee landlords and owner-occupants. The increasing number of vacant and foreclosed homes in the neighborhoods is also a significant concern.

KeepSpace Initiative

One initiative under way to develop more housing in these neighborhoods is the KeepSpace initiative. The Trinity Gateway Alliance (TGA) KeepSpace program is a collaborative effort of three Community Development Corporations (CDCs) and two churches – Community Works RI, West Elmwood Housing Development Corporation (WEHDC), SWAP, Inc, Grace Church, and Trinity United Methodist Church – to develop mixed-use projects. The Alliance has also reached out to Rhode Island Housing, Providence Department of Planning and Development, Providence School Department, RIPTA, and RIDOT to coordinate its efforts on future plans. The target area includes the northern Broad Street, Elmwood Avenue, Westminster Street, and Cranston Street corridors and surrounding neighborhoods, ranging from I-95 on the north to Potters Avenue on the south.

The TGA Program proposes five major rental housing/mixed-use developments: Trinity Place/Princeton Place, Louttit Laundry, Parkis/North Elmwood Phase 3, Westfield Commons, and Trinity United Methodist

Church Artist Housing, as well as a number of homeownership projects. The TGA will create 235 units of affordable units (161 rental and 74 homeownership projects) and 47 market rate housing units (40 rental and seven ownership). It will also develop a program for creating connections and knitting those units into the TGA KeepSpace Target Area. TGA KeepSpace is planned to be developed in three phases. The first stage would consist of the five KeepSpace housing developments most ready to proceed: Westfield Commons; 36 Parkis Avenue; Trinity Place/Princeton Place; Trinity United Methodist Church; and WEHDC homeownership. The second stage would consist of the remaining KeepSpace housing developments and the third stage would contain future development opportunities – identified sites where Alliance members do not yet have site control. The non-housing elements would be developed concurrently with the housing in Phase 1 and Phase 2. The program is currently in its planning stage.

Safety

Safety was identified as one of the biggest problems in these neighborhoods. Ways to address this include better communication and an improved relationship with the police. Other possible measures include fixing the broken streetlights and adopting Crime Prevention through Environmental Design (CPTED) techniques – a multi-disciplinary approach to deterring criminal behavior through environmental design. Prostitution, loitering and littering were also cited as serious nuisance issues for residents and businesses; Whitmarsh Street at Elmwood Avenue was identified as a specific trouble spot.

Circulation

Connections within these three neighborhoods, as well as to other areas including downtown, the waterfront and Roger Williams Park, were the main circulation issues discussed at the charrette. Repairing roads, fixing sidewalks and lighting, improving streetscapes with additional trees and street furniture, extending RIPTA service, and adding bike lanes were among the many suggestions offered. These neighborhoods represent a large share of transit ridership and Broad Street is RIPTA's busiest route. The ongoing Metropolitan Transit Study is targeting Broad Street for enhanced transit service, including Bus Rapid Transit (BRT). Broad Street improvements will focus on station amenities. The addition of new "peripheral hubs" to ease the burden on Kennedy Plaza is also in the planning stages. Two of these hubs are planned for Elmwood and Upper South Providence. One peripheral hub will be located opposite Rhode Island Hospital near Eddy Street on property currently used for parking and as a staging area for I-195 construction. This hub will not be constructed until the completion of the Interstate 195 relocation project. The second peripheral hub will be located on Cahir Street between Westminster Street and Broad Street. This hub will accommodate five bus berths along the western curb of Cahir Street.



Neighborhood Issues (Cont'd.)

Traffic congestion along the major streets (Elmwood Avenue, Broad Street, Eddy Street, and Public Street) is another problem that charrette participants would like to see addressed. The idea of implementing overnight on-street parking was met with mixed reviews among the participants. More effort should be given to promoting pedestrian safety, especially for children, by installing traffic signs and crossing lights. Illegal on-street parking was also addressed; possible solutions include installing proper signage, instituting a permit parking system and increasing enforcement. One specific area of concern is the potential relocation of St. Joseph Hospital: residents are interested in the restoration of improved traffic circulation through the area by reconnecting dead-ended streets.

Infrastructure

Residents spoke strongly about the need for infrastructure improvement and repair. Priorities include streets and sidewalks, lighting, and street furniture. Maintenance and vandalism control are necessary to ensure that improvements have lasting effects, possibly through the combined efforts of the City, businesses and residents.

Aesthetics/Character

Much of the aesthetics and neighborhood character discussion focused on maintaining and preserving the historic character of residential areas, and supporting and encouraging the quality of vibrant local businesses along the major thoroughfares. People said they were proud of their neighborhoods' diverse and historic character and support efforts to preserve it. One of the most strongly supported potential projects in the neighborhoods is the preservation and utilization of

the abandoned synagogue on Broad Street. The lack of information regarding historic district guidelines for new homeowners was also discussed, and requiring realtors to provide prospective buyers with historic district information was suggested.

Discussion about neighborhood character and urban design highlighted specific development and neighborhood features that residents like and dislike. The HUD housing at the corner of Updike and Public streets was singled out for its good urban design and maintenance. The new mixed-use SWAP complex on Broad Street was also highly regarded, as were the Elmwood Foundation (now CommunityWorks RI) housing at Broad and Public streets, and the Habitat for Humanity House on Daboll Street. The open space and gardens at these and other developments are highly valued. On the other hand, sites with security gates, empty tree pits, lots with cars parked right up to the sidewalk, and a lack of green space were high on the list of "dislikes."

The prevalence of trash and litter was said to negatively impact the character of the area. Residents complained that the City's street sweepers often leave residue near speed bumps and that recycling personnel destroy recycling bins. The City's perceived lack of responsiveness to citizens' calls and reports was also a topic of discussion. It was noted by City staff that the Office of Neighborhood Services response system has been revamped and citizen complaints and requests will be more effectively handled with the new system in place.



Neighborhood Action Plan

The key outcome of the Upper South Providence, Lower South Providence and Elmwood charrette was the development of a multi-phased 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

ACT - Department of Arts, Culture and Tourism (City of Providence)

Parks - Parks Department (City of Providence)

PPD - Providence Police Department

Recreation - Recreation Department (City of Providence)

RIH - Rhode Island Hospital

Hasbro - Hasbro Childrens Hospital

HDC - Historic District Commission (City of Providence)

RIDOT - Rhode Island Department of Transportation

CRMC - Coastal Resources Management Council (State)

ZBR - Zoning Board of Review (City of Providence)

TED - Traffic Engineering Division (City of Providence)

Schools - Providence Public School District (PPSD)

PEDP - Providence Economic Development Partnership

ONS - Office of Neighborhood Services (City of Providence)

WIH - Women & Infants Hospital

Upper South Providence, Lower South Providence and Elmwood Initiatives

Initiatives/Projects	Actions	Project Lead	Target Date
Actively involve the Upper and Lower South Providence and Elmwood neighborhoods in community decision-making.			
Promote collaboration between City government, neighborhood residents and businesses to achieve the vision for Elmwood and Upper and Lower South Providence.	Identify strategies to broaden community participation in implementing the plan, such as organization of neighborhood and merchant associations where needed; development of outreach plans.	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 proposed projects for consistency with the City's Comprehensive Plan and the 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 and initiatives, including street tree planting and recycling, can improve their neighborhoods.	DPD	Ongoing

Initiatives/Projects	Actions	Project Lead	Target Date
Preserve and enhance Upper South Providence, Lower South Providence and Elmwood as vibrant urban neighborhoods with a high quality of life.			
Increase opportunities for and access to safe and affordable housing.	Publicize existing housing programs, such as down payment assistance, emergency repairs, lead abatement, and the new homeowner rehab loans for foreclosed homes, through the DPD website, and distribute brochures at neighborhood centers, meetings and events.	DPD	Ongoing
	Use City and federal programs, such as housing loan programs for homebuyers, to increase homeownership levels in the neighborhoods.	DPD	Ongoing
Maintain and improve the character of commercial corridors and residential areas in the neighborhoods	<p>Enforce traditional neighborhood commercial design standards for structures on Broad Street and Elmwood Avenue, and promote the following:</p> <ul style="list-style-type: none"> • Elmwood Avenue: Create commercial node areas (Mawney to Redwing streets, Lexington to Adelaide avenues) to allow a mix of commercial, office and residential uses (in areas where mixed-use is present today), with traditional neighborhood design standards. • Trinity Square: Create a mixed-use commercial node from the Broad Street/Elmwood Avenue intersection to the Service Road to serve as transition to downtown, with taller buildings closer to the highway and with traditional neighborhood design standards. • Broad/Public streets: Create a commercial node to allow higher scale and intensity at this mixed-use commercial node, but maintain existing scale for the rest of Broad Street. • Eddy Street: Keep M1 zone with business mixed-use in area between Thurbers Ave. and Dudley St. Taller buildings for office, research and light industrial development could be allowed on the east side between Eddy Street and I-95, with a mix of use. New construction on the east side of the street should be set back 10 feet to allow for the possibility to widen the street in the future. Maintain and encourage neighborhood-scale mixed-use on the west side of the street. • Thurbers Avenue: Rezone the current residential area to C1 from Prairie Ave. to Eddy St. along the north side of the street. • Rezone the R1 area around Warrington Ave. (from Hamilton Street to Niagara Street) to R2. 	DPD	Short-term
	Develop zoning regulations that promote the best examples of existing neighborhood character, as identified in the neighborhood typologies, to ensure that new development will blend with the existing character of the neighborhood. Ensure that regulations include alternatives that address unique topography and other special site conditions.	DPD	Short-term
	Target streets with high concentrations of vacant and blighted/nuisance properties for revitalization as a catalyst for improving the surrounding neighborhoods.	Parks, DPD	Short-term
	Improve enforcement of zoning and building codes and regulations.	DIS	Ongoing

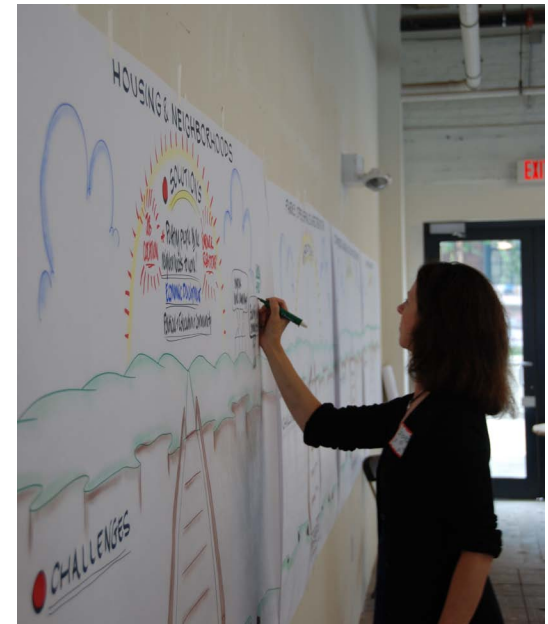
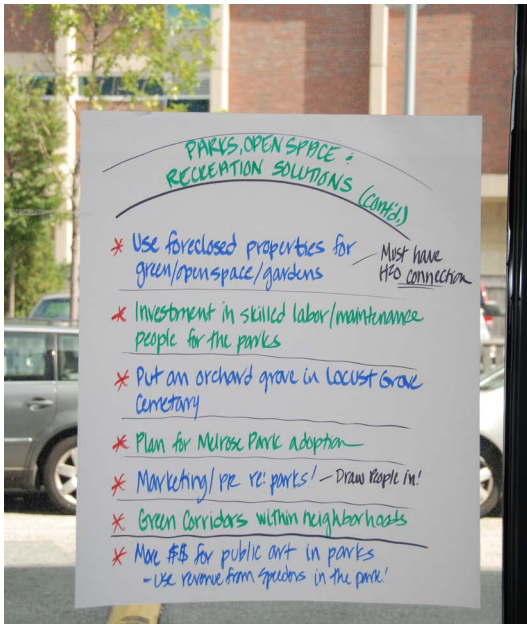
Initiatives/Projects	Actions	Project Lead	Target Date
Preserve and enhance Upper South Providence, Lower South Providence and Elmwood as vibrant urban neighborhoods with a high quality of life. (Cont.)			
<p>Protect vulnerable historic buildings that are not currently in Local Historic Districts.</p>	<p>Amend the Zoning Ordinance to extend Local Historic District boundaries to include buildings listed on the National Register of Historic Places that are not currently in a Local Historic District. Include individually significant structures in a landmark district (a noncontiguous local historic district.) Below is a preliminary list of structures in Upper South Providence, Lower South Providence and Elmwood:</p> <ul style="list-style-type: none"> • 25-31 Ontario Street, Ontario Apartments • 37-41 Ontario Street, Ontario Apartments • 571 Broad Street, Israel B. Mason House • 674 Westminster Street, All Saints Memorial Episcopal Church • 747 Broad Street, Calvary Baptist Church • 61 Croyland Road, St. Michael's R.C. Church Complex • 169 Briggs Street, Mason Tillinghast House • 239 Oxford Street, St. Michael's R.C. Church Complex, Parish House • 445 Prairie Avenue, South Providence Branch Library • 865 Eddy St., George A. Rickard House • 7 Harvard Avenue, David Sprague House • 104 Beacon Avenue, School • 105 Glenham, Temple Beth-EL • 113 Beacon Avenue, City Wardroom • 120 Robinson, Matthew Lynch House • 322 Broad Street, Trinity Battery Service Building 	<p>DPD, HDC</p>	<p>Short-term</p>

Initiatives/Projects	Actions	Project Lead	Target Date
Preserve and enhance Upper South Providence, Lower South Providence and Elmwood as vibrant urban neighborhoods with a high quality of life. (Cont.)			
Improve connections within the neighborhood and from the neighborhood into downtown for drivers, bikers, pedestrians and transit users.	Increase the frequency of transit service on Prairie Avenue.	RIPTA	Short-term
	Construct a peripheral hub at the RI Hospital parking lot.	RIPTA	Short-term
	Investigate opportunities for on-street bicycle lanes or "sharrows" on Broad and Eddy streets, Elmwood, Allens and Prairie avenues, and other neighborhood streets.	DPD, DPW, TED Community Groups	Short-term
	Investigate opportunities for street cars and/or light rail service along Elmwood Avenue	DPD, DPW, TED Community Groups	Long-term
	Work with RIPTA, DPW and RIDOT to coordinate traffic signals and enhance bus shelters at identified commercial nodes.	RIPTA, RIDOT, DPW	Short-term
Improve community safety.	Promote interaction between the police and the community so that the police continue to become better acquainted with community issues and community members.	Community Groups, PPD	Ongoing
	Support community groups to create a neighbors' network through a free online listserv such as a yahoo group. For example, Washington DC has an effective system of "Neighborhood Commissioner" and Yahoo! listserv through which people can communicate with each other and convey their opinions to City Hall.	Community Groups	Ongoing
	Encourage the use of Crime Prevention Through Environmental Design (CPTED) standards.	DPD	Ongoing
	Identify areas with insufficient or broken lighting for installation and repair.	Community Groups, National Grid	Ongoing
	Install a pedestrian crossing light and signage at Princeton Avenue near the Gilbert Stuart Middle School.	DPW	Short-term
	Remove the phone booths at Elmwood and Lockwood to prevent usage by drug dealers and prostitutes.	DPW, Verizon	Short-term
Improve neighborhood infrastructure.	Work with DPW to improve neighborhood infrastructure and identify where sewers, sidewalks and streets need improvement, such as Princeton Avenue, Somerset Street, Portland Street, and West Clifford Street.	DPW, Community Groups	Short-term
	Provide additional trash containers for stores along the commercial corridors.	DPW, Merchant Associations	Ongoing

Initiatives/Projects	Actions	Project Lead	Target Date
Increase opportunities for business and job growth.			
Promote and expand job and training opportunities for neighborhood residents.	Promote the First Source program, particularly with local institutions, by distributing brochures and applications at neighborhood centers, meetings and events, and continue to support job training opportunities sponsored through the First Source program to everyone on the First Source list.	DPD	Ongoing
	Collaborate with neighborhood organizations, businesses, and institutions to identify and promote job training opportunities.	Community Groups, Business Associations, Institutions	Ongoing
	Work with Providence Economic Development Partnership (PEDP) to develop a catalogue of existing job and training opportunities.	PEDP, Community Groups, Institutions	Short-term
	Develop a neighborhood job training program using the youth build program model to meet neighborhood needs.	Community Groups	Mid-term
Promote business growth in the neighborhood.	Publicize available incentives for job creation, such as the PEDP Revolving Loan Fund.	PEDP, Business Associations	Ongoing
	Promote business assistance programs including technical assistance, storefront improvement grants and micro-loans, and the Neighborhood Markets Program.	DPD	Ongoing
	Support existing and future merchant groups on Broad Street and Elmwood Avenue.	DPD, Merchant Associations	Ongoing
Maintain and improve the character of commercial corridors.	Work with neighborhood merchant associations to identify business owners' needs, concerns and issues, and address them through existing business assistance programs.	DPD, Merchant Associations	Short-term
	Work with local neighborhood merchants and merchant associations to determine the feasibility of establishing a "clean team" to maintain the major commercial corridors in the neighborhoods.	Merchant Associations, Community Groups	Short-term



Initiatives/Projects	Actions	Project Lead	Target Date
Protect, promote, maintain, and improve recreational opportunities, open space, green space, and environmental resources.			
Improve recreational opportunities at and neighborhood access to Roger Williams Park.	Work with the Parks and Recreation departments to identify potential opportunities addressing the specific needs of neighborhood residents, such as community gardens and recreational programs.	Parks, Recreation, Community Groups	Short-term
	Develop reliable, consistent shuttle service to and within Roger Williams Park.	RIPTA, Parks	Mid-term
	Make entrances to Roger Williams Park more accessible to bicycles and to people with disabilities.	Parks	Mid-term
	Examine the potential for additional neighborhood connections to Roger Williams Park at the National Grid site.	DPD, Parks	Short-term
Improve maintenance of and neighborhood accessibility to existing parks; create a network of connected green spaces.	Examine possibilities to increase funding for park maintenance and to develop a youth work program focused on park maintenance.	Parks	Short-term
	Evaluate the potential for a greenway to the waterfront along Public Street and require private developers to include design-specified public access right-of-ways in their plans.	DPD	Short-term
	Create and implement a marketing/PR campaign to promote the parks (including development of a cohesive wayfinding system with emphasis on historic resources) to draw more people.	Parks	Ongoing
	Unlock Jacqueline Clements Memorial Park.	Parks	Short-term
	Re-open Collier Park to the public.	Parks	Short-term



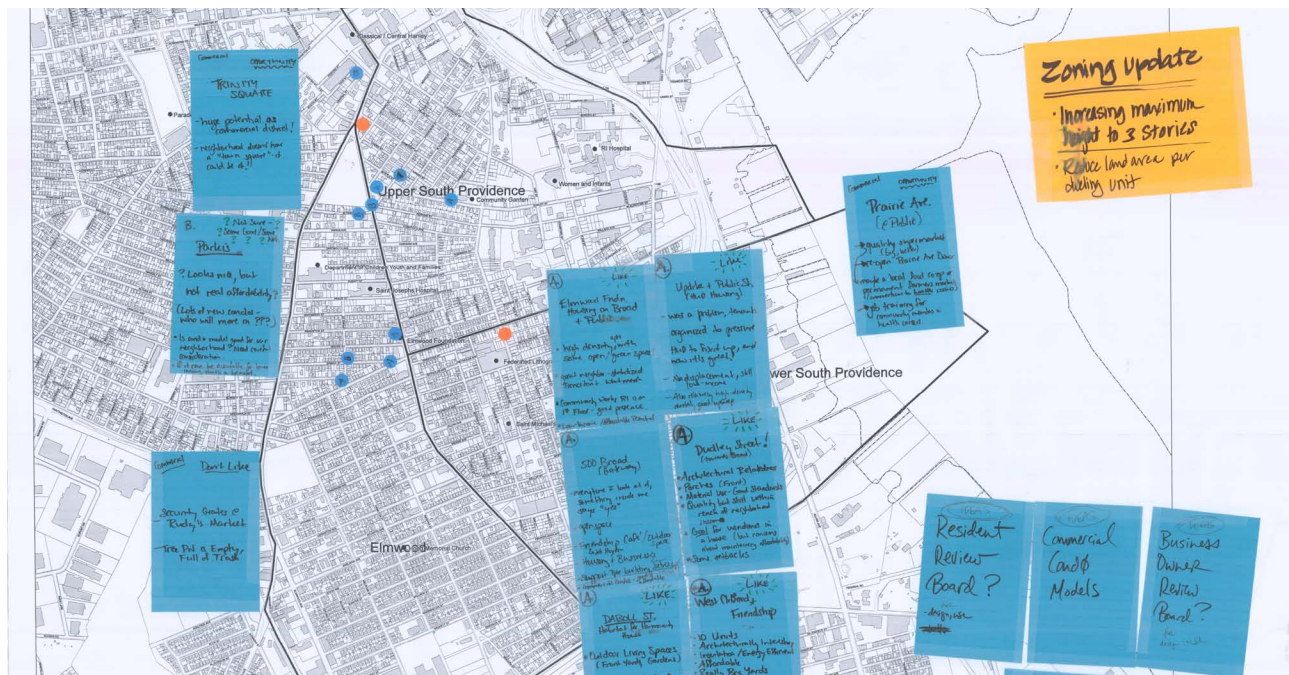
Initiatives/Projects	Actions	Project Lead	Target Date
Protect, promote, maintain, and improve recreational opportunities, open space, green space, and environmental resources. (Cont.)			
Create opportunities for new parks, open spaces and community gardens, and undertake beautification efforts at existing green spaces.	Work with community organizations to identify and evaluate the best locations for community gardens and the level of sustained interest among residents in those areas to create a community garden plan that sites gardens throughout the city.	Community Groups	Ongoing
	Encourage institutions to partner with local community groups to create additional opportunities for parks and community gardens.	Community Groups, Institutions	Ongoing
	Work with local PTOs and the Providence School Department to consider establishing community gardens on school grounds, with an education component for students.	Local PTOs, Schools	Ongoing
	Evaluate Davey Lopes Recreation Center and its surroundings for a prospective park/open space location.	Parks, Recreation	Short-term
	Create an orchard at the Locust Grove Cemetery and work with the Parks and Recreation departments and neighborhood groups to develop ways to improve safety.	Parks, Property Owners, SCLT	Mid-term
	Support the efforts of Friends of Peace and Plenty Community Park to identify funding to expand the park into adjacent vacant land.	Friends of Peace and Plenty Community Park, Parks	Mid-term
	Evaluate ways to improve and maintain Mashapaug Pond and surrounding areas.	Parks	Mid-term
	Work with SWAP to create a plan for Melrose Park adoption and reclamation.	Parks, SWAP	Short-term
Promote the planting and maintenance of street trees.	Work with the City Forester to make these neighborhoods a focus of Trees 2020 by promoting the planting program through neighborhood groups.	City Forester	Ongoing
	Encourage developers and businesses to plant trees on their premises.	City Forester, DPD	Ongoing



Initiatives/Projects	Actions	Project Lead	Target Date
Balance the needs of healthy institutions with healthy neighborhoods.			
Heal neighborhood edges around Rhode Island Hospital.	Collaborate with the hospitals in converting surface parking lots into parking structures and other uses such as residential house lots and mixed-use development.	Hospitals, DPD	Mid-term
	Encourage Rhode Island Hospital and Women and Infants to implement Phase 2 of the tree planting initiative and consider additional landscaping.	DPD	Short-term
Increase synergy among institutions and between institutions and the neighborhoods.	Encourage Lifespan to continue to expand its neighborhood youth training program.	Community Groups, Lifespan	Ongoing
	Encourage the hospitals to continue to improve efforts to train and hire neighborhood residents.	RIH, WIH, Hasbro, Community Groups	Ongoing
	Consider formation of a working group to assess the future of the St. Joseph Hospital building, exploring its potential as a business/medical/commercial incubator in the neighborhood.	DPD, Community Groups	Short-term
	Work with CommunityWorks Rhode Island, the Friends of Peace and Plenty Community Park, and neighbors to expand green space in the event that the St. Joseph Hospital property is redeveloped.	Community Works RI, Friends of Peace and Plenty Community Park, DPD	Short-term
Improve regulations.	Amend the zoning ordinance to require institutional master plans (IMPs) to provide detailed information on institutions' plans for long-term growth and to involve more community input.	DPD	Completed

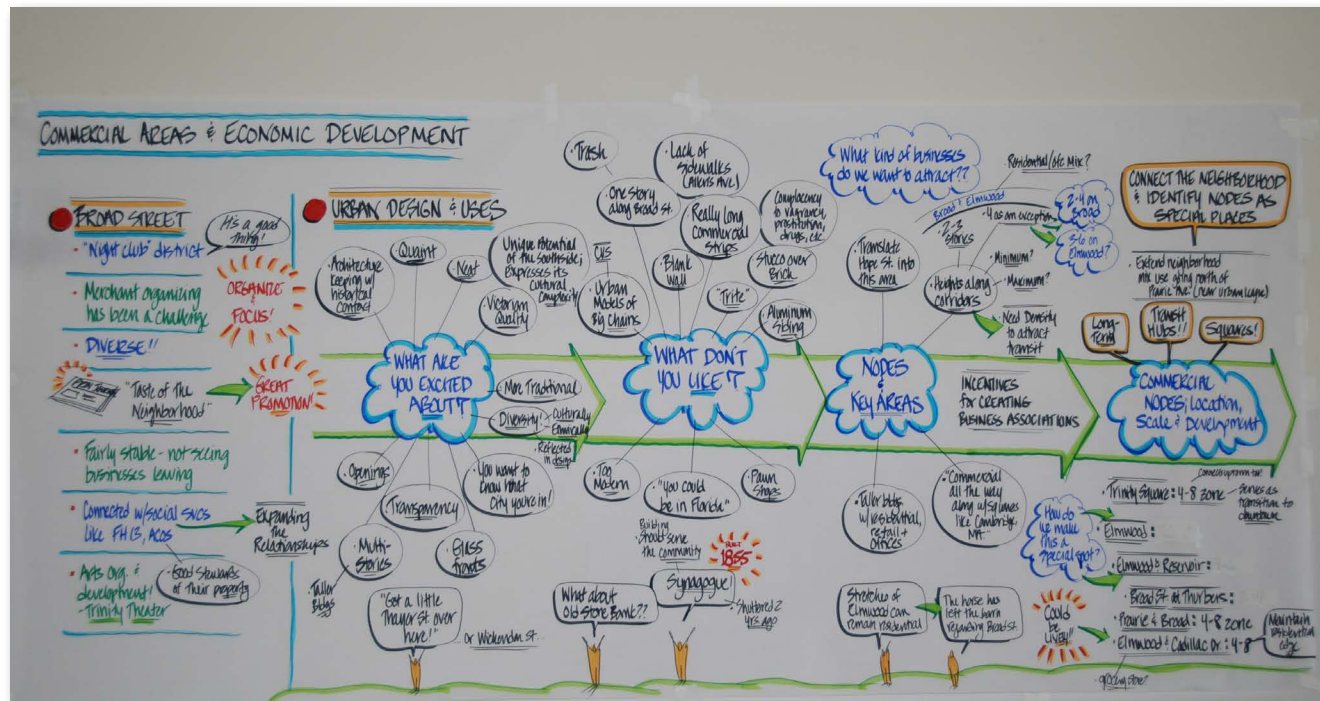
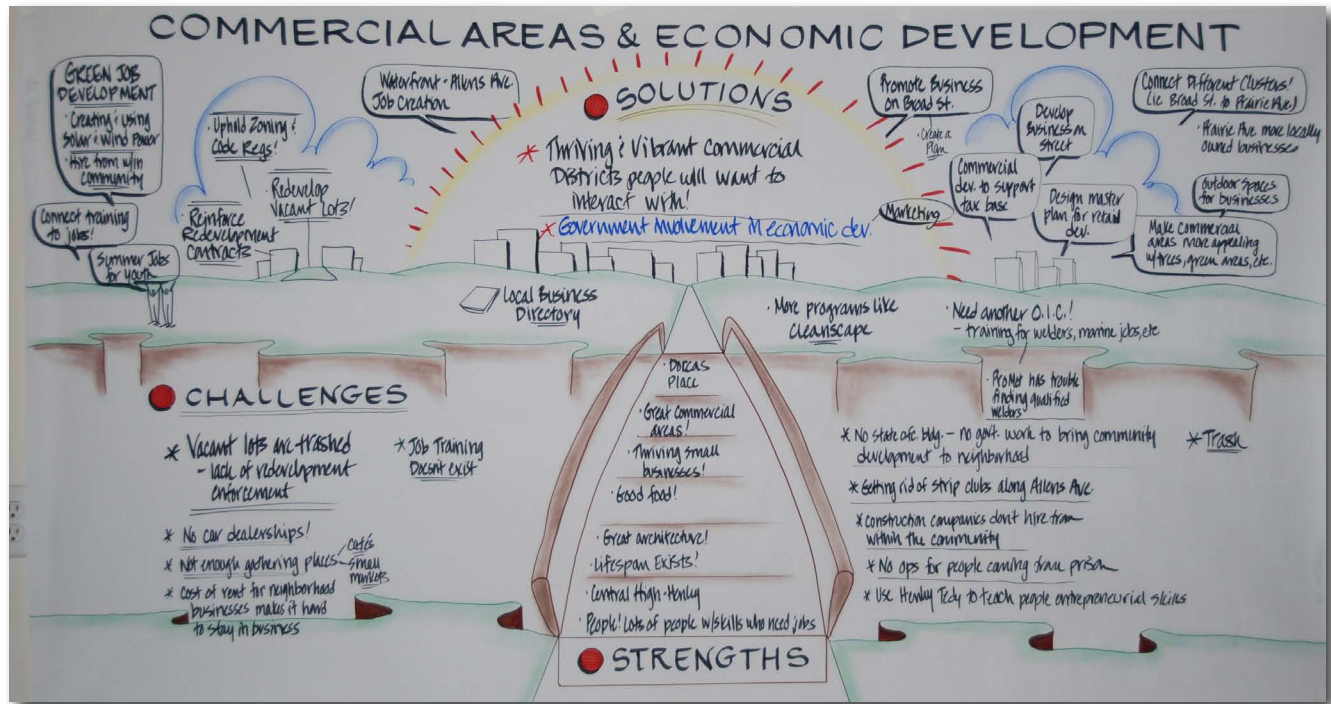


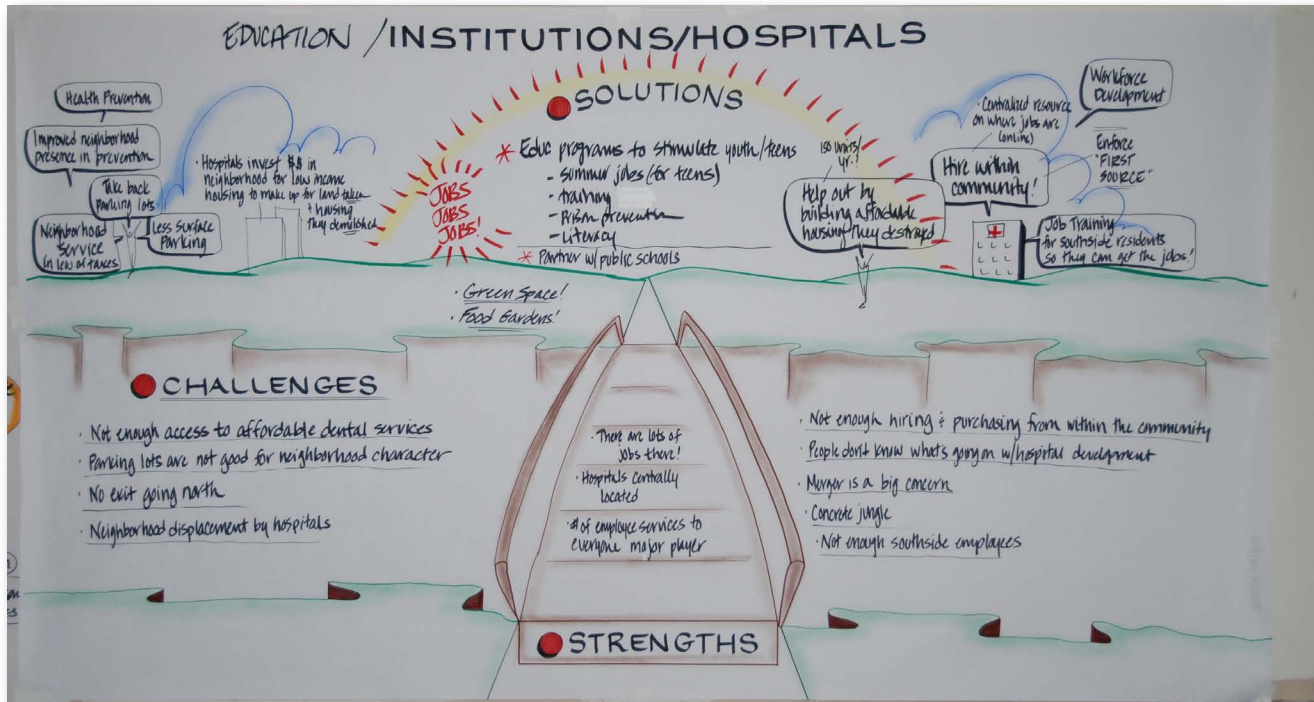
Initiatives/ Projects	Actions	Project Lead	Target Date
Based on an extensive review of use patterns and current land use regulations, zoning amendments and comprehensive plan amendments should be considered for the following areas to reflect existing uses, encourage appropriate new uses and protect neighborhood character.			
Upper South Providence	Parcels north of Lockwood Street from Wickham to Stewart streets from Commercial to Manufacturing/Industrial	DPD	Short-term
	Parcels east of Eddy Street from Dudley to Goff streets from Heavy Commercial to Manufacturing/Industrial.	DPD	Short-term
Lower South Providence	Parcels south of Public Street, approximately from Prairie Avenue to Cahill Street, from Three-family Residential to General Residence District.	DPD	Short-term
	Parcel south of Public Street and west of Temple Street from Three-family Residential to Manufacturing/Industrial.	DPD	Short-term
	Second parcel along Temple Street from Three-family Residential to Manufacturing/Industrial.	DPD	Short-term
	Parcels along the west of Eddy Street from Potters Avenue to O'Connell Street from Industrial to Three-family residential.	DPD	Short-term
	Two of the parcels from Thurbers to Pavilion avenues, from Prairie Avenue to Rugby Street, which are currently zoned for General Residential, to Public Space to reflect the new school construction.	DPD	Short-term
Elmwood	Parcel along Elmwood Avenue between Dartmouth Avenue and Plenty Street from Heavy Commercial to Neighborhood Commercial.	DPD	Short-term
	Parcels at the right corner of Niagara/Ontario streets from Three-family Residential to General Residence District.	DPD	Short-term

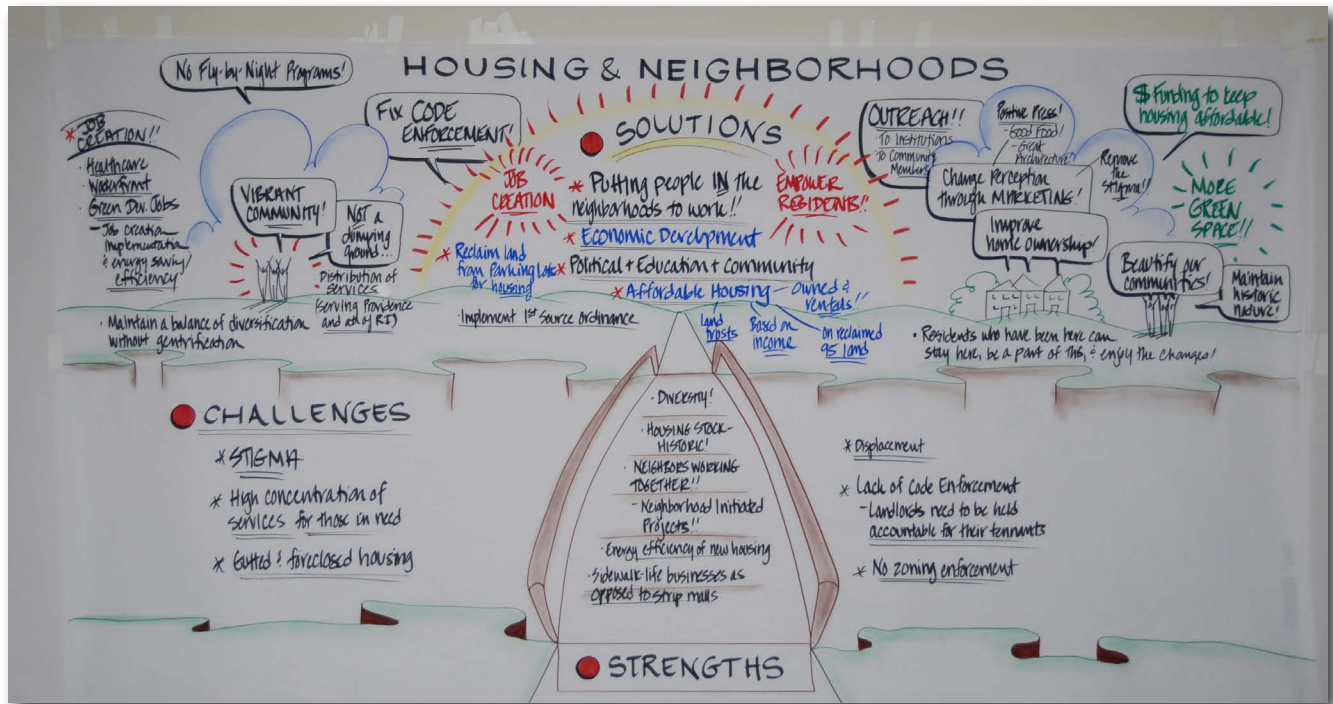


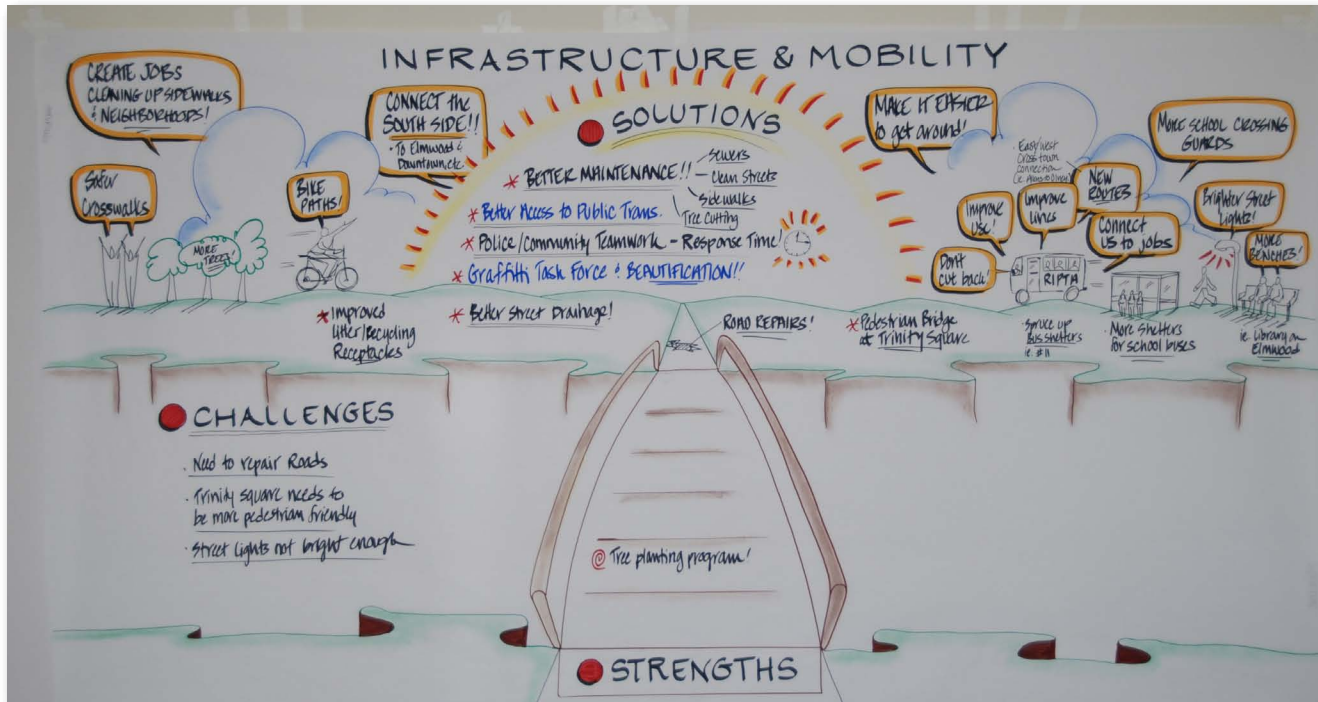
Graphic Recording

The following images were created during charrette sessions by a graphic artist. They reflect the comments and issues raised during each session.









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 Upper South Providence, Lower South Providence & Elmwood for participating in this effort, and to the Pearl Street Loft for generously donating space for the charrette.

The Charrette Team

Mayor David N. Cicilline

Councilwoman Balbina Young

Councilman Miguel Luna

Councilman Luis Aponte

ReVision Architecture

Thomas E. Deller, AICP, Director

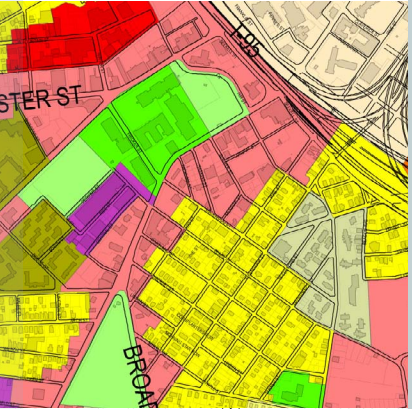
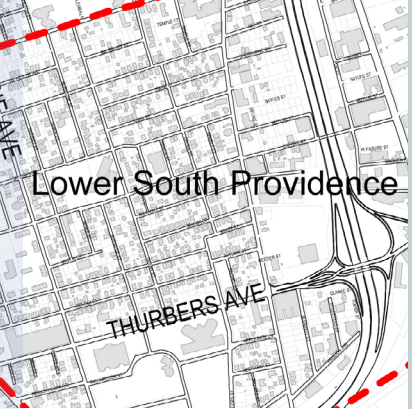
Linda M. Painter, AICP, Deputy Director

Bonnie Nickerson, AICP, Director of Long Range Planning

Melanie Jewett, AICP

David Everett


Eunha Kwon

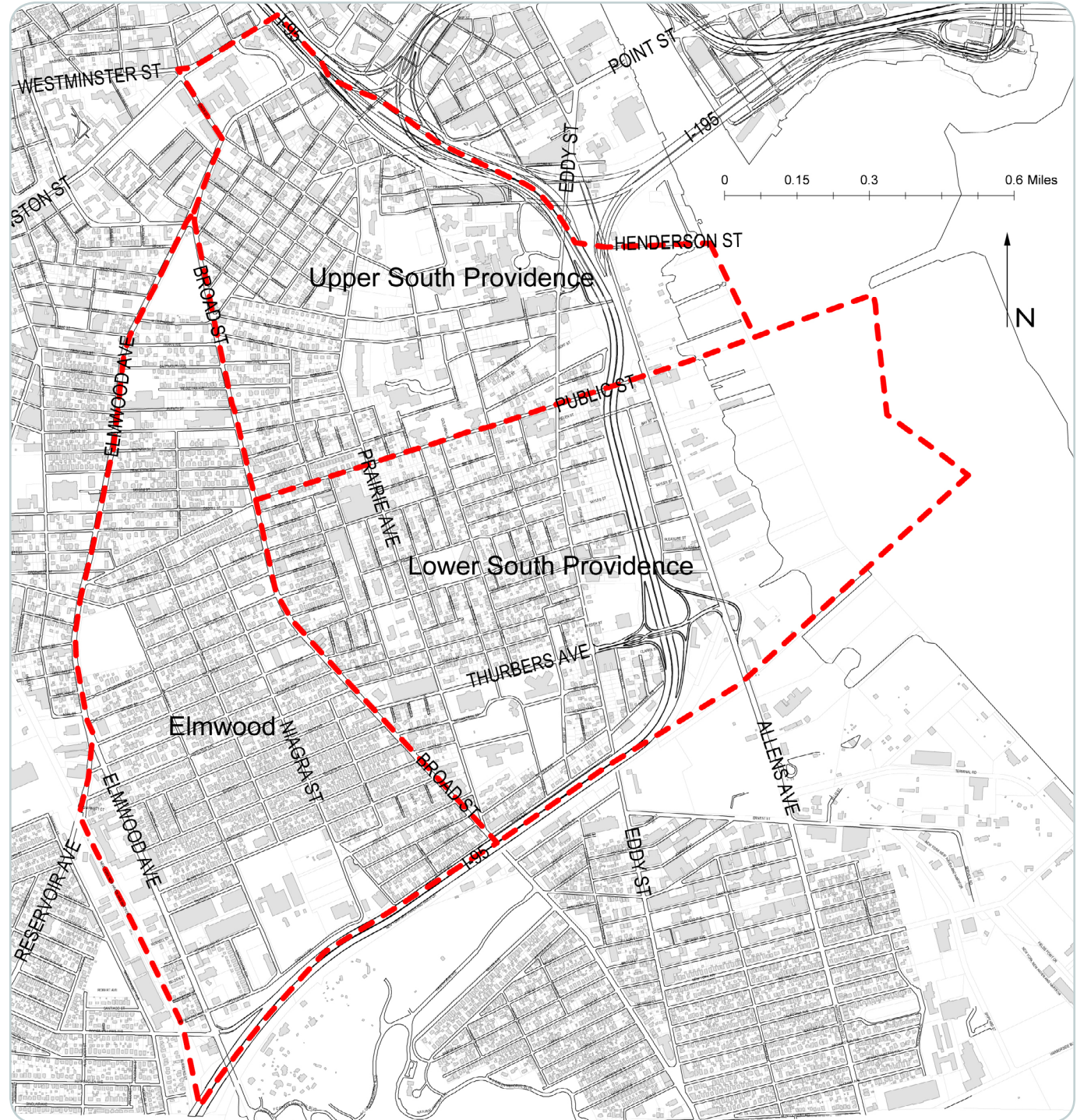


APPENDIX - NEIGHBORHOOD DATA

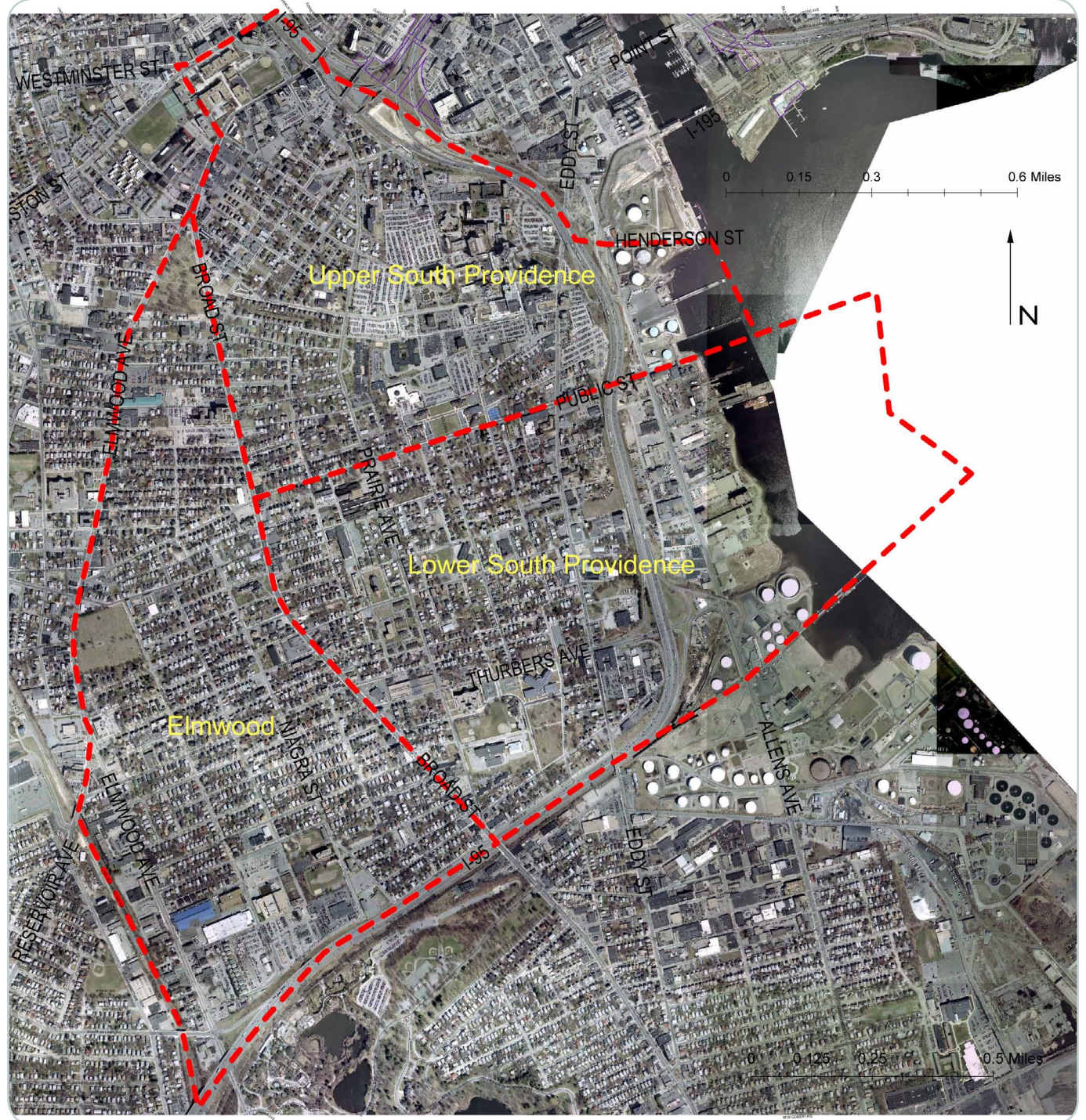
Neighborhood Boundaries

Legend

 Neighborhood Boundary



























Aerial Photograph

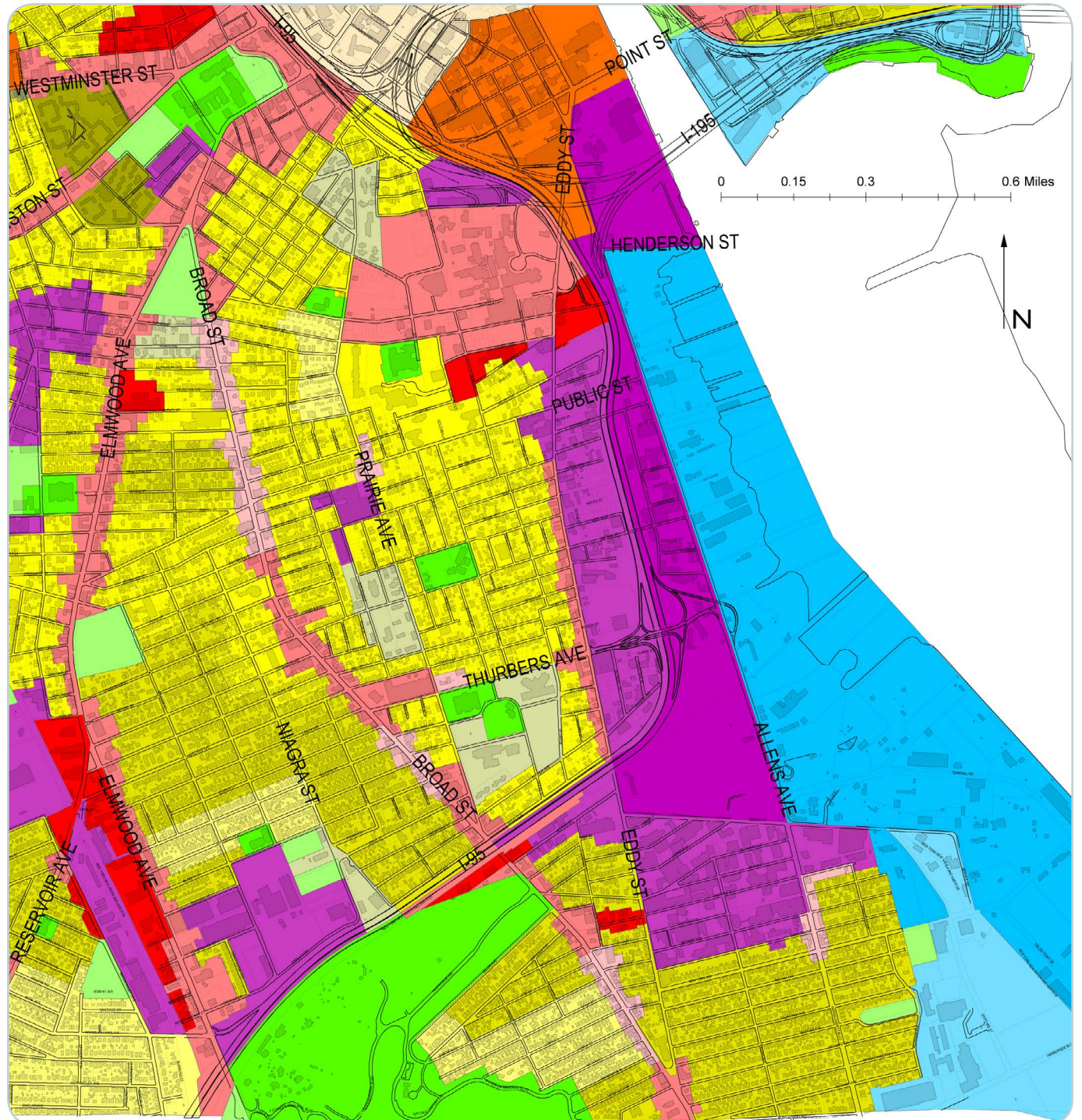


2004

Current Zoning

Legend

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

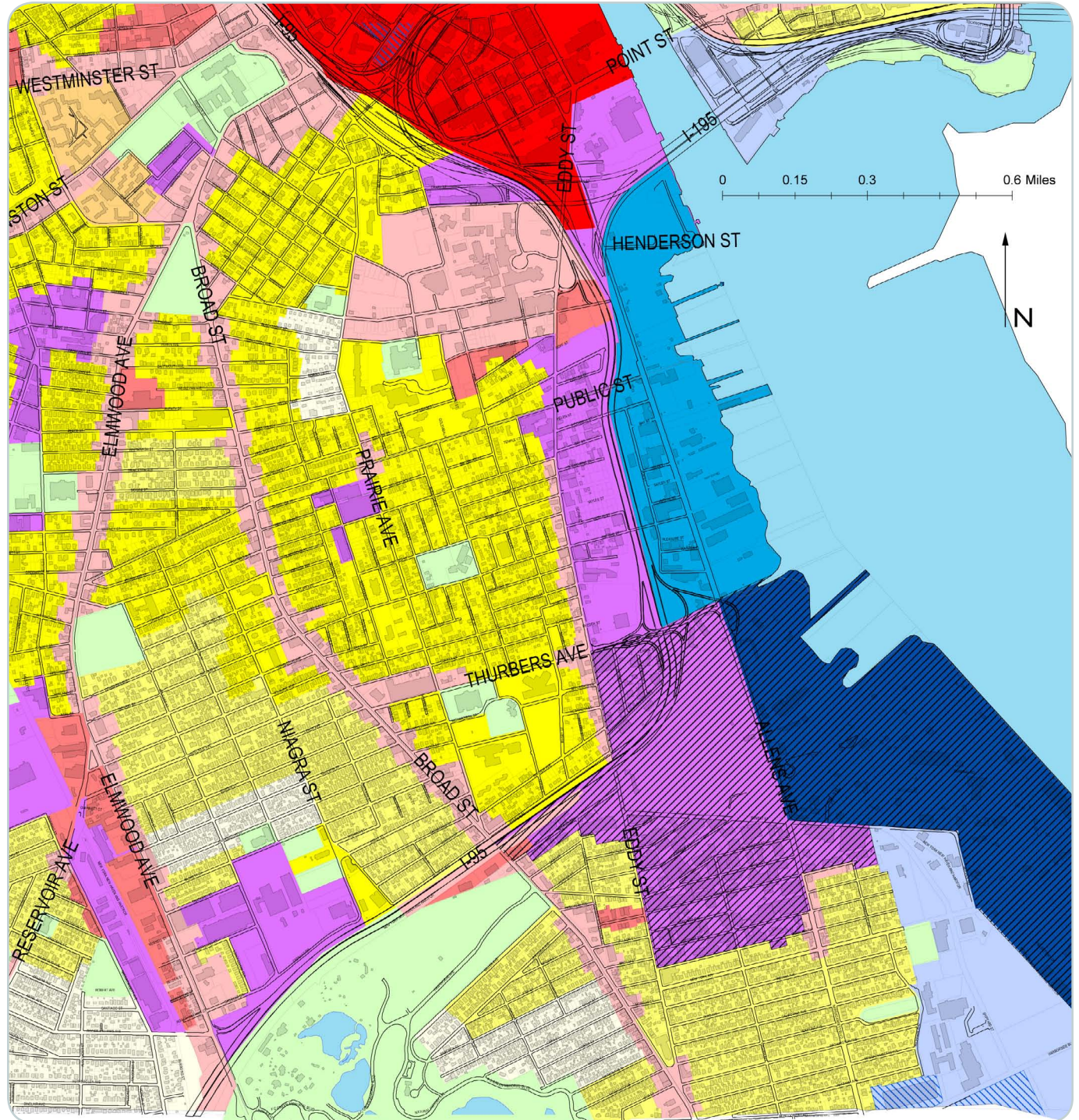


June 2009

Current Land Use

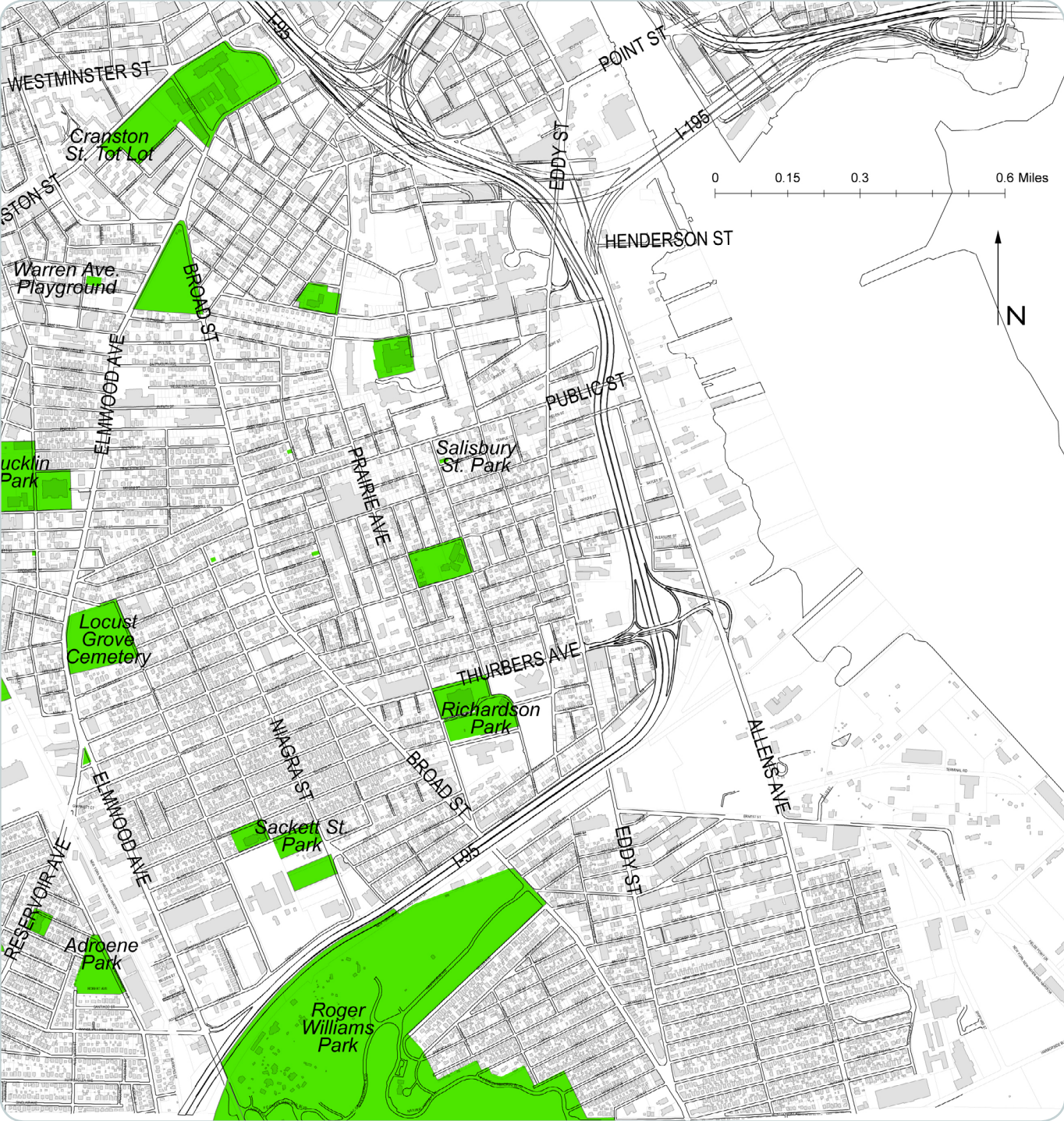
Legend

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

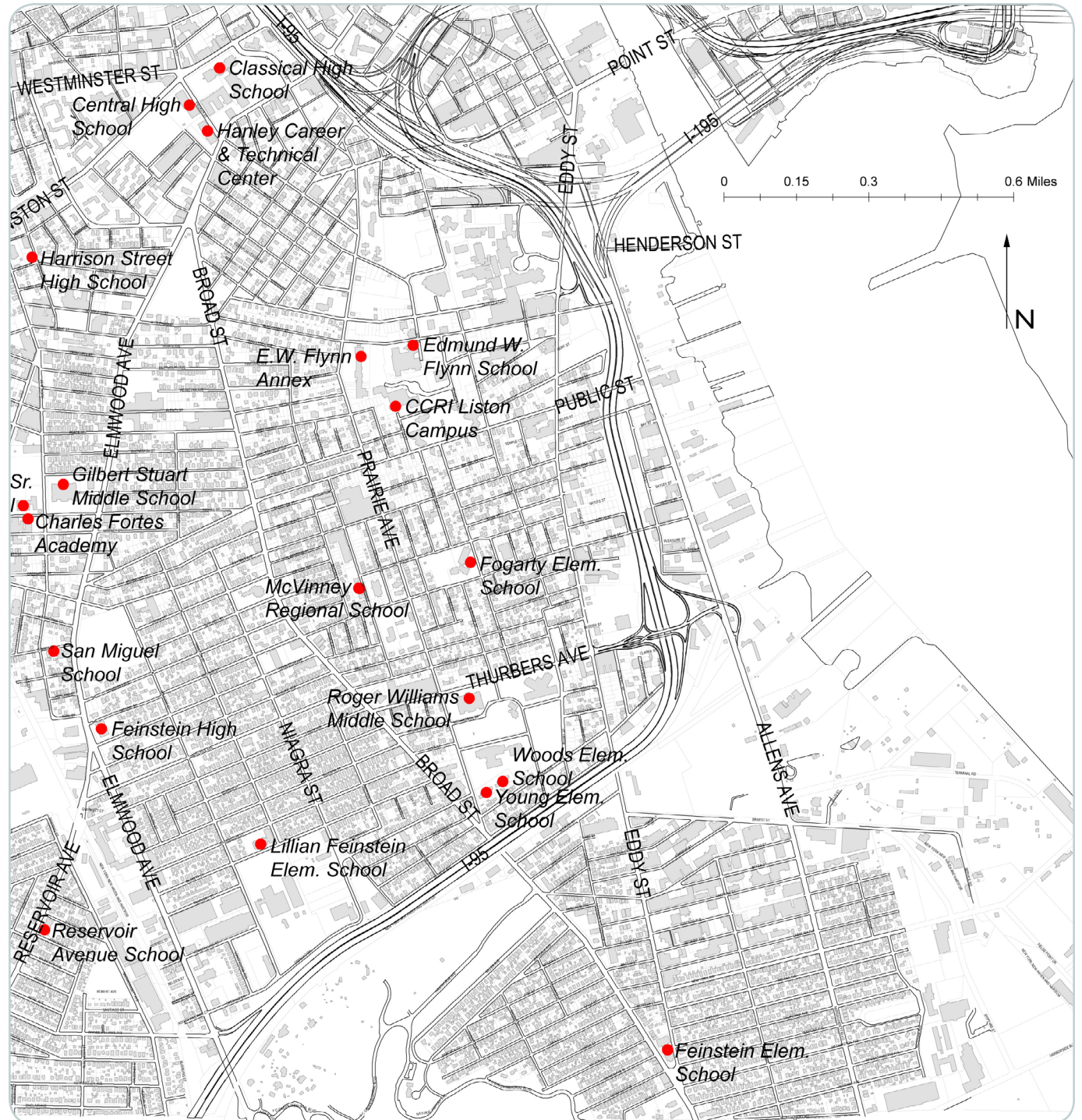


December 2007 (Comprehensive Plan)

Parks and Open Space



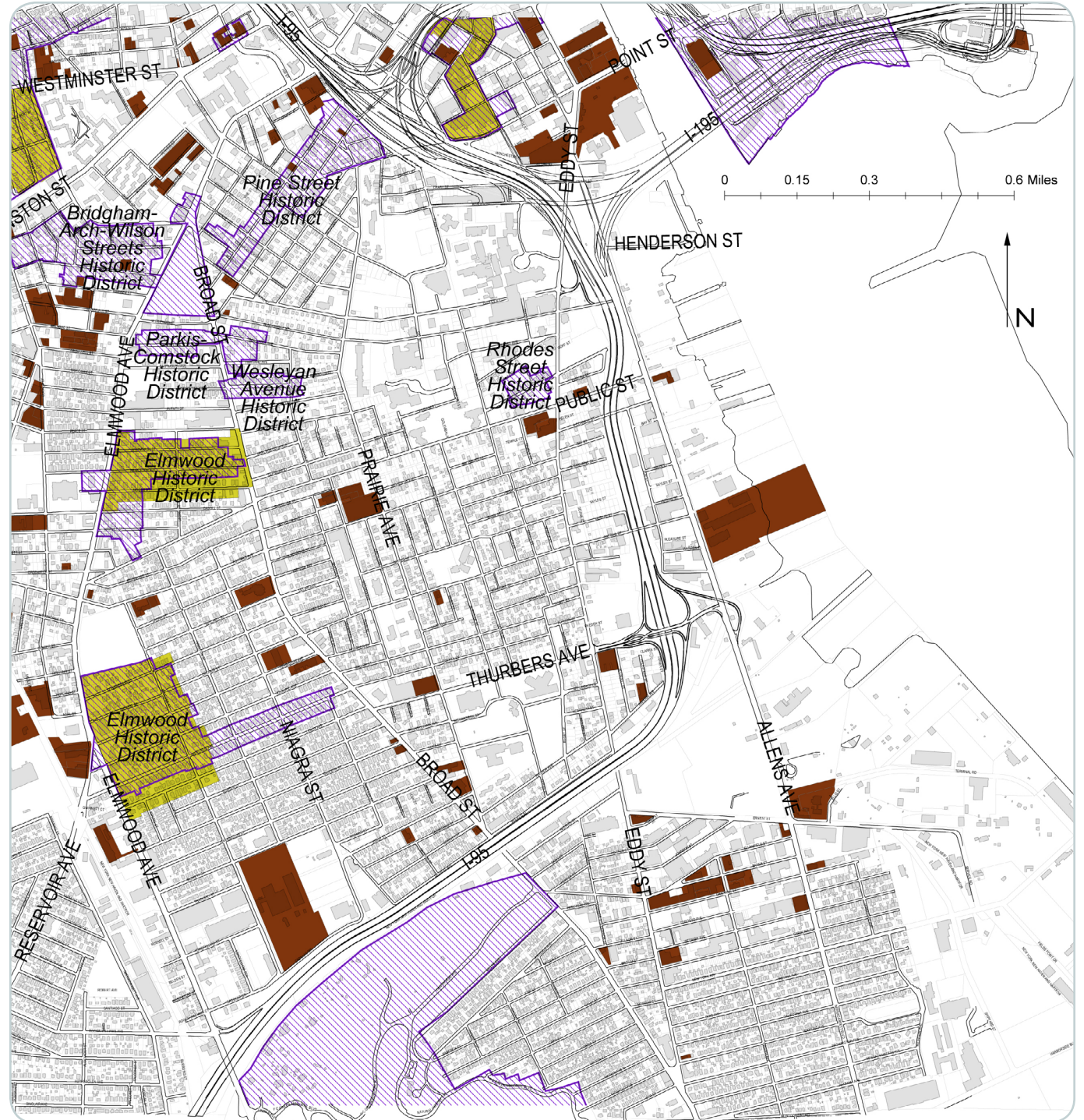
Schools



Historic Districts

Legend

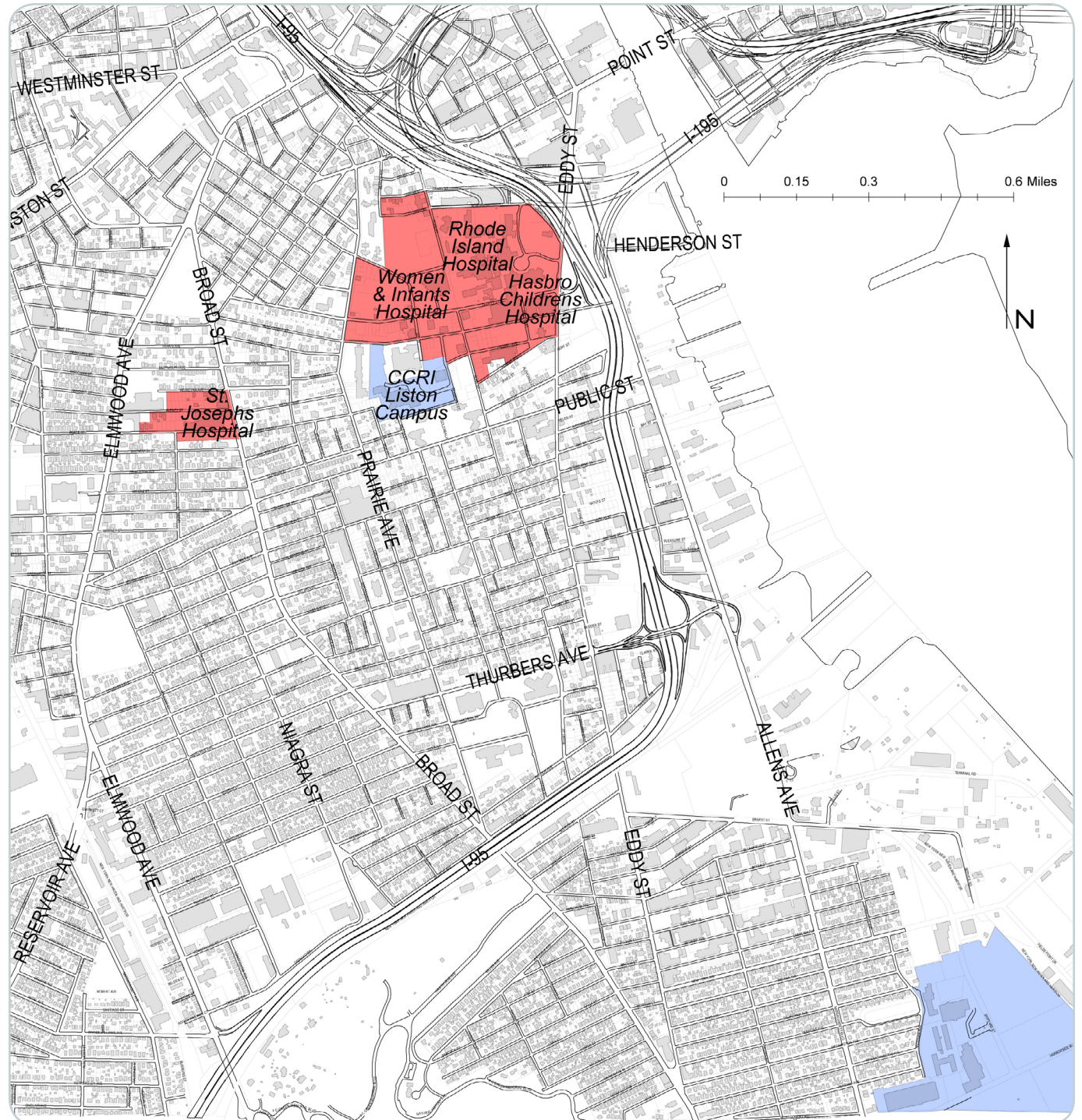
- Local Historic District
- National Historic District
- ICBD



Institutional Zones

Legend

- I-1 Health Care
- I-2 Educational Zone
- I-3 Educational Downtown Zone

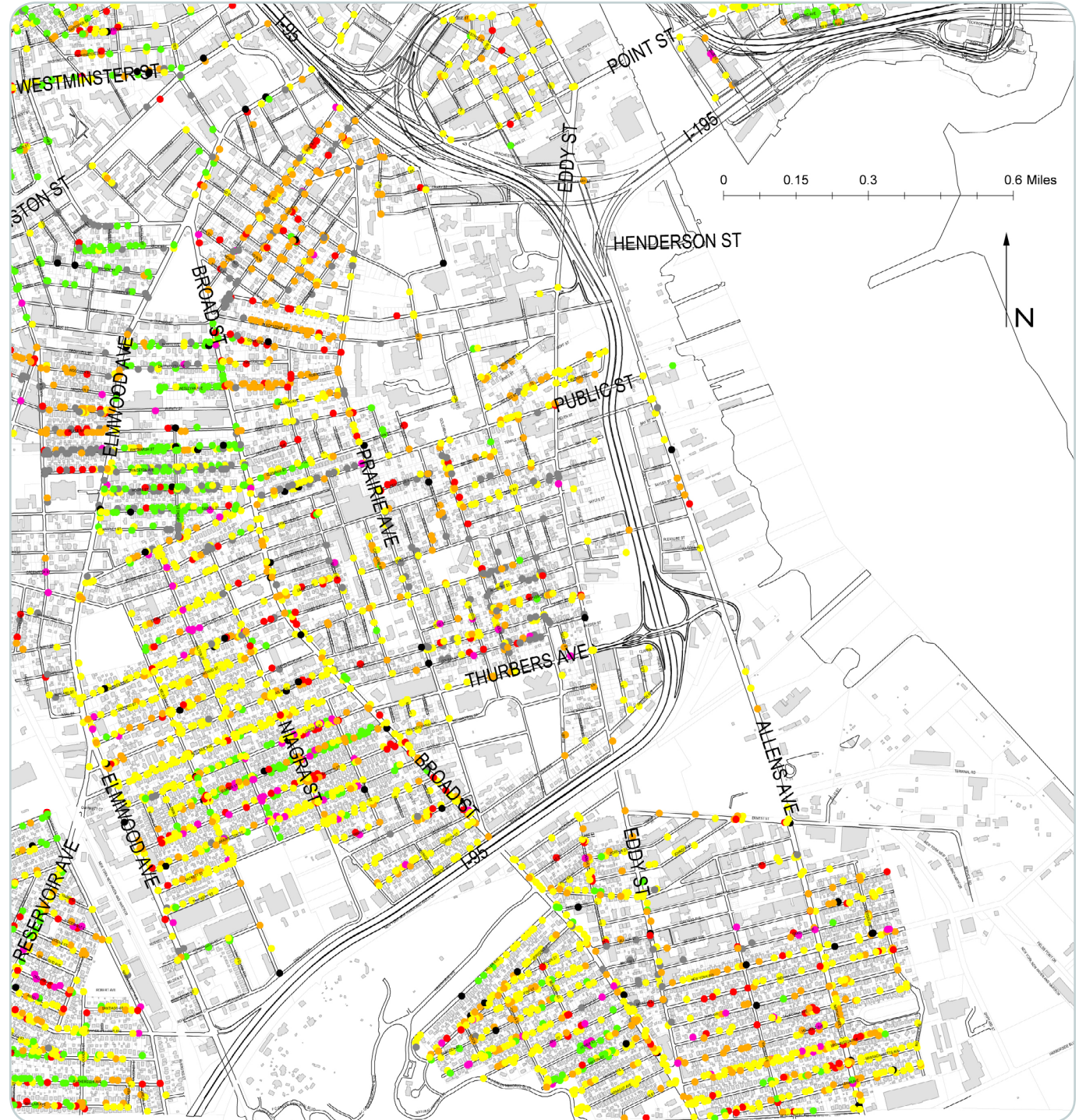


June 2009

Street Tree Conditions

Legend


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



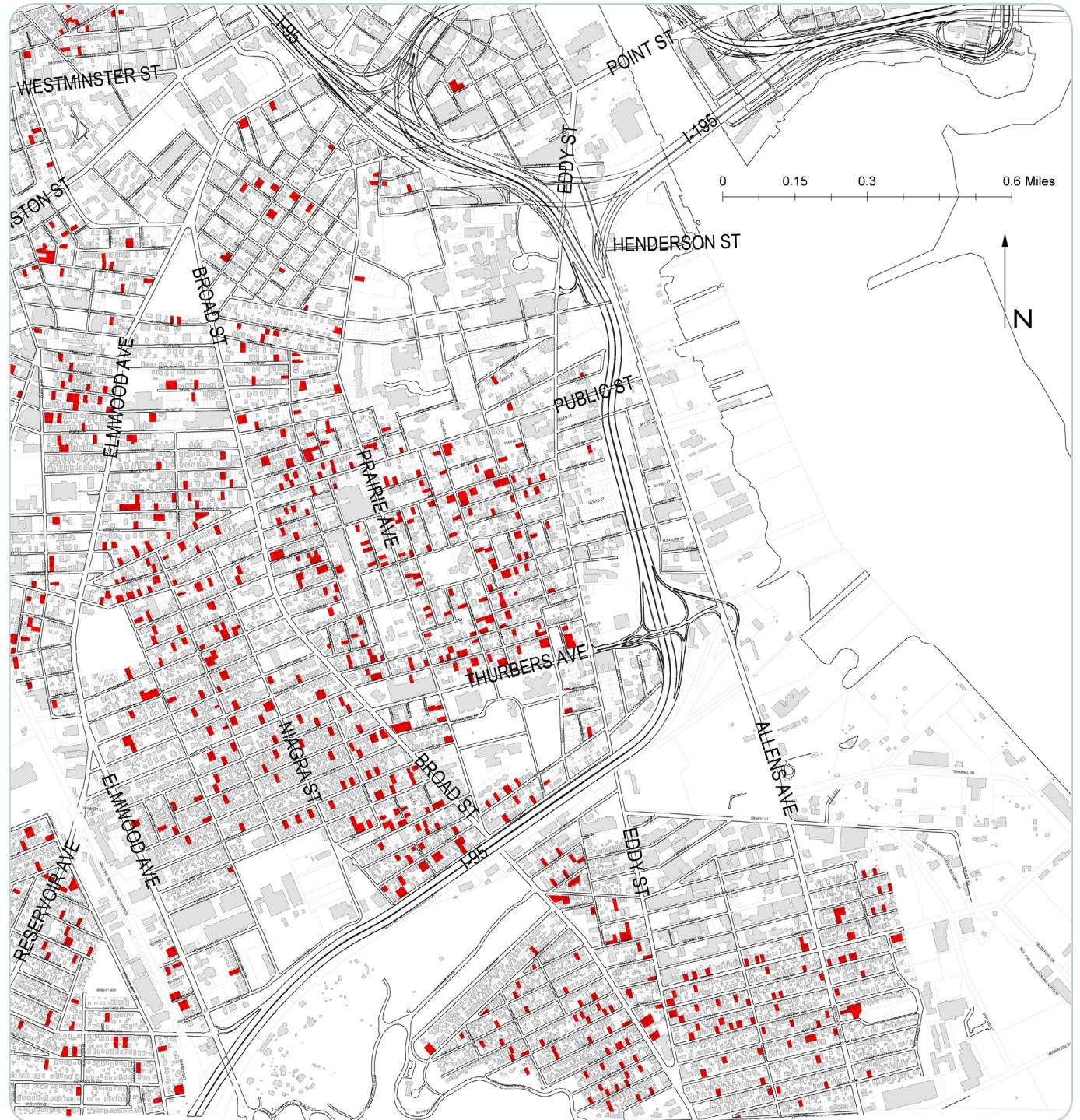
March 2007

Foreclosures

Legend

 Foreclosure

January 1, 2006 - May 31, 2009

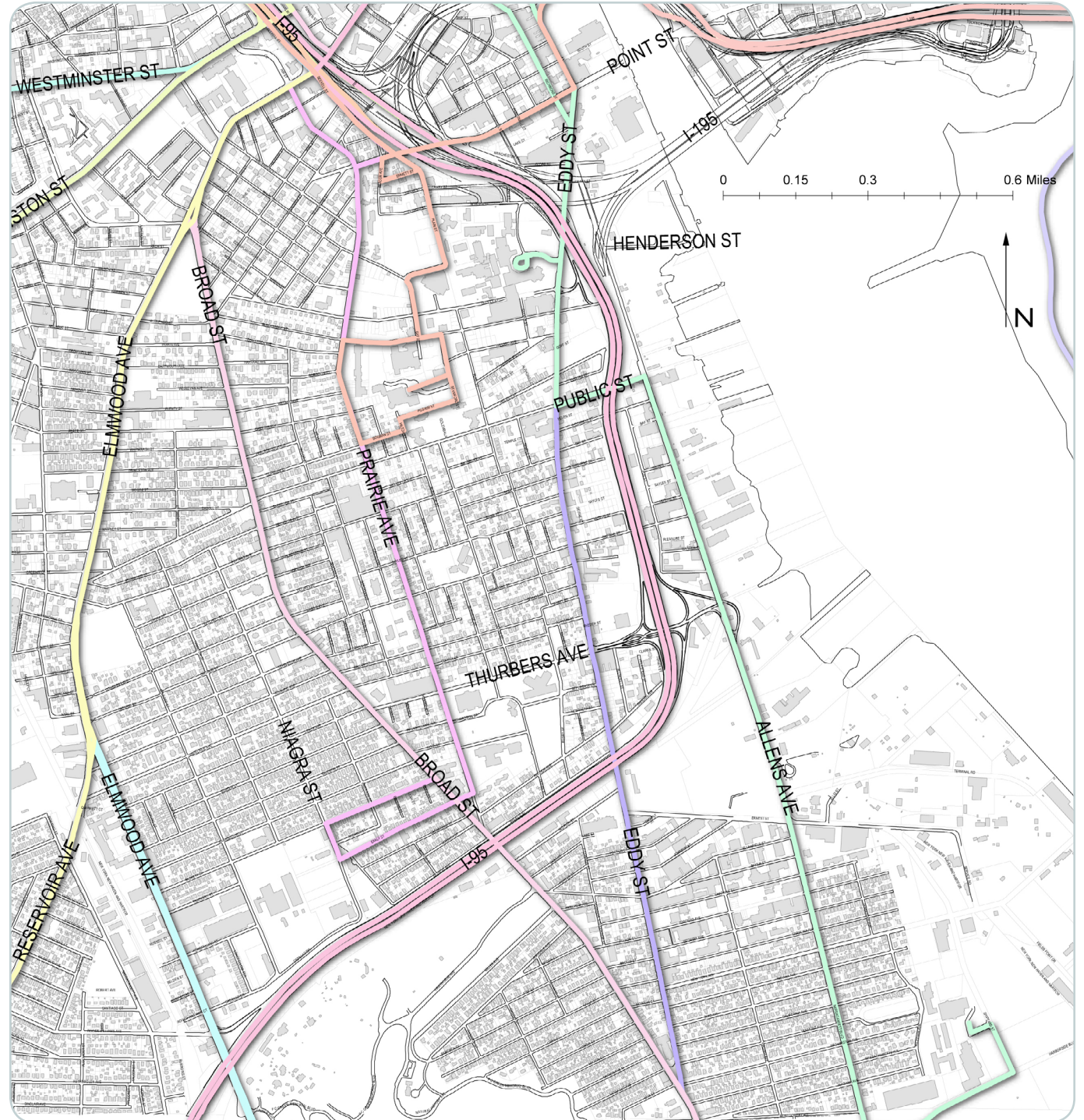


RIPTA Routes

Legend

● RIPTA stop

RIPTA route



APPENDIX - NEIGHBORHOOD PLAN MAP



PROVIDENCE TOMORROW

our city ■ our neighborhoods ■ our future

City of Providence, Department of Planning and Development
400 Westminster Street, Providence RI 02906

Tel:(401) 351-4300

www.providencetomorrow.org