



WASHINGTON PARK AND SOUTH ELMWOOD NEIGHBORHOOD PLAN MAP

July 2009



On May 31, 2006, Mayor Cicilline and the City Council announced the creation of 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 adopted a new Comprehensive Plan, and the Department of Planning and Development has begun detailed planning studies in each of the city's neighborhoods.

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

The Washington Park and South Elmwood Neighborhood Charrette was held March 22-28, 2007. Most sessions were held at the Washington Park Community Center. An additional session was conducted with the fifth grade class at the Feinstein Elementary School at Broad Street. Approximately 100 people participated in the charrette, voicing their opinions on how to activate public spaces in the neighborhoods, where they would like to see commercial and industrial growth in the future, and how to protect the existing character of their neighborhood, among other issues. The planning team collected all of the information from the week, and drafted an action plan that was presented at a follow-up meeting in May 2007.

This map is a summary of the information that was collected from residents, business owners and neighborhood youth over the course of an intensive week of many public meetings. The Plan summarizes neighborhood history and demographics, illustrates the existing character of the neighborhoods through photos and typologies of buildings types, and identifies key issues and neighborhood priorities. The Action Plan identifies goals and objectives for the neighborhoods, and the parties who will lead each effort. The Plan will be used to guide the review of development projects in these neighborhoods by the city's boards and commissions, help the City prioritize funding for projects and infrastructure improvements, and provide a guide for redevelopment efforts.

Improve neighborhood connections to Roger Williams Park.

- Enhance the pedestrian experience on the Hamlin Street/Temple Avenue bridge while maintaining emergency vehicle access.
- Improve pedestrian safety by adding new crosswalks as part of the Elmwood Avenue resurfacing project.
- Enhance the underpass along Elmwood Avenue as a gateway to the park.
- Develop a recreational trail network in the park, such as an off-road bike path and signed recreational trails.
- Work with RIPTA to extend the Gold Line Trolley to the zoo entrance and explore the possibility of having the trolley complete a loop through the park, stopping at major destinations such as the carousel and botanical center.
- Activate the space near the Broad Street entrance with community uses such as a tot lot and community garden.



Broad Street entrance to Roger Williams Park.

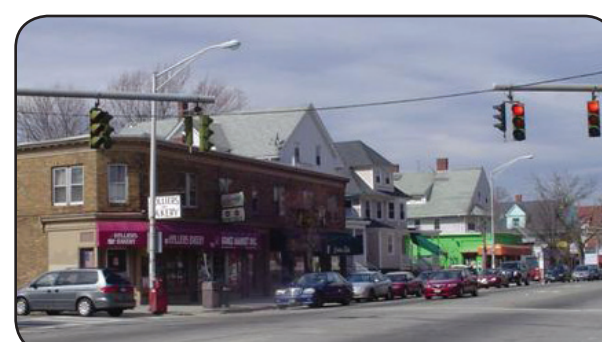


At 427 acres, Roger Williams Park is the City's largest park.

Encourage commercial nodes along Broad Street at Baker Street and between Eddy Street and Montgomery Avenue.



Neighborhood-scale retail uses along Broad Street.



Preserve and re-activate the Washington Park Branch Library building.

- Work with the Providence Public Library to reopen a neighborhood branch library at the Washington Park Branch Library building.
- Identify improvements for the plaza in front of the library and community center to activate the space and reduce conflicts between cars and children.



The Washington Park Branch Library was closed in 2006 due to structural and water damage issues. After renovations, the library was re-opened in March 2009.

Identify the best locations and proper regulations for street vendors along Broad Street.



Create a buffer of high-density housing along Carolina Avenue between the industrial park to the north and the medium-density residential neighborhood to the south.



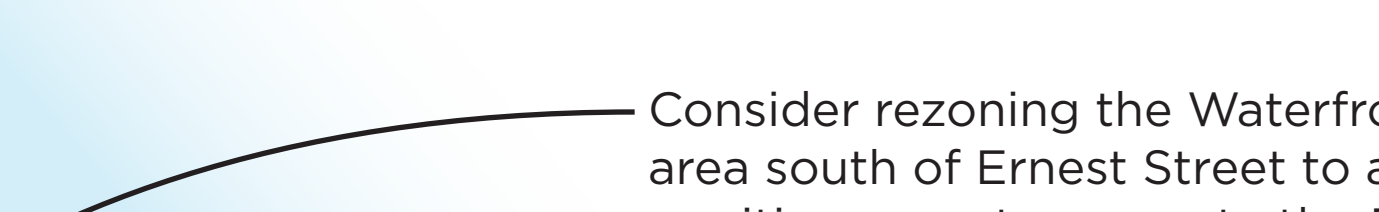
Maintain and improve the Washington Park "ManuCenter" as a neighborhood job center.

- Work with the Providence Economic Development Partnership to meet with business owners to understand their needs, concerns, and issues.
- Identify ways to improve the natural environment with street trees, landscape buffering, green roofs, and other strategies that could enhance existing businesses.
- Amend the Zoning Ordinance to designate the industrial park as a "Jobs Only" district.
- Prioritize industrial and manufacturing uses in the ManuCenter over commercial, office, and other uses.
- Maintain and improve transit service to the industrial park along Allens Avenue and Eddy Street.
- Identify changes to truck traffic patterns that will minimize impacts on the adjacent residential neighborhood.



It is vital for Providence to provide opportunities for industries and industrial expansion which will employ residents of Providence, while ensuring minimal impact on adjacent residential areas.

Work with RIDOT to maintain and re-stripe existing bike lanes along Allens Avenue and Narragansett Boulevard.



Consider rezoning the Waterfront Mixed-Use/Neighborhood area south of Ernest Street to allow for waterfront port and maritime uses to promote the Port of Providence and related maritime industrial and commercial uses.

Develop a new transfer station/recycling station at the Port of Providence.

Improve access to and programming of Drummond Field.

- Work with JWU to identify potential access and shared parking improvements to the park.
- Establish pedestrian and bicycle access to Drummond Field from New York and Indiana avenues.
- Develop a vision for future programming.



Amend the Comprehensive Plan and the Zoning Ordinance from Public Space/Open Space to Waterfront/Port to allow for the expansion of ProvPort in this location.

Improve connections to, neighborhood coordination with, and involvement with Johnson and Wales University.

- Work with JWU and Cranston to improve the physical connection between the neighborhoods and the waterfront by upgrading fencing along the campus perimeter, plantings, gateways, and signage.
- Explore opportunities for the development of culinary garden plots for neighborhood residents and joint education programs to share expertise.
- Explore the potential for a farmers market.
- Identify alternate truck and service routes that minimize impacts on the adjacent residential neighborhood.



Johnson and Wales University Harborside Campus buildings.

Improve access to, and safety, maintenance, and programming of Columbia Park.

- Create a "Friends of Columbia Park" group to care for the park and initiate park improvement projects.
- Investigate the possibility of recruiting neighborhood seniors to work in the park.
- Work with the local district commander and JWU to increase police and JWU security patrols of the park.
- Develop a vision for future programming and access to the park.



Columbia Park is an underutilized resource for the Washington Park neighborhood.



Legend

	Single Family Residential		Neighborhood Commercial
	Low Density Residential		General Commercial
	Medium Density Residential		Downtown/Mixed Use
	High Density Residential		Business/Mixed Use
	Waterfront Mixed Use/Nbrhd		Public Space/Open Space
	Waterfront Mixed Use/General		Institutional District
	Waterfront/Port		Jobs Only District
	Recommended shared bike lanes		Possible gateway location
	Recommended on-street bike lanes		Recommended streetscape improvements
	Possible transit connection		Recommended landscape buffer
	Recommended pedestrian improvements		Possible greenway
	Possible multi-use trail		Discourage commercial expansion beyond boundary
	Recreation opportunity		Recommended drainage improvements
	Community garden opportunity		Recommended traffic/intersection improvements
	Playground opportunity		Recommended traffic signal improvements
			Goal/action completed

1/4 mile 1/2 mile 1/2 km