On May 7, 2006, Mayor Cote and the City Council announced the creation of Providence Tomorrow—an innovative and inclusive planning process designed to create a new tool for City planning and development. 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 planting challenges and concerns. An important part of Providence Tomorrow is the research, drafting, and review of the Action Plan, which identifies goals and objectives for the neighborhoods, and the parties who will lead buildings types, and identifies key issues and neighborhood priorities. The Action Plan is a summary of the information that was collected from residents, business interests, and neighborhood groups over a period of time. The Plan is intended to be a guide for redevelopment efforts.

The College Hill, Wayland, and Fox Point Neighborhood Charrette was held May 5-8, 2006. Sessions were held at the Unitarian Church and the Lincoln School.

Since then, the Providence Tomorrow project team has continued stakeholder outreach, and developed a framework for growth and preservation of Providence neighborhoods.

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As part of the repair and restoration of the Henderson Bridge, work with RIDOT to redesign the bridge connection at a neighborhood scale, eliminating the highway feel and opening up new areas for development.

Reclaim the DOT right-of-way area between South Angell and Waterman streets to be developed as neighborhood/waterfront mixed-use.

Protect the character and scale of existing commercial buildings along Wayland Square; consider down-zoning the existing commercial district to C1.

Protect the character and scale of existing commercial buildings along Thayer Street by containing the existing commercial district and discouraging zoning variances.

Rezone blocks on the west side of Brook Street from Benelovent to Power from Residential One-Family to Limited Commercial.

Redevelop the I-Way parcels.
- Require design review and approval for the Downtown Design Review Committee, establish criteria for each parcel and basic urban design standards for all.
- Encourage community gardens and urban agriculture initiatives as temporary uses for I-Way development parcels.
- Promote increased public access, open space, and public use as part of the redevelopment of the "Shooter" property (I-Way Redevelopment Parcel 1D) through development incentives.

Encourage the development of water-based transportation and water-related uses such as water taxis and marinas to further enhance public access to the water.