



PROVIDENCE TOMORROW

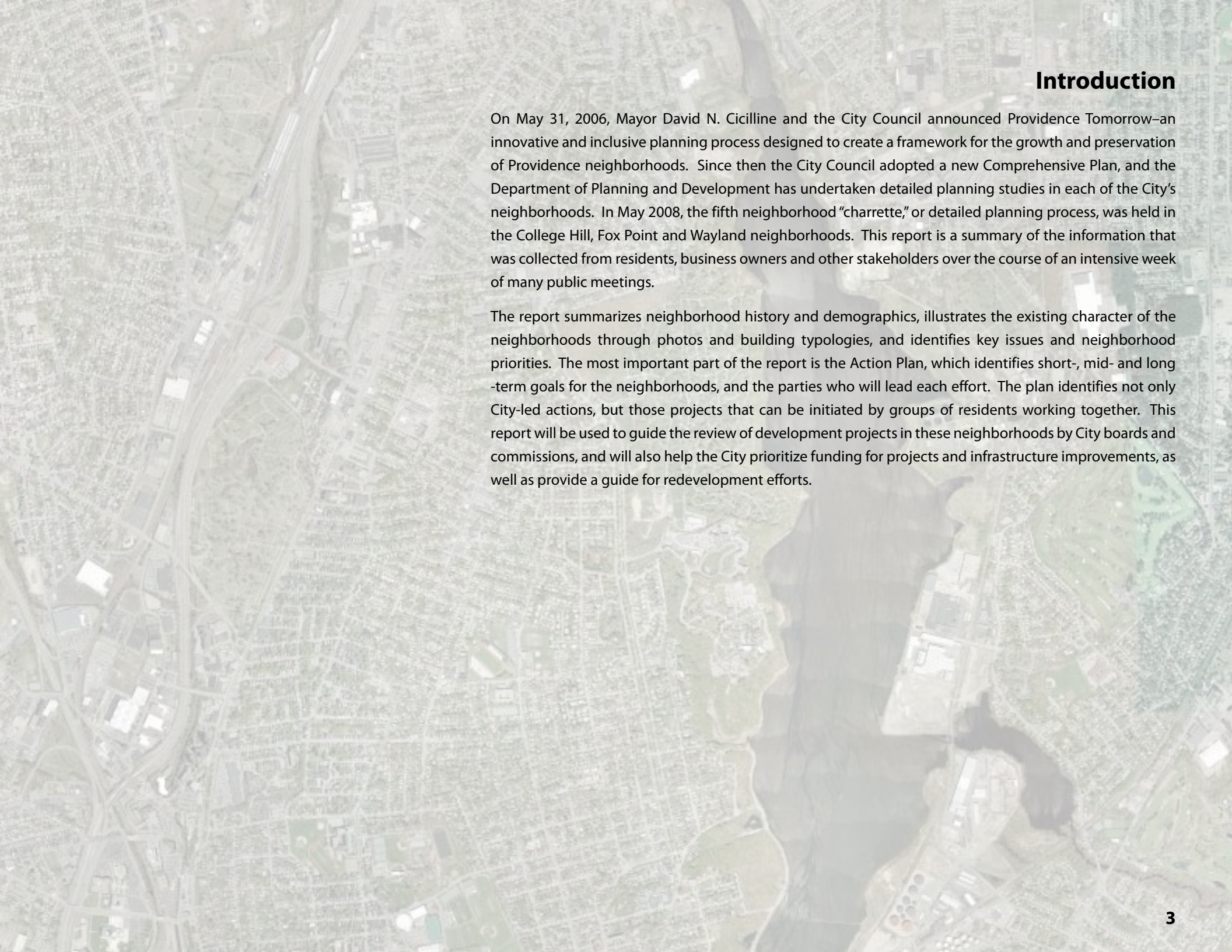
our city ■ our neighborhoods ■ our future

MT. HOPE, HOPE, AND BLACKSTONE NEIGHBORHOOD PLAN

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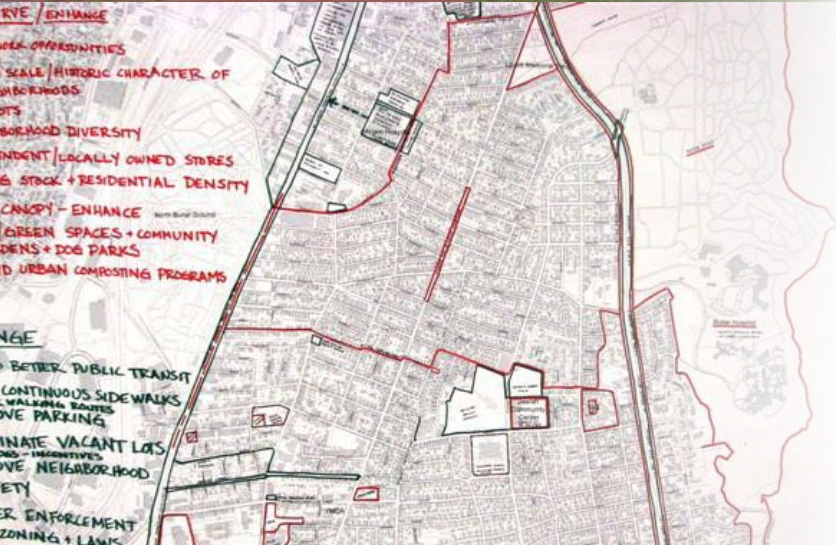
October 2009



Introduction

On May 31, 2006, Mayor David N. Cicilline and the City Council announced the creation of Providence Tomorrow – an innovative planning process designed to provide a framework for the 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 for each of the city's neighborhoods. In September 2007, the second neighborhood "charrette," or detailed planning process, was held in the Mount Hope, Hope and Blackstone neighborhoods. This report is a summary of the information that was collected from residents, business owners and neighborhood youth over the course of an intensive week of many public meetings.

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

Mount Hope, Hope and Blackstone Charrette



The Mount Hope, Hope and Blackstone Neighborhood Charrette was held September 24-27, 2007. Sessions were held at the Church of the Redeemer and Martin Luther King Jr. Elementary School. Approximately 150 people participated in the charrette, voicing their opinions on how to activate public spaces in the neighborhoods, the shape of commercial growth in the future, hospital/neighborhood relations, 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 November 2007. After further comment and review, this neighborhood plan was developed.

What is a Charrette?

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



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

The Benefits of Charrettes in Planning

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

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

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

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



Charrette Schedule

	Monday 9.24.07	Tuesday 9.25.07	Wednesday 9.26.07	Thursday 9.27.07
Morning Sessions	10—11:30 AM Neighborhood Open Space: Parks, Forests, Rivers, Cemeteries, Gardens, etc.	9:30—11 AM Neighborhood Character	9:30—11:30 AM Institutional Growth and Changes	
	12—1 PM Community Pride and Public Spaces	11:30—1 PM Community Safety	12—1 PM Hope Street	12—1 PM West River Industrial Park
Afternoon Sessions	1:30—3:30 PM Connecting Neighborhoods: Walking, Biking, Transit, Cars, Parking	1:30—3 PM Neighborhood Affordability & Housing Choice	1:30—4 PM North Main Street	
	4—5 PM Neighborhood Infrastructure: Streets, Trees, Drainage, etc.	3:30—5 PM Neighborhood Youth: Education and Recreation		
Evening Sessions	7—10 PM Kick-Off Meeting: The Future of Mount Hope, Hope and Blackstone	7—8:30 PM Elected Officials Roundtable Discussion	7—10 PM Putting The Pieces Together: Community Mapping & Visualization	7—10 PM Wrap-Up: Presentation of Concepts/Feedback
		8:30—10 PM Community Workshop: Neighborhood Change		

Neighborhood Overview

The History - Neighborhood Backgrounds

Mount Hope

The Mount Hope neighborhood is primarily residential and is located in the northeast quadrant of Providence. The neighborhood is roughly bordered by Olney Street on the south, Hope Street on the east, Rochambeau Avenue on the north, and the railroad on the west. Mount Hope contains lower to middle income residences, as well as the historic 110-acre North Burial Ground, a busy commercial district along North Main Street, and an industrial and commercial area to the west of North Main Street.

As with many areas of Providence, Mount Hope was first settled in the seventeenth century, yet did not experience significant development until much later. The first arrivals to the neighborhood were farmers and tavern keepers who situated themselves along Pawtucket Road (North Main Street). The Jeremiah Dexter Farmhouse (1754), at the corner of North Main Street and Rochambeau Avenue, is the only structure still standing from that era.

More settlers came to the neighborhood in the first part of the nineteenth century, locating primarily in the southern area of Mount Hope on Olney Street, Bacon Street (no longer in existence), Jenkins Street, Pleasant Street, Abbott Street, and North Main Street. African-Americans were the predominant residents of this new settlement. Early on, racial tension was a powerful force, and in 1831 a serious race riot erupted on Olney Street.

Even with the growth of this settlement in southern Mount Hope, the neighborhood was still largely a suburban and rural area until well into the latter half of the nineteenth century. As with neighborhood development in other areas of Providence, industrial activity and the improvement of transportation service to the area were major forces in the growth of Mount Hope.

The establishment of industry along the Moshassuck River corridor attracted large numbers of mostly unskilled laborers to the neighborhood. To accommodate the growing numbers of workers, developers constructed many small single-family homes, in addition to triple-deckers and other multi-family houses. Streetcar service came to Mount Hope along North Main Street (1875) and Camp Street (1886), leading to the rapid expansion of middle-income housing along the rail lines. Largely due to the subdivision of large private land holdings, residential expansion occurred throughout the remainder of the nineteenth century and into the twentieth century. At the turn of the century, the Gilbane Company, now a major Providence-based construction company, established one of Providence's first areas of tract housing on Catalpa Street.

Mount Hope continued to undergo physical and demographic changes throughout much of the twentieth century. In the early part of the century, rapid commercial expansion occurred on North Main Street. Later, urban renewal had a huge impact on the physical structure of the neighborhood. The Lippitt Hill Redevelopment Project (1950s to 1970s) resulted in the demolition of a large portion of dilapidated low-income housing in the southern portion of Mount Hope. This project displaced large numbers of residents, particularly African-Americans, to other parts of Mount Hope and Providence. Houses and other structures were replaced by the University Heights



Ground, has a baseball field and a playground.

Hope, or Summit, comprises an area that was first settled in the seventeenth century by farmers and tavern keepers who followed the Pawtucket Road (now North Main Street) out from the center of Providence. These settlers and their descendants established a strong rural community that survived well into the nineteenth century. Unlike many of Providence's neighborhoods, Hope experienced little industrial or urban development in the years following the Civil War. Today it is one of the city's most stable residential neighborhoods.

Although North Main Street grew as a commercial thoroughfare during the 1860s, it was not until streetcar service came to the Hope neighborhood area in 1875 that suburban residential development began. Farms were gradually sold and subdivided into plots for single-family homes. In the 1920s, some of these new homes were bought by Russian Jews and a substantial Jewish community was established before World War II. The shopping center to the west of North Main Street on the Pawtucket line is located on the site of the "Cycledrome" where the Providence Steam Rollers, once the National Football League champions, played in the 1920s. The stadium was razed in 1937 and was soon replaced by a Loew's drive-in movie theater. In 1977 the drive-in was destroyed to make way for a shopping plaza. The nearby northern stretch of North Main Street was a fairly popular retail destination due to the presence of a Sear's department store, a duckpin bowling alley and several franchise stores, before declining in the 1980s. The anchor tenant of the shopping plaza, a Shaw's supermarket, closed its doors in 2007.

Since the 1940s, a large section of the Hope neighborhood on the hill between North Main and Hope streets has been occupied by Miriam Hospital. In 1951, Miriam moved from the West End to a two-acre site along Summit Avenue. The Hospital has since expanded, adding wings in 1952, 1967, and 1978, and opening a major new medical building in 1989. Over time the hospital expansion has resulted in tearing down numerous residential structures in the neighborhood. Miriam, whose campus occupies two city blocks from Fifth to Seventh Street, embarked on a major expansion during the first part of this decade. Conflict between the hospital and residents concerned about expansion has been a major neighborhood issue for many years.

Blackstone

The Blackstone neighborhood is located in the northeast corner of Providence's East Side and is one of the few neighborhoods in the city where most development

1886 – Streetcar service is extended to Camp Street.

1894 – Blackstone Boulevard is completed.

1925-1937 – Cycledrome is in operation on the Providence-Pawtucket line for cycling and professional football.

1945 – Miriam Hospital moves to a two-acre site along Summit Avenue.

1952 - The new 150-bed Miriam Hospital opens on Summit Avenue.

1950s – 1970s – The Lippitt Hill Redevelopment Project demolishes several blocks in Mount Hope and University Heights is developed.

1970s-1980s – North Main Street businesses decline as Sears, Anderson-Little and other retailers close.

2005 – Miriam Hospital begins major phased renovations.

occurred in the twentieth century. The houses are mostly substantial single-family dwellings.

Blackstone lies between the eastern ridge of the Moshassuck River Valley and the western bank of the Seekonk River. Geography and marshy land precluded early colonial settlement. The earliest road, Cat Swamp Lane (1684), followed high ground and is the original path of today's Olney Street, Cole Avenue, Morris Avenue, and Rochambeau Avenue, as well as Sessions Street.

Several farms were established during the eighteenth century. These included Reverend Arthur Browne's glebe on Sessions Street, Richard Browne's farm at the eastern end of Rochambeau Avenue, and Moses Brown's Cole Farm Court near the intersection of Wayland Avenue and Humboldt Avenue. Some farmhouses remain today as historic reminders.

During the middle years of the nineteenth century, Blackstone began to develop as a middle and upper income residential neighborhood, though the area's isolation from the rest of the city limited growth. Before the 1880s, residents traveled between Blackstone and the rest of Providence by carriage or public horse car along a circuitous route from Downtown through Fox Point to Butler Avenue. In 1884, a second line along Waterman and Angell Streets was completed, which allowed a more direct route downtown.

The pivotal improvement stimulating residential development in Blackstone was construction of a 200-foot wide landscaped boulevard as the result of collaboration between the proprietors of Swan Point Cemetery and the City of Providence. By 1894, Blackstone Boulevard was completed and landscaped; Horace W.S. Cleveland (also the designer of Roger Williams Park) was the landscape architect. It remains one of the city's best examples of land planning and landscape architecture.

Between 1890 and 1923, property values along the boulevard tripled and Blackstone began to fill in with architecturally distinctive single-family houses. During this period, Blackstone became one of the most desirable and fashionable addresses in the city, a distinction it still holds.

The scenic bluffs overlooking the Seekonk River influenced the siting of Butler Hospital, one of the nation's oldest psychiatric institutions, established in 1847 on Richard Browne Farm at the end of Rochambeau Avenue. Its main Gothic structure was landscaped in a rural setting in keeping with the philosophy of removing patients from the stresses of the everyday world.

Swan Point Cemetery was established adjacent to the hospital grounds in 1847. It is the burial place of numerous local historical figures and the site of the grave of H.P. Lovecraft, the horror and science fiction writer, whose epitaph reads "I Am Providence." Together, the cemetery, Butler Hospital and Blackstone Boulevard provide substantial open space in the northeastern corner of the city. The cemetery and its woods are noted as an important stopover for migratory songbirds. Currently there are mounting concerns about potential changes to the future use of the Butler property.

By the twentieth century, institutional growth became more neighborhood-oriented. Today, notable religious institutions include Temple Emanu-El, St. Sebastian's Roman Catholic Church and the Community Church (formerly Central Baptist). Today, Blackstone remains primarily residential and is one of the city's most affluent neighborhoods.





The People - Neighborhood Demographics

Mt. Hope

According to the 2000 Census, 5,584 people lived in Mount Hope, a 1.4 percent decrease from 1990. Mt. Hope is a very diverse neighborhood. About 48 percent of residents were Caucasian, 30 percent Black or African American, 10 percent Hispanic, and 3 percent Asian. Approximately 15 percent of all residents were foreign born and about 30 percent spoke a language other than English at home. In 2000, 75 percent of Mt. Hope adults age 25 or older were high school graduates and 40 percent had a college degree or higher. The unemployment rate in 2000 among Mt. Hope residents was 5.7 percent, about a third lower than the citywide unemployment rate of 9.3 percent.

The median family income in Mt. Hope was \$35,476, 10 percent higher than the citywide median family income of \$32,058. The percentage of people (30 %) and families (24 %) living below the poverty level in 2000 was 11 percent higher than the poverty rate reported in 1990. Approximately half of all children in Mt. Hope (45 %) were living in poverty in 2000, while the elderly poverty rate (24 %) declined significantly.

Housing in Mt. Hope has been in transition over the past two decades, with about one-quarter of all homes occupied by owners (25 %) and three-quarters by renters (75 %) in 2000. Eighteen percent of are single-family, 52 percent are two- to four-family, and 30 percent of units are located in buildings with five or more units. Fifty-five percent of the residences were built before 1960.

The median residential sales price in 2005 was \$295,000, 17 percent higher than the citywide median value. About 28 percent of all residents moved into their present home within the previous five years, according to the 2000 Census; approximately 38 percent of residents had lived in his or her present home for more than 10 years.

Hope

According to the 2000 census, 3,464 people lived in Hope, a decrease of 13 percent from 1990. In 2000, 82 percent of Hope residents were Caucasian, 8.2 percent were African American; 4 percent were Hispanic and 2.6 percent were Asian. Nine out of ten people aged 25 or older had completed high school as of 2000.

The median family income was \$58,683, 45 percent higher than the citywide median

family income. In 2000, approximately one in every 15 residents of Hope was living below the poverty line. Five percent of the neighborhood's children were poor and eight percent of elderly residents were living in poverty.

The housing stock in Hope remained stable between 1990 and 2000. Approximately 48 percent of homes in Hope were owner-occupied. Forty-one percent of all residences in Hope were single-family houses and 47 percent two- to four-family homes. Twelve percent of the houses in Hope were in buildings containing more than five units. Eighty-five percent of the residences were built more than 40 years ago, and more than 90 percent were built more than 20 years ago. The median residential sales price in Hope in 2005 was \$336,500, 34 percent higher than the citywide median.

Blackstone

In 2000, 91 percent of Blackstone residents were Caucasian, one percent were African American; two percent were Hispanic and four percent were Asian. Ninety-seven percent of Blackstone residents were high school graduates and nearly half (48 %) had received a graduate or professional degree. The unemployment rate was 1.7 percent, substantially below the citywide rate of 9.2 percent.

The median family income in Blackstone in 1999 was \$117,522, an increase of 13 percent from 1990 and 75 percent higher than the citywide median family income. Less than five percent of Blackstone residents were living in poverty in 2000 and the poverty rates for families and children were each less than one percent.

The number of residential units in Blackstone increased six percent between 1990 and 2000. Approximately 66 percent of homes in Blackstone were owner-occupied, giving Blackstone the highest owner occupancy rate in the city. Fifty-six percent of all residences in Blackstone were single-family houses and 30 percent were two- to four-family homes. Fifteen percent of the residential units in Blackstone were in buildings containing more than five units. Eighty-eight percent of the residences in Blackstone were built more than 40 years ago, and over 92 percent of the homes were built more than 20 years ago. The median residential sales price in Blackstone in 2005 was \$440,000, 50 percent higher than the citywide median.

Neighborhood Statistics	Mount Hope	Hope	Blackstone	City-wide
Size (Square Miles)	0.85	0.43	1.86	18.2
Population				
Households	2,574	1,658	3,244	62,389
Individuals	5,584	3,464	7,358	173,618
Percent Under 18	21%	18%	20%	26%
Diversity				
Percent White	48%	82%	93%	55%
Percent Black or African American	29%	8%	2%	15%
Percent Non-Hispanic White	45%	80%	91%	46%
Percent Hispanic	11%	4%	2%	30%
Percent Asian or Pacific Islander	3%	3%	4%	6%
Percent Native American	2%	0%	0%	1%
Percent Other	11%	3%	1%	18%
Percent Claimed 2 or more races	7%	4%	1%	6%
Percent of Public school children primarily speak a Language Other than English	29%	15%	9%	54%
Income				
Median Family Income	\$35,476	\$58,683	\$117,522	\$32,058
Median Household Income	\$28,413	\$47,764	\$87,727	\$26,867
Families Below Poverty	24%	5%	1%	24%
Households on Public Assistance	7%	1%	1%	10%
Housing				
Total number of housing units:	2,804	1,732	3,359	67,915
Percent Owner-occupied housing units	25%	48%	66%	35%
Percent Single-family units	18%	41%	56%	26%
Percent Duplex units	22%	26%	17%	22%
Percent Multi-family units	61%	33%	27%	50%
Percent of Housing built before 1960	56%	85%	87%	70%
Percent Vacant units	7%	4%	4%	8%
Percent Overcrowded housing units	4%	2%	1%	8%
Median Sales Value and Number of Sales by Year				
for Single-family residence	\$196,250	\$247,500	\$396,250	\$130,000
for 2 to 5-family residence	<u>\$186,500</u>	\$292,000	\$304,000	\$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.

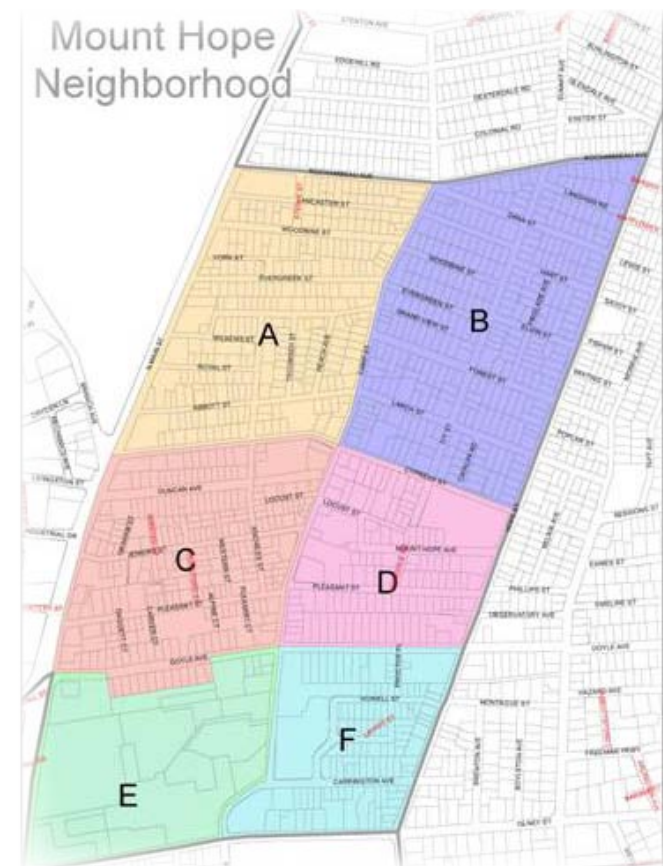
The neighborhoods of Mount Hope, Hope and Blackstone have a wide range of housing styles and types, reflecting the development history of that part of the East Side. Residential development patterns are marked by varying degrees of density and scale, as are the north-south commercial corridors that bisect the neighborhoods.

Mount Hope

Residential development patterns and housing types can be broken down into six distinct areas:

- A. The area between North Main and Camp streets, bounded by Cypress and Rochambeau.
- B. The area bounded by Camp, Hope, Cypress, and Rochambeau.
- C. The area between North Main and Camp, with Cypress on the north and Doyle on the south.
- D. The adjacent area bounded by Camp, Hope, Doyle, and Cypress.
- E. University Heights (residential) and adjacent attached housing and apartments.
- F. The abutting area between Camp and Hope, bounded by Doyle and Olney.

The housing stock is a fairly dense mix of 1-, 2- and 3-family, mostly historic, buildings. The area has a primarily rectilinear street grid with continuous concrete sidewalks on both sides of most of its streets (some of the area defined as Typology A lacks sidewalks). The grid is interrupted by University Heights. On-street parking exists on one or both sides of most streets. Street trees are present throughout most of the area in an irregular pattern. Architecturally, Mount Hope is fairly consistent, with most houses constructed between 1850 and the early 1900s; specific areas are characterized by distinct styles or groups of styles ranging from earlier Greek Revival to Queen Ann and other Victorian-era styles. The University Heights complex, other nearby attached housing and an apartment block in its immediate vicinity represent an entirely distinct typology.



Hope (Summit)

The Hope neighborhood breaks down into five areas as follows:



- A. The area between North Main and Hope bordered by Stenton/Creston on the north and Rochambeau on the south.
- B. The area between North Main Street and Summit Avenue south of 10th Street and north of Stenton/Creston.
- C. The area extending from Rochambeau north to 10th Street between Summit and Hope.
- D. The northernmost area between North Main and Hope north of 10th Street to the city line.
- E. The area to the west bordered by Collier Street, North Main, Cemetery, and 10th Street.

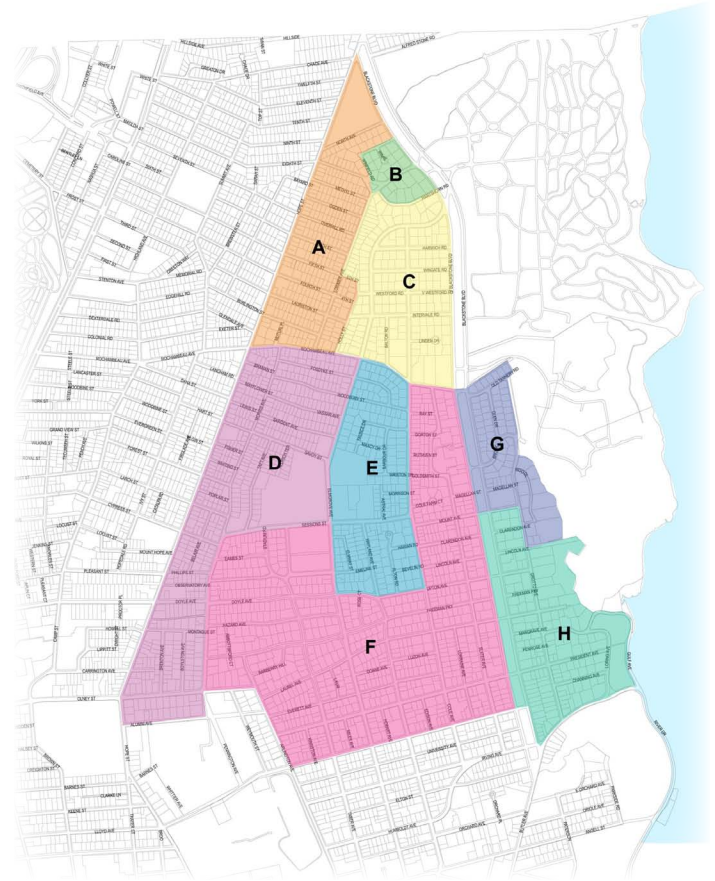
The street grid is largely rectilinear, with continuous concrete sidewalks throughout. Much of the area developed on what had been agricultural land, becoming a middle-class suburb. Hope has primarily late-nineteenth century origins, and matured as a neighborhood in the early 20th century. The neighborhood contains a historic district and has a diverse collection of architectural styles, including Colonial Revival, Dutch Colonial, Tudor Revival, Georgian Revival, Craftsman, and Bungalow. In addition, there are large numbers of two- and three-family houses constructed in more or less the same period.

Blackstone

Blackstone is made up of eight typological areas:

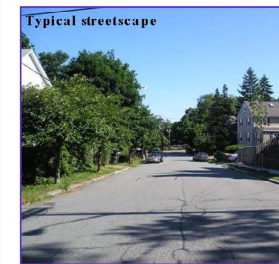
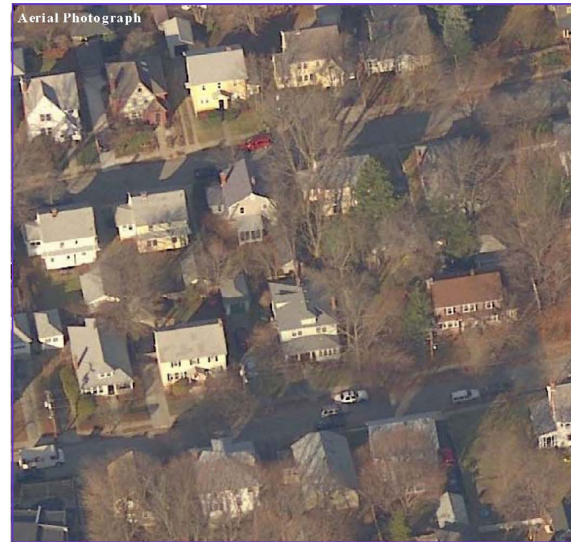
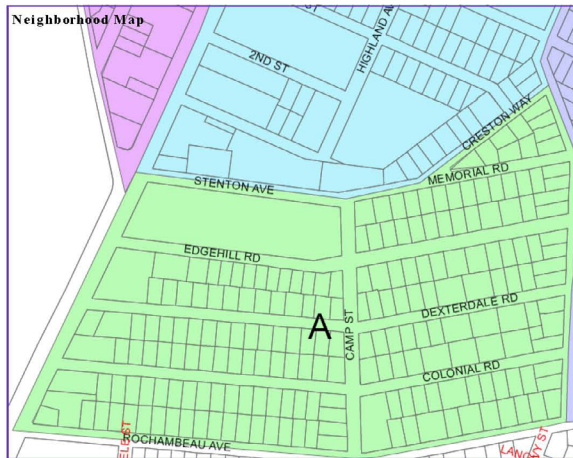
- A. The area bounded by Hope on the west/northwest, Holly and Lorimer on the east, Blackstone Boulevard on the north/northeast, and Rochambeau on the south.
- B. The small, mid- to late twentieth century suburban area between Hartschorn, Winfield and Blackstone Boulevard.
- C. The area between Holly and Lorimer on the west, the boulevard on the east, Hartschorn on the north, and Rochambeau on the south.
- D. The area bounded by Rochambeau, Elmgrove, Sessions, Morris, Alumni, and Hope Street.
- E. The area between Elmgrove and Cole, bordered by Rochambeau on the north and Upton Avenue on the south.
- F. An irregularly shaped area that wraps around Typology E, particularly on the south and east. Essentially counter-clockwise, the boundary streets are: Sessions, Morris, Olney, Arlington, Lloyd, the Boulevard, Rochambeau, Cole, Upton, and Elmgrove back to Sessions.
- G. A small area bounded by Blackstone Boulevard, Swan Point Road, Grotto Avenue, the Butler Hospital campus edge, Lincoln Avenue back to Grotto, and Grotto north to Mount.
- H. The small area between the boulevard and the Butler campus edge bordered by Mount and Lincoln on the north and Irving and Gulf on the south.

Whereas most Providence neighborhoods were all but fully developed by 1900, Blackstone developed primarily during the early to mid- twentieth century. The houses, mostly medium-size to large single-family dwellings, are architecturally and functionally different from those built in College Hill during the eighteenth and nineteenth centuries. Blackstone's less uniform street grid reflects later subdivision, some of which occurred after 1950 in patterns and with single-family housing types that are more typical of outlying suburban communities than other Providence neighborhoods.



Sample Mount Hope, Hope and Blackstone Neighborhood Typologies

Hope—Typology A



Defining Characteristics

Streetscape		Lots		Buildings			
Pavement Width	30 Feet	Lot Size	5,000 SF	Type	Single	Roof Type/Pitch	5-, 6/12
On-Street Parking	Single-, Double-Sided	Lot Width	45 - 65 Feet	Lot Coverage	33%	Materials	Wood, Brick
Sidewalks	Continuous Concrete	Density	1 unit/lot on average	Height	2.5	Garages	Side, Rear (Detached)
Street Trees	Yes, Irregular Pattern	Side Yards	5 - 7 Feet	Porch/Stoop	Yes	Outbuildings	Rear
Front Yard	25 Feet	Rear Yard	20 - 30 Feet	First Floor Elevation	1 - 3 Feet		
Fences	Wood, Iron	Parking	Side, Rear	Street Facing Transparency	25% - 50%		

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.

Defining Characteristics	
Neighborhood	Low
Development Width	21 Feet
Onstreet Parking	Single-Sided
Side-alle	None
Street Trees	Yes, Irregular Pattern
Front Yard	13 Feet
Fence	Wood, Stone
Buildings	
Type	Single, 2-3 Family
Lot Coverage	40 - 50 Feet
Height	1 unit less in average
Porch/Shop	Yes
First Floor Elevation	3 - 4 Feet
Street Facing Transparency	25% - 30%
Roof Type	Pitch
Materials	A-6/12
Wood, Vinyl, Brick	
Garages	None (Detached)
Outbuildings	Rear

Defining Characteristics				
Measurements		Lot	Buildings	
Pavement Width	23 Feet	Lot Size	Type	Single, 2-, 3-Family
On-Street Parking	Single-Sided	Lot Width	Lot Coverage	Roof Type/Pitch
Side alleys	Continuous Concrete	Depth		Materials
Street Trees	Yes, Irregular Pattern	3 amt lot on average	Height	Wood, Vinyl, Brick
Front Yard	13 Feet	Side Yards	2.5 on average	Garages
Fences	Wood, Stone	Parking, Side, Rear	Perch/Steep	Basement
			First Floor Elevation	Outbuildings
			3 - 4 Feet	Wood
			Street Facing Transparency	25% - 50%

Blackstone—Typology B

Defining Characteristics

Measurements	Lot	Buildings	Roof Type/Pitch
Accession Width	23 Feet	Type	Single
On-Street Parking	Double-Sided	Lot Coverage	10% - 25% on average
Side-Drive	Two-Driveways, Concrete	Height	10' - 23' on average
Street Fronts	Double	Depth	30'
Front Yards	23 Feet	Front Floor Elevation	1 - 2 Feet
Fronts	None	Neat Facing Typology	20% - 50%

Defining Characteristics							
Storefrontage		Lots		Buildings			
Pavement Width	23 Feet	Lot Size		Type	Single	Roof Type/Pitch	3-, 6/12
On-Street Parking	Double-Sided	Lot Width	90 - 100 Feet	Lot Coverage		Materials	Wood, Brick, Stone
Side Walks	Not All Asphalt, Concrete	Density	1 unit/lot on average	Height	1.5 - 2.5 on average	Garages	Front, Side (Attached)
Street Trees	Yes, Irregular Pattern	Side Yards	10 - 20 Feet	Porch/Steps	Yes	Outbuildings	Rear
Front Yard	23 Feet	Rear Yard	20 - 25 Feet	First Floor Elevation	1 - 2 Feet		
Fences	Stone	Parking	Front, Side	Soil Fencing Transparency	20% - 50%		

Defining Characteristics					
Structure	Lots	Buildings			
Pavement Width	35 Feet	Lot Size	Type	Single	Road Type/Pitch
On-Street Parking	Doublesided	Lot Width	Lot Coverage		5, 6-12
Sidewalks	Continuous Concrete	Density	Height	2.5 m average	Materials
Street Trees	Yes, Irregular Pattern	Side Yards	Porch/Shoep	Yes	Brick, Wood, Stucco
Front Yard	20 - 25 Feet	Rear Yard	First Floor Elevation	1 - 2 Feet	Garages
Fences	Brick, Iron, Stone, Wood	Parking	Street Facing Transparency	25% - 50%	Side, Rear (Attached)
					Overbuildings
					Rear

Mount Hope—Typology A

Defining Characteristics

Measurements	Low	Medium	High
Permanant Width	21'-Foot	22'-Foot	23'-Foot
On-Street Parking	Single, Double-Stack	Single, Double-Stack	Single, Double-Stack
Materials	Not All Bricks, Concrete	Brick	Brick
Street Trees	No, Insignificant Pattern	Side Yards	Side Yards
Front Fence	6'-10 Feet	Back Yard	35 Feet
Yards	Wood, Chain-Link, Stone	Parking	Side, Rear

Defining Characteristics			
Structure	Lot	Buildings	
Permitted Width	21 Feet	Lot Size	5,200 SF
On-Street Parking	Single, Double-Sided	Lot Width	50 - 60 Feet
Side Walks	Not All Streets, Concrete	Depth	2 min lot, on average
Street Trees	Yes, Irregular Pattern	Side Yards	5 - 10 Feet
Front Yard	6 - 10 Feet	Rear Yard	35 Feet
		First Floor Elevation	2 - 5 Feet
		Type	Single, 2-, 3-Family
		Lot Coverage	28%
		Height	23 m average
		Porch/Steps	Yes
		Roof Type	Shingle, 2-, 3-Family
		Materials	Wood, Vinyl
		Garages	Side, Rear (Detached)
		Outbuildings	Rear

Mount Hope—Typology B

Briefing Characteristics			
Streetage	Lot	Buildings	
Permeable Width	23 Feet	Typ.	Single, 2-3-Family
On-Street Parking	Double-Sided	Lot Coverage	32%
Side-walks	Continuous, Concrete	Height	2.5-on average
Street Trees	Yes, Single-trunk Pattern	Drunk Street	Yes
Front Yard	20 Feet	Front Floor Elevation	2-4 Feet
Fences	None, Wood, Brick	Street Facing Transparency	25%-50%
			Roof Type: Pitch
			Materials:
			Garages
			Orientation
			S, N/12
			Wood, Vinyl, Brick
			Rear, Side (Detached)
			Rear

Defining Characteristics			
Neighborhood	Lot	Buildings	
Permeable Hardscape	27 Feet	Lot Size: 5,000 SF	Type: Single, 2, 3-family
On-Street Parking	Double-Sided	Lot Width: 40-45 Feet	Lot Coverage: 32%
Sidewalks	Continuous, Concrete	Density: 2 units/lot, on average	Height: 25 to average
Street Trees	Yes, irregular Pattern	Side Yards:	Porch: Deep
Front Yard	20 Feet	Rear Yard: 30 Feet	Front Floor Height: 2-4 Feet
Fences	Stone, Wood, Brick	Parking: Side, Rear	Street Facing Transparency: 25%-50%

Defining Characteristics

Investigate	Lot	Buildings	Roof Type/Pitch
Footprint Width	20 Feet	1,700 SF	Type
Footprint Depth	Single, Double/1.5x	Lot Coverage	23%
Side Yard	Continuous Concrete	Height	2 to 3 on average
Street Trees	Yes, Integrated Pattern	2 - 4 Feet	Porch Steps
Front Yard	5 - 10 Feet	21 - 30 Feet	First Floor Elevation
Fences	Wood, Chain Link	Single, Rear	Street Facing, Inexpensive
			Side, Rear
			Materials
			Garages
			Outbuildings
			Wind, Vinyl
			Garages, Rear (Detached)
			Rear

Defining Characteristics					
Structures	Lot	Buildings			
Permitted Width	20 Feet	Lot Size	5,700 SF		
On-Street Parking	Single, Double-Sided	Lot Width	30 - 50 Feet		
Side Walk	Continuous Concrete	Density	2 units/lot on average		
Street Trees	Yes, Irregular Pattern	Side Yards	5 - 8 Feet		
Front Yard	5 - 10 Feet	Rear Yard	25 - 50 Feet		
Fences	Wood, Chain-Link	Parking	Side, Rear		
		Type	Single, 2, 3, Multi		End Type/Fach
		Lot Coverage	30%		5 - 6-12
		Height	2.5 on average		Materials
		Porch/Steps	Yes		Wood, Vinyl
		First Floor Elevation	2 - 4 Feet		Garages
		Street Facing Transparency	30% - 50%		Side, Rear (Detached)
					Overhangs
					Rear

Hope—Typology A

The composite image illustrates the 'Hope' typology. It includes a site plan on the left showing a triangular lot with a green residential area and a pink commercial area. The central image is a photograph of a hillside densely packed with small, multi-story houses. To the right, six individual house photographs are shown, each with a label: 'Small detached', 'Small detached', 'Single detached', 'Single detached', 'Single detached', and 'Single detached'.

Defining Characteristics					
Measure	Loc.	Subdivisions	Height	Roof Type	Roof Pitch
Prevalent Width	10 Feet	3,000 SF	Single	Shed Type	5: 6:12
On-street Parking	Single, bluehatched	4: 4.5 Feet	Typical	Shed, Shik	Shed, Shik
Materials	Concrete Concrete	Density	1 unit lot on average	Materials	Gargen
Street View	No, irregular Pattern	5: 7 Feet	Perch Street	No	Openhatched
Front Yard	23 Feet	Rear Yard	20: 30 Feet	Hard Floor Glazing	1: 3 Feet
Fences	Wood, Iron	Parking	Side, Rear	Street Facing Transparency	25%: 50%

Defining Characteristics			
Streetscape	Lot	Buildings	
Pavement Width	30 Feet	Lot Size: 5,000 SF	Type: Single
On-Street Parking	Single, Double-Sided	Lot Width: 45 Feet	Lot Coverage: 20%
Side Yard	Continuous Concrete	Depth: 1.5 Lot (at least lot in average)	Roof: Flat
Street Trees	Vac, Irregular Pattern	Side Yards: 3 - 7 Feet	Garages: Side, Rear (Detached)
Front Yard	25 Feet	Back Yard: 20 - 30 Feet	Overhangs: None
Fences	Block, Iron	Buildings: 1.5 - 3 Stories	

[illegible]

Defining Characteristics					
Streetcarage		Lots		Hullings	
Pavement Width	22 Feet	Lot Size	5,000 Sq.	Type	Single, 2- Family
On-Street Parking	Single, Double-Side	Lot Width	40-60 Feet	Let Coverage	27%
Sidewalks	Continuous Concrete	Density	2 units/lot on average	Height	25' to 30' average
Wear Surface	Yes, Irregular Pattern	Sid. Yards	N/A	Roof Slope	Varies
Front Yard	20 Feet	Rear Yard	30-35 Feet	First Floor Elevation	2 - 4 Feet
Interior	Wood	Fachins	Sids, Rens.	Neat Exteriors	21%+ Roof

Hope—Typology C

Defining Characteristics		
Streetcape	Lots	Buildings
Pavement Width 22 Feet On-Street Parking Single, Double-Sided Side Walks Continuous Concrete Street Trees Yes, Irregular Pattern Front Yard 15 Feet Fences Iron, Wood	Lots 4,700 SQ Lot Area 40 - 15 Feet Density 1 unit lot on average Side Yards 8 - 15 Feet Rear Yard 40 Feet Iron, Wood Parking Side, Rear	Buildings Type Single, 2-Family Lot Coverage 35% Height 2 1/2 on average Front Setback Push-Inch First Floor Elevation Vary Street Facing Transparency 22%+ 10%
Roof Type Pitch Materials Wood, Vary Garages Side, Rear (Detached) Outbuildings Rear		

Defining Characteristics					
Streetscape	Lots	Buildings			
Pavement Width	22 Feet	Lot Size	4,750 SF	Type	Single, 2-Family
On-Street Parking	Single, Double-Sided	Lot Width	40 - 35 Feet	Lot Coverage	35%
Sidewalk	Concrete Concrete	Front Yard Set Back	10 - 15 Feet	Height	25 Feet
Street Trees	Yes, Irregular Pattern	Side Yards	4 - 15 Feet	Roof Style	Shingle
Front Yard	15 Feet	Rear Yard	40 Feet	First Floor Elevation	2 - 4 Feet
Fences	Yes, Wood	Railings	Yes, Wood	Basement Finishes	25% - 40%

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. There are eight ICBD buildings in the study area, seven in Mount Hope and one in Hope.

A small northern section of the College Hill LHD is located in the Mount Hope neighborhood. There are 11 National Register districts in the Mount Hope, Hope and Blackstone neighborhoods: The Blackstone-Cole-Grotto, Summit, Elmgrove Gardens, Blackstone Realty Plat, Freeman Plat, Doyle Avenue, Moshassuck Square, Blackstone Canal, Blackstone Park, Olney Street-Alumni Avenue, and Wayland districts. In addition, numerous National Register properties are scattered throughout the three neighborhoods. Among the most prominent are the Jeremiah Dexter House on North Main Street, Rochambeau Library, Ladd Observatory, Butler Hospital Campus, North Burial Ground, and Swan Point Cemetery and Trolley Shelter.

Retail Commercial Areas

Commercial activity in the Hope, Mount Hope and Blackstone neighborhoods is concentrated along Hope and North Main streets. The two corridors have very different characteristics and scales.

The Hope Street section is neighborhood scale, with smaller businesses in smaller buildings, including one-story commercial blocks built primarily in the early to mid-1900s. In most cases, there is little to no building setback, offering a distinctly pedestrian orientation. This stretch of Hope Street can be divided into sub-areas (see Development Patterns – Neighborhood Typologies), based on both physical separation and distinguishing characteristics. The primary Hope Street commercial area, between Rochambeau Avenue and Fifth Street, is popular for its small shops and restaurants, as well as being a destination for gasoline, auto repairs and a chain drugstore. The smaller sub-area straddling the Pawtucket line has a mix of uses including offices and residences as well as service businesses.

In contrast to Hope Street, North Main Street is primarily auto-oriented and is far more spread out. It too, can be divided into sub-areas, one near the Pawtucket line and the other concentrated at the southern end, dominated by the University Heights plaza. Many North Main Street businesses are set back from the street and have ample parking areas. The North Burial Ground interrupts the west side of the commercial stretch; this may have prevented the street from having ever become a full-fledged, thriving automobile-centric commercial strip, though it is still primarily an automobile destination and includes several automotive supply and repair services. North Main Street also serves as a major bus route and is a key connector between Providence and Pawtucket.

Lower North Main Street is dominated by the University Heights shopping plaza, but also includes commercial and professional office buildings with little to no setbacks on North Main extending to the north. As with the other commercial areas, businesses are largely confined to the main commercial street with minimal extension into adjacent residential streets. Building types include the big boxes of University Heights, smaller mixed-use structures with retail on the first floor and residential above, and mid-scale professional office buildings.

Upper North Main Street is characterized by mostly auto-oriented business - businesses servicing cars (auto parts, car repair, car wash, gas station) and/or accessible primarily by car. Buildings along this stretch tend to have low elevations and large footprints, and are often surrounded by a great deal of paved area for parking, circulation and on-site operations. Many commercial buildings are set back from the street while others front directly on the sidewalk. Scattered throughout are businesses located in converted houses. Collectively, the Lower and Upper North Main commercial areas extend almost without interruption from University Heights to the Pawtucket line.

Upper Hope Street is a fairly compact commercial area that extends just over the Pawtucket line. Within this stretch on the Providence side is mixed-use (office/residential), a one-story, early twentieth century commercial block containing several storefronts, some freestanding commercial buildings, and a gas station/car repair shop. Architecturally, there is no dominant stylistic theme.

Lower Hope Street is anchored by six one-story commercial blocks with numerous storefronts. These structures are built to the sidewalk edge and house attractive, pedestrian-friendly shopping and dining establishments within walking distance of each other. Interspersed with the commercial blocks are stand-alone commercial and mixed-use structures one- to three-stories high. While this area is more substantial than Upper Hope Street, the core area is still less than five blocks long.

Manufacturing/West River Industrial Park

The only industrial area in the three neighborhoods is West River Industrial Park, located west of I-95 in the area that includes the main post office on Corliss Street and properties along West River Street. Most residents are unaware that this area lies within the boundaries of the Mount Hope neighborhood. Several manufacturing concerns are located in the industrial park.

Amenities and Services

Amenities in Hope, Mt. Hope and Blackstone include: Blackstone Blvd., Billy Taylor Park, Lippitt Park, Collier Field, Blackstone Park, Swan Point Cemetery, and the North Burial Ground. Residents' specific ideas about how these amenities could be improved include a bike lane on Blackstone Boulevard, improved lighting at Billy Taylor Park, more access points to the North Burial Ground, and restoration of the fountain in Lippitt Park. Residents also want to see areas designated for community gardens, additional green space, park stewardship programs (such as "friends of" groups) and greater coordination of youth programs and services. Residents were especially vocal about the need to preserve and improve the neighborhood schools (Nathan Bishop Middle School is currently being renovated).

Jobs and Business Opportunities

At the charrette, neighborhood residents generally expressed a preference for small, locally owned businesses rather than larger chain stores. This could entail the creation of a unifying vision for the Hope Street business district, maintaining the size, scale, orientation, and character of buildings, and establishment of a Hope Street business association (Update: an association was founded in 2008). Residents and business owners were also very concerned with the revitalization of North Main Street, and would like to see more mixed-use development with slightly greater building height on the west side of the street.

Hope Street

Charrette input reflected general satisfaction with Hope Street as a pleasant, pedestrian-friendly commercial

corridor. Residents were interested in creating a unified vision for the Hope Street business areas to maintain size, scale and character. Additional ideas include the formation of a merchants association and encouraging small locally-owned business.

North Main Street

North Main Street was a focus of the charrette, and has been the focus of neighborhood redevelopment efforts over the past several years. As one of the city's primary commercial corridors, North Main Street links downtown Providence with Pawtucket and is the busiest bus route in the city. In the past, North Main Street served as a key shopping destination, with retailers such as Sears and Anderson-Little serving as anchors. Over time, these major retailers have closed or moved to suburban locations; along with other failed businesses, vacant storefronts and surface parking lots, this has resulted in North Main Street having numerous "missing teeth."

Charrette participants identified many of the key challenges facing North Main Street, and also discussed opportunities for future redevelopment. On the positive side, the street has several historic buildings that contribute to its character and quality of the streetscape, including the armory, the historic firehouse on the corner of Doyle Avenue, and the Jeremiah Dexter House, built in 1754. Many of the sites in need of redevelopment are large enough to accommodate a variety of uses and could provide the opportunity to showcase high-quality mixed-use development. The heavy traffic, consisting largely of single-occupancy autos and heavily used RIPTA buses, is both a positive for potential retailers and a negative

in terms of pedestrian safety and amenities. A few of the other challenges identified include the lack of local businesses to serve the needs of the adjacent neighborhood residents, the proliferation of auto-oriented businesses along the street, and the general lack of a cohesive character.

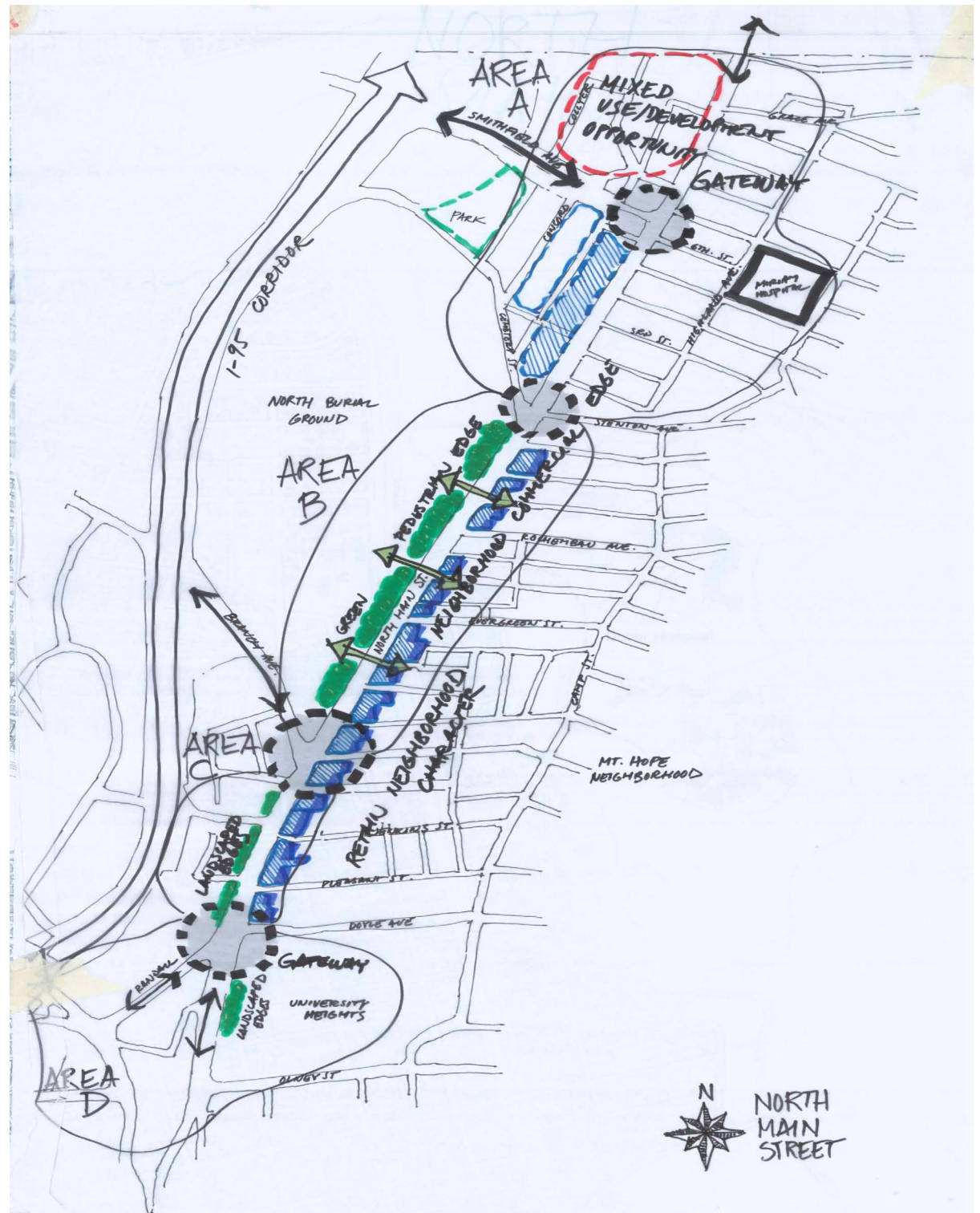
Among the several underutilized parcels along the street, the former Sears site was identified as the top priority for redevelopment. With the recent closing of the Shaw's supermarket in the plaza behind the Sears site, there may be an opportunity to redevelop the entire site as a mixed-use neighborhood center that could include residential units and retail space. One of the limitations of the site is the parking capacity. By incorporating redevelopment of the site with the entire plaza, a parking structure could be built to provide adequate parking for all of the uses, with extra parking capacity for other uses along North Main Street. Structured parking on North Main Street could provide Miriam Hospital with additional parking capacity. The former Rhode Island Auditorium site at Third Street was also identified as a key parcel for redevelopment. It was widely agreed that building height could be accommodated on the west side of North Main but the existing scale should be preserved on the east side.

Another idea to emerge from the discussions was to look at North Main Street as three sub-districts, each with its own unique character and development focus. The northernmost section of the street would serve as the neighborhood "main street," with design guidelines promoting urban-scale, walkable development that provides essential neighborhood amenities. A node could be developed in this area that would permit

increased density and could be linked to transit stops and pedestrian amenities. Improvements to the middle section of the street, along the North Burial Ground, should create a better edge along the cemetery, helping to connect this amenity to the street and to the neighborhood. This area should also include improved pedestrian connections across North Main Street, particularly to link pedestrians to the bus stops on the west side of the street. The southern edge of the street, closest to downtown, was identified as a gateway area to the entire street and in need of streetscape improvements that would improve safety for pedestrians and enhance the streetscape.

Land Use Conflicts

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



West River Drive Industrial Park

There was minimal participation at the charrette regarding the West River Industrial Park and its future, but several ideas did emerge. Much of the discussion centered on the proposed “Jobs Only” designation for the area and whether or not modifications might be made so that some of the area might be available for additional uses such as residential (the southern portion, which is less accessible by freight rail). Questions included:

- Should the Marriott Hotel be included in the proposed Jobs Only District?
- Could the West River be an amenity for potential residential use if it were made more visible and accessible?
- Is the area viable for business and industry without exploring residential possibilities?

Issues discussed also included the “problem intersection” at the southwest corner of the area (approaching Admiral Street and the highway) and the need for improvement; the absence of pedestrian amenities and the difficulty crossing Corliss Street; and the need for better bicycle and pedestrian connections and amenities to and from the east and southeast.

Housing

There is a wide variety of housing types in Hope, Mt. Hope and Blackstone. The housing stock ranges from single-family to multi-family, in some cases within the same block. Residents focused mainly on maintaining housing affordability within the three neighborhoods. Other issues raised included the problem of absentee landlords not maintaining their residential properties and owner occupants who are unable or unwilling to maintain their homes. Residents’ concerns focused on the affordability of in-fill housing to neighborhood residents, as well as the design of such housing in relation to neighborhood character.

Safety

Safety is a major concern in the three neighborhoods. Residents would like improved community safety through increased police presence in the neighborhoods. Lighting improvements were suggested at several locations to deter illicit activities such as drug dealing. Residents also identified enforcement of existing laws as an issue that needs to be addressed.

Circulation

Sidewalks are the primary circulation issue. Residents would like a comprehensive and safe sidewalk network so people can more easily walk through the neighborhoods and children have safe routes to school. Residents also expressed interest in a bike lane on Blackstone Blvd. (Update: a bike lane was striped in 2008). Residents also identified the need for better bicycle and pedestrian connections across Branch Avenue and Smithfield Avenue from North Main Street.

Additionally, some residents were concerned with parking deficiencies and believe an overnight on-street parking program should be considered in some areas. They also expressed the desire for a park and ride along North Main Street for people who use RIPTA to travel downtown.

Enhanced Transit

Two connected RIPTA bus routes easily have the highest ridership: Route 99, which runs between Providence and Pawtucket along North Main Street, and Route 11 (Broad Street). Because of high ridership and because together they serve three of the state’s most populous cities, these routes have been targeted for proposed improvements to enable enhanced transit such as Bus Rapid Transit (BRT). A BRT system combines the quality of other transit modes with the flexibility of buses. Some of the key improvements proposed for RIPTA’s BRT corridor are intelligent transportation systems (ITS) technology and cleaner, quieter hybrid buses. Features include improved shelters, some designed and built locally; passenger and pedestrian safety features; distinctive renaming and branding; solar schedule information; and traffic signal priority functions for faster service. By consolidating stops into fewer distinctive stations, transit-oriented development – that is, development concentrated in nodes – can also be encouraged.

Infrastructure

Many residents cited infrastructure conditions as an issue in the neighborhoods. Storm water drainage problems exist at several locations, most notably the “Third Street Lake” at Third Street and North Main. Residents also discussed road and sidewalk maintenance and raised concerns about the standards applying to utility companies’ infrastructure repairs, including road patching.

Aesthetics/Character

Much of the discussion about aesthetics and character focused on maintaining and preserving the existing residential and small-scale commercial character

of the neighborhoods. As previously discussed, residents would like development to complement existing patterns. The long-term preservation of historic properties such as the Ladd Observatory, Cole Farmhouse and the Carriage House is also a priority. Some residents also cited the need for more street trees and better maintenance in some areas.

Institutions

A recurring charrette theme was the need to nurture more collaborative relationships between institutions and the neighborhoods. Important considerations include allowing public use of facilities and resources and coordination of transit use. These and other issues are discussed below for each of the major institutions (Miriam and Butler) and in the Action Plan.

Miriam Hospital

Neighborhood residents identified several concerns relating to the Miriam campus, including edge conditions and the impacts of hospital-generated litter and traffic. In addition, neighborhood residents expressed concerns about landscaping, the amount of paved surface, building heights and massing, and other design considerations as they relate to property values and the primarily one- to three-unit residential character of the area. These concerns are exacerbated by recent and anticipated hospital expansion and the conflicts that come with institutional growth. Traffic, particularly associated with employee parking and the lack of a centralized parking facility, is a persistent concern. This is an issue for hospital employees as well as neighborhood residents. There was some discussion at the charrette about the pros and cons of two-hour parking regulations. It was noted that, despite ongoing issues and recent concerns, dialogue between the hospital and the community has been improving.

Among the input and ideas generated at the charrette are placing limits on the hospital's growth within the neighborhood (directing future growth toward North Main Street), building a multi-level parking structure on North Main Street, and relocating all parking to North Main Street (such as to "Shaw's Plaza"). Other proposed parking solutions include provision of additional valet parking service to patients and visitors, considering a resident parking program, providing off-campus parking for out-patients, charging a fee for parking which could be used to generate revenue for a parking structure, and reducing parking demand through transit subsidies for employees. Programmatic ideas include formalizing community meetings for improved neighborhood and hospital dialogue, improving the City's Institutional Master Plan (IMP) review process to allow more citizen input, enforcing street cleanliness, and considering a Traffic Management Association (TMA).

Butler Hospital



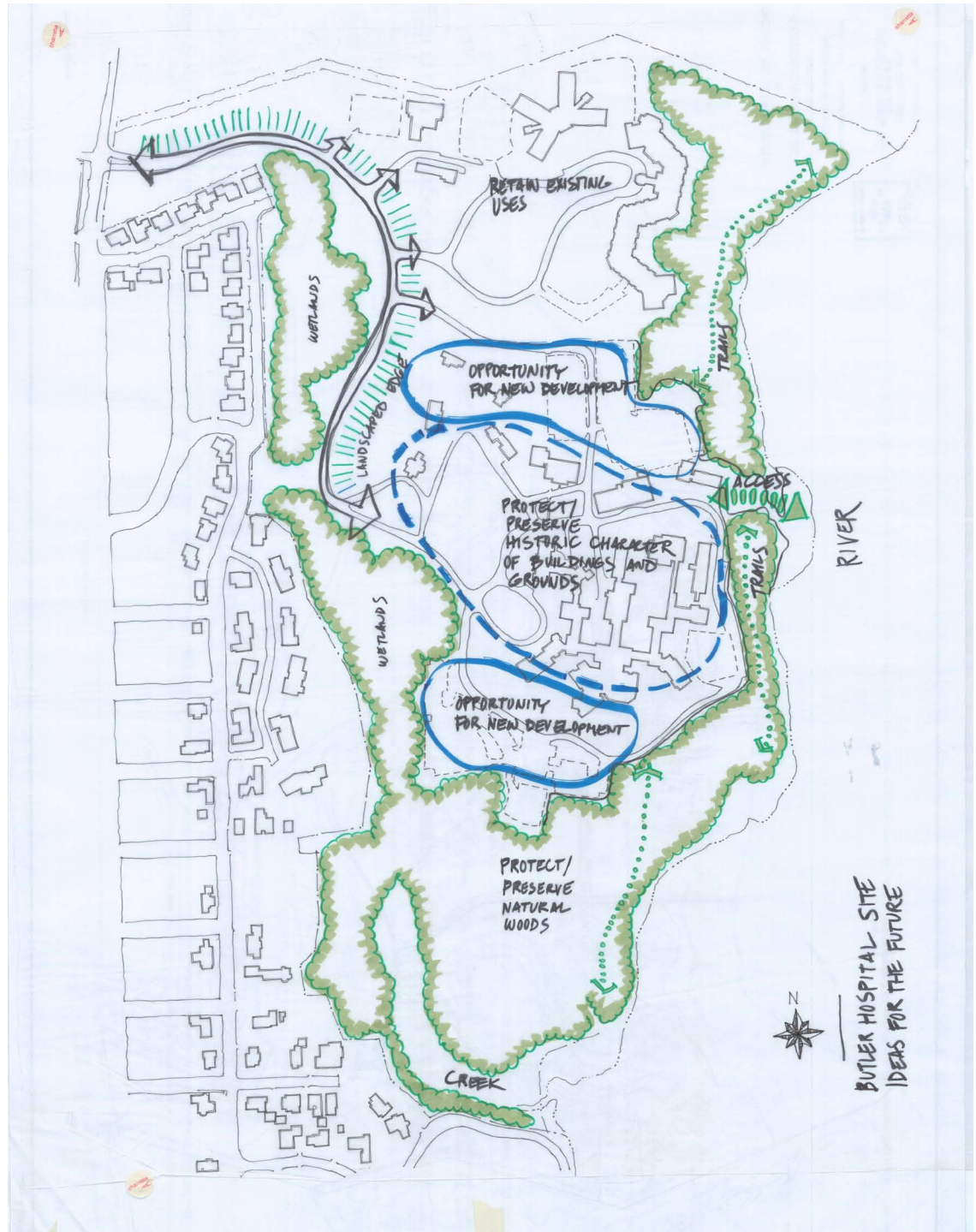
Charrette discussion about Butler was prompted primarily by the possibility of the hospital moving due to a potential merger and reorganization. Key priorities stated by charrette participants include the preservation of the historic buildings and landscape on the Butler campus, as well as natural resource preservation and protection, particularly of significant trees. Currently, neither the historic landscape nor

the original hospital buildings are in a Local Historic District, which would provide regulatory protection. National Register listing is more symbolic and does not provide such protection. Similarly, there are no conservation restrictions on the property other than coastal buffers mandated by the Coastal Resources Management Council (CRMC).

Measures proposed at the charrette to protect and enhance Butler's campus in the event that the hospital were to move its primary facilities elsewhere include: reuse and adaptation of the existing buildings for different uses; concentration of development at the center of the campus; retention of existing uses other than those of the hospital itself; retention and protection of significant trees and existing woods through conservation easements; conservation/open space development and the application of "Smart Growth" principles; development of a network of trails; rezoning to allow concentrated development and land protection rather than single-family housing; a density transfer to allow land protection on the site; public access to woods and the waterfront, as well as boat access; 55+ housing; and inclusion of some non-profit use mixed with residential use. The hospital grounds, woods, trails, and public access are collectively seen as an important neighborhood amenity.

Additional charrette-generated themes relating to the future of the Butler campus include the need for improved transit access and/or shuttle service, the need for additional roadway access, and the desire to minimize future traffic impacts on the surrounding neighborhoods. It was widely maintained that the City should play a key role in developing a master plan for the property.

The prospect of Butler Hospital relocating was also addressed from the perspective of “what would it take to keep the hospital here?” The importance of the hospital as a community resource was a recurring theme, as was the issue of the potential service costs (schools, police and fire) and the quality of life costs of the potential redevelopment of the large site. Representatives from Butler Hospital contributed to the discussion as well, with an explanation that the land that comprises the Butler Hospital campus serves as an endowment for the institution and that it would need to receive a return on that investment if it were to relocate its facilities.



Neighborhood Action Plan

The key outcome of the Mount Hope, Hope and Blackstone charrette was the development of a multi-phased action plan for the neighborhoods 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-Department of Parks and Recreation (City of Providence)

PPD-Providence Police Department

HDC- Historic District Commission (City of Providence)

RIDOT-Rhode Island Department of Transportation

CRMC-Coastal Resources Management Council

ZBR-Zoning Board of Review (City of Providence)

Traffic-Division of Traffic Engineering (City of Providence)

Schools-Providence Department of Public Schools

PEDP-Providence Economic Development Partnership

Mount Hope, Hope and Blackstone Initiatives

Initiatives/Projects	Actions	Project Lead	Target Date
Actively involve the Hope, Mount Hope and Blackstone neighborhoods in community decision-making.			
Promote collaboration between City government, neighborhood residents and businesses to achieve the vision for Hope, Mount Hope and Blackstone.	Identify potential partners such as businesses and non-profit organizations that can assist in completing specific projects.	DPD	Ongoing
Ensure that all projects and initiatives contribute to achievement of the long-term vision.	Evaluate projects for consistency with the City's Comprehensive Plan and 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, DPW, ONS	Ongoing
	Develop education and awareness programs to assist residents in understanding how different projects, such as street tree plantings, recycling programs, etc., can be implemented to improve their neighborhoods.	DPD, DPW, Parks	As Needed

Initiatives/Projects	Actions	Project Lead	Target Date
Revitalize North Main Street as the neighborhood main street.			
Improve the overall pedestrian experience.	Work with the State to provide better pedestrian amenities such as curb extensions, elevated crosswalks and push button lights, as appropriate, for crossings at key intersections.	RIDOT, DPW, City Council	Mid-Term
Create Sub-district A (from the Pawtucket line to Stenton Avenue).	Work with the CPC to create a commercial node between Caroline Street and the City line from North Main Street west to Collier Street.	DPD	Short-Term
	Focus streetscape improvements and enhancement for pedestrians and bicyclists at the intersection of Smithfield Avenue and North Main Street. Work with the CPC to develop a commercial node at this location.	DPD, RIDOT, DPW	Short-Term
	Work with RIDOT to evaluate the feasibility of making Smithfield Avenue a two-way street.	DPW, RIDOT, City Council	<u>Underway</u>
	Work with property owners and the City of Pawtucket to redevelop the former Shaw's and Shaw's plaza for neighborhood-serving uses at an appropriate urban scale with high-quality design with a maximum building height of six stories.	DPD	Short-Term
	Use streetscape improvements and signage to create a gateway to the neighborhood.	DPD, DPW	Short-Term
	Work with property owners to encourage the redevelopment of the former Sears and Anderson-Little sites as mixed use, at an appropriate urban scale with high-quality design, and with neighborhood amenities, with a maximum building height of four stories. _	DPD, Neighborhood Groups	Short-Term
	Amend regulations to apply design criteria to new developments.	DPD	Short-Term

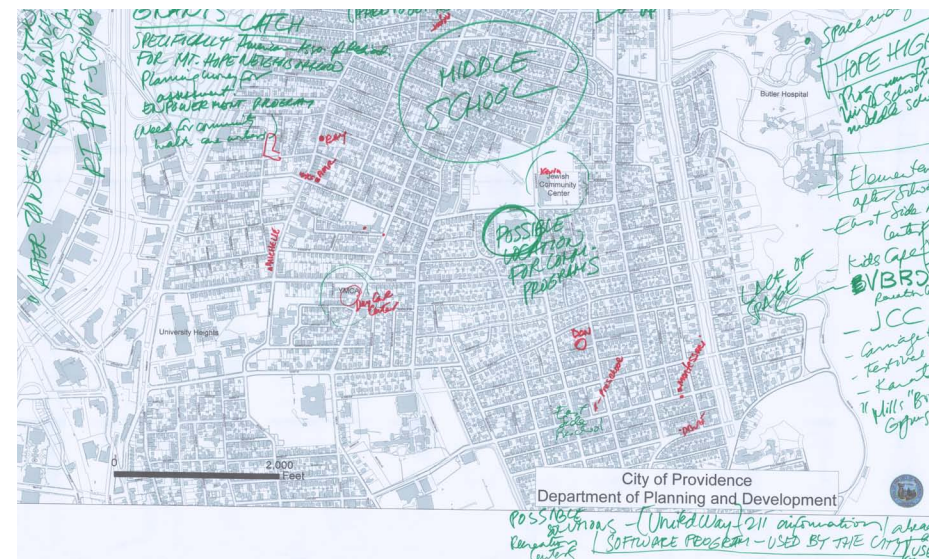
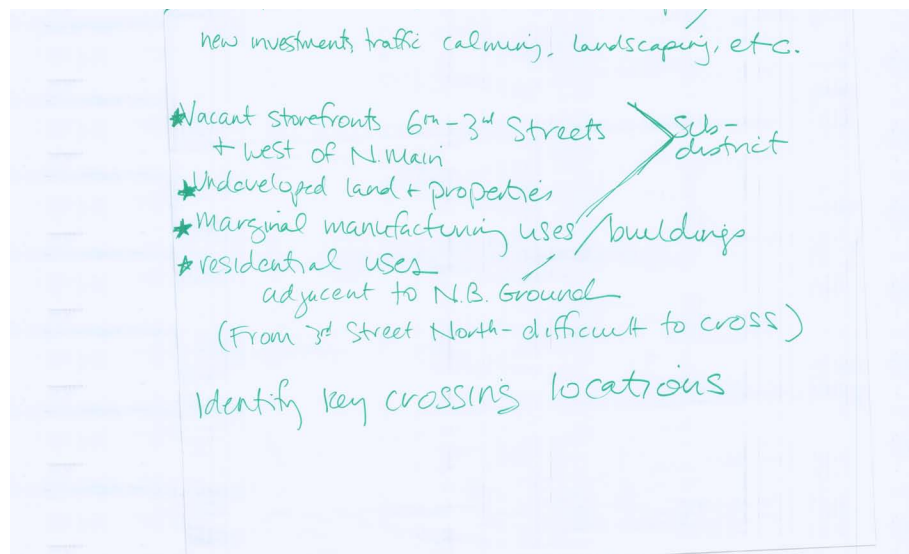
Initiatives/Projects	Actions	Project Lead	Target Date
Revitalize North Main Street as the neighborhood main street.			
Create Sub-district B (from Stenton Avenue to Branch Avenue).	Improve the edge along the North Burial Ground to better connect the cemetery to the sidewalk, street and neighborhood, and to establish a green, pedestrian-friendly environment. [Also see below under “Create opportunities for new park and open spaces and community gardens.”]	Parks, DPD and Neighborhood Groups	Mid-Term
	Continue to promote pedestrian-oriented, neighborhood commercial uses on the eastern street edge.	DPD	Short-Term
	Improve pedestrian connections across North Main Street at Colonial Road, Woodbine Street and Grand View Street, linking to bus stops on the west side of the street.	RIDOT, DPW	Short-Term
	Prevent commercial expansion along the eastern street edge and protect the existing residential neighborhood.	DPD , Zoning Board	Ongoing
	Continue to limit new development to three stories on the east side of the street.	DPD	Short-Term
	Focus streetscape improvements and enhancements for pedestrians and bicyclists at the Branch Avenue intersection.	RIDOT, DPW	Mid-Term
Create Sub-district C (from Branch Avenue to Olney Street).	Enhance the landscaped street edge along the west side of the street.	RIDOT	Mid-Term
	Continue to promote pedestrian-oriented, neighborhood commercial uses along the eastern edge of the street.	DPD	Short-Term
	Improve the edges of the University Heights complex, both with abutting residences and along North Main Street.	Property owners, Neighborhood Groups	Short-Term
	Focus streetscape enhancements and improve pedestrian and cyclist safety at the Doyle Avenue intersection, and create a gateway to North Main Street.	RIDOT, DPW, DPD, City Council	Short-Term

Initiatives/Projects	Actions	Project Lead	Target Date
Preserve and enhance Hope, Mount Hope and Blackstone as urban neighborhoods with a high quality of life.			
Increase opportunities for and access to safe and affordable housing.	Target absentee landlords for increased code enforcement.	DIS	Short-Term
	Promote existing housing programs such as down payment assistance, emergency repairs and lead abatement through distribution of brochures at neighborhood centers, meetings and events, and targeted mailings, and improve user interface with the Department website.	DPD	Short-Term, Ongoing
Maintain and improve the character of the neighborhoods, particularly residential areas.	Identify and establish distinctive neighborhood gateways, particularly along North Main Street, Hope Street and other major corridors.	DPD, Neighborhood Groups	Short-Term
	Amend residential zoning regulations to promote 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 flexibility to address unique topography and other site conditions.	DPD	Mid-Term
	Work with the City of Pawtucket to create compatible streetscapes/edges at the city line.	DPD, City of Pawtucket, Neighborhood Groups	Mid-Term
	Work with the property owner and managers of Pleasant Street Courts to improve the facility and its relationship to the neighborhood.	DPD, Neighborhood Groups	Short-Term
	Prohibit the encroachment of commercial uses into residential areas along Hope Street.	DPD, Zoning Board	Ongoing
	Identify key streets and locations where trees and plantings are needed and apply for the Providence Neighborhood Planting Program.	Neighborhood Groups	Short-Term

Initiatives/Projects	Actions	Project Lead	Target Date
Preserve and enhance Hope, Mount Hope and Blackstone as urban neighborhoods with a high quality of life.			
Preserve historic resources	<p>Consider adding regulatory protection to the following properties that are individually listed on the National Register of Historic Places, or determined to be eligible for listing on the National Register, but are not currently projected by Historic District zoning.</p> <ul style="list-style-type: none"> • Ladd Observatory • Butler Hospital Campus • Morris Brown House • Swan Point Cemetery and Trolley Shelter • Jeremiah Dexter House • Holy Name Church complex (three registered buildings) • Rochambeau Branch Library • Brown University Stadium • Armory on North Main Street • Cole Farmhouse 	DPD	Short-Term



Initiatives/Projects	Actions	Project Lead	Target Date
Preserve and enhance Hope, Mount Hope and Blackstone as urban neighborhoods with a high quality of life.			
Improve neighborhood infrastructure.	Evaluate lighting needs throughout the neighborhood.	Neighborhood Groups	Short-term
	Work with the State to evaluate drainage issues at the intersection of North Main Street and Third Street and, if needed, pursue funding from the State Transportation Improvement Program (TIP).	RIDOT, DPW	Short-Term
	Request that the Traffic Engineering Department evaluate the intersection of Hope Street and Fourth Street for safety and to determine if a stop sign is needed.	TED, Neighborhood Groups	Short-Term
	Evaluate drainage along Cemetery Street to determine the cause of existing problems and identify possible solutions.	DPW	Short-Term
	Work with DPW to identify funding for a comprehensive inventory of sidewalks throughout the city, and develop clear maintenance and performance goals, eliminating the need for special requests to be made for routine maintenance and repairs.	DPD	Mid-Term
	Create a city standard for sidewalks that include a planting strip for stormwater infiltration.	DPW	Short-Term
	Consider amending regulations to apply guidelines that would require "green" approaches to storm water management and reduce new storm water discharges.	DPD	Short-Term



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.			
Hope	West side of North Main from North Burial Ground to City line, including Sears, Shaw's, etc. from Heavy Commercial to General Commercial.	DPD	Short-Term
	Interior lots on block between 1st Street and Stenton at North Main from Heavy Commercial to Multi-family Dwelling [lots fronting North Main remain General Commercial].	DPD	Short-Term
	Overlay Jobs Only District on Industrial zone south of Smithfield, north of Cemetery, west of Collier.	DPD	Short-Term
Mount Hope	Lots on east side of North Main from Rochambeau south to Doyle from Heavy Commercial to General Commercial	DPD	Short-Term
	Overlay Jobs Only District on Corliss Industrial Park	DPD	Short-Term

Initiatives/Projects	Actions	Project Lead	Target Date
Preserve and enhance Hope, Mount Hope and Blackstone as urban neighborhoods with a high quality of life.			
Improve community safety.	Create a neighborhood police liaison program.	Neighborhood Groups, PPD	Short-Term
	Promote continued interaction between the police and the community so that the police continue to be well acquainted with community members and issues.	Neighborhood Groups, PPD	Ongoing
	Establish additional neighborhood watch programs.	Neighborhood Groups	Short-Term
Improve connections within the neighborhoods and from the neighborhoods into downtown for drivers, cyclists, pedestrians, and transit users.	Strictly enforce speed limits on Blackstone Boulevard and Hope Street.	PPD	Ongoing
	Work with RIPTA to develop an East Side trolley loop, with particular focus in Hope, Mount Hope and Blackstone.	DPD, Neighborhood Groups	Mid-Term
	Stripe Blackstone Boulevard for bike lanes and consider other locations throughout the neighborhoods for "share the road" signs.	Traffic Engineering, DPW	Completed
	Work with RIPTA and other departments to develop distinct branding for transit maps, schedules and signs.	DPD, Neighborhood Groups	Short-Term
	Improve pedestrian connections across North Main Street, particularly at key nodes at Smithfield Avenue, Branch Avenue and Doyle Avenue.	RIDOT, DPW	Short & Mid-Term
	Evaluate ways to make Smithfield Avenue and Branch Avenue more pedestrian-friendly.	RIDOT, DPW	Short & Mid-Term
	Work with the Traffic Engineer, City Council and other City departments to evaluate possible locations for overnight on-street parking.	DPD	Short-Term
	Request that the City Council Public Works Committee evaluate the intersection of Hope Street and Fourth Street for safety and to determine if a stop sign is needed.	Neighborhood Groups	Short-Term
	Work with the RIDOT to change Smithfield Avenue from one-way to two-way travel.	RIDOT, DPW	Short-Term

Initiatives/Projects	Actions	Project Lead	Target Date
Increase opportunities for business and job growth.			
Promote existing job and training opportunities citywide.	Promote the <i>First Source</i> program by distributing brochures and applications at neighborhood centers, meetings and events.	DPD	Ongoing
	Work with the Rhode Island Economic Development Corporation (RIEDC) to develop a catalogue of existing job and training opportunities.	DPD	Mid-Term
	Continue to promote job training opportunities sponsored through the <i>First Source</i> program to everyone on the <i>First Source</i> list.	DPD	Ongoing
Promote business growth in the neighborhood.	Publicize job creation incentives such as the revolving loan fund.	DPD	Ongoing
	Promote business assistance programs such as technical assistance, storefront improvement grants and micro-loans, and the Neighborhood Markets Program.	DPD	Short-Term
	Promote Hope Street and North Main Street merchants groups. <i>UPDATE: A Hope Street merchants organization was formed in 2008.</i>	Neighborhood Groups, DPD	Ongoing
Maintain and improve the West River Industrial Park	Meet with business owners to understand needs, concerns and issues.	DPD	Short-Term
	Maintain the existing industrial base and discourage conversion to uses such as office and residential.	DPD	Short-Term
Improve access to and increase opportunities for recreation and enjoyment of open space.			
Improve neighborhood maintenance, programming and access to existing parks spaces.	Work with the Parks Department to repair and restore the Lippitt park fountain as a working fountain.	Neighborhood Groups, City Council	Underway
	Evaluate current uses and possible available space for additional programming and uses at Collier Field and Lippitt Park.	Parks, Neighborhood Groups	Short-Term
	Work with Parks to identify improvements needed at Billy Taylor Park, such as improved lighting and amenities, and work to identify funding sources and grant opportunities.	DPD, Neighborhood Groups	<u>Completed</u>
	Work with Parks to designate activity areas and add amenities such as additional chess or checker tables for older residents in Billy Taylor Park.	DPD, Parks, Neighborhood Groups	Short-Term
	Work with the Mount Hope Land Trust to maintain both Camp Street bus turnarounds as open space and make improvements to them, so they remain neighborhood amenities for passive recreation.	DPD, Neighborhood Groups	Mid-Term
	Continue the overall upkeep and maintenance of Lippitt Park and all parks.	Parks, Neighborhood Groups	Ongoing

Initiatives/Projects	Actions	Project Lead	Target Date
Improve access to and increase opportunities for recreation and enjoyment of open space.			
Create opportunities for new park and open spaces and community gardens.	Create new open spaces for neighborhood residents at the Butler Hospital campus, if it is redeveloped.	DPD	Mid & Long-Term
	Establish better access to passive recreation on the Swan Point Cemetery grounds where feasible.	Neighborhood Groups	Mid & Long-Term
	Identify and evaluate the best locations for new community gardens and the level of sustained interest among residents in those areas to maintain and support community gardens, with the goal of creating three new gardens in the next five years. Consider Lippitt Park as a location for a new community garden.	Neighborhood Groups, Parks	Short & Mid-Term
	Work with local PTOs and school officials to establish community gardens on school grounds, involve students in gardening and evaluate possible educational opportunities.	Neighborhood Groups, PTOs	Short & Mid-Term
	Work with Parks to create a better edge to the North Burial Ground along North Main Street. The edge could be activated by the addition of an informational kiosk with information on historic sites within the cemetery and a map and guide to the cemetery, as well as possible art installations or programming in the space. [See also "Create Sub-district B" above.]	DPD, Parks, Neighborhood Groups	Short & Mid-Term
	Continue to work with Parks to make the North Burial Ground accessible to residents for passive recreation.	Neighborhood Groups, Parks	Ongoing
	Establish a bench mark of a park within a ten-minute walk of all neighborhood residents.	Parks	Ongoing
Protect important habitat areas in the neighborhood.	Protect open space and habitat areas in Swan Point Cemetery and on the Butler Hospital campus.	DPD	Mid-Term

Initiatives/Projects	Actions	Project Lead	Target Date
Improve access to and increase opportunities for recreation and enjoyment of open space.			
Increase recreational opportunities for youth.	Work with Nathan Bishop School to increase youth programs, and make the school facilities and grounds available for programming after school and on weekends.	School Department, Neighborhood Groups	Short-Term
	Promote cooperation and coordination among youth programs.	Neighborhood Groups	Short-Term
	Work together to develop a transportation system for after school programs, including a shuttle service.	Neighborhood Groups	Short-Term
	Work with local universities and hospitals to create more educational, vocational and recreational programs for neighborhood residents, particularly for youth.	Neighborhood Groups and Institutions	Short & Mid-Term
	Develop a central location for information on neighborhood youth programs and activities.	Neighborhood Groups and Organizations	Short-Term
Balance the needs of healthy institutions with the needs of healthy neighborhoods.			
Heal neighborhood edges around Miriam Hospital.	Relocate as much parking as feasible from Summit Avenue to North Main Street.	Miriam Hospital	Mid-Term
	Continue the residential zoning designation of the Seventh Street lot to promote the goal of returning this lot to residential house lots along the neighborhood edge.	Miriam Hospital	Mid-Term
	Continue to work with the hospital to address issues such as litter, lighting, landscaping, and traffic.	Neighborhood Groups	Ongoing
	Continue to work with Miriam to understand and improve parking and traffic demand management strategies, and to explore ways to reduce the number of cars, such as subsidizing transit for employees and or charging for parking.	DPD, Traffic Engineering	Ongoing
Build synergy among institutions and between institutions and the neighborhood.	Develop a shuttle loop between the colleges and hospitals on the East Side as a collaborative effort among the institutions.	Institutions	Mid-Term
	Increase collaboration between institutions and neighborhood residents through educational programs and services and by mentoring neighborhood students.	Institutions and Neighborhood Groups	Short & Mid-Term
Improve regulations.	Improve Institutional Master Plan requirements to require greater public review and more detailed information about institutions' plans for long-term growth.	DPD	Completed

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, to the residents of Hope, Mount Hope and Blackstone for participating in this effort, and to the Church of the Redeemer and Martin Luther King School for generously donating space for the charrette.

The Charrette Team

Mayor David N. Cicilline

Councilman Kevin Jackson

Councilman Clifford Wood

The Cecil Group

Thomas E. Deller, AICP, Director

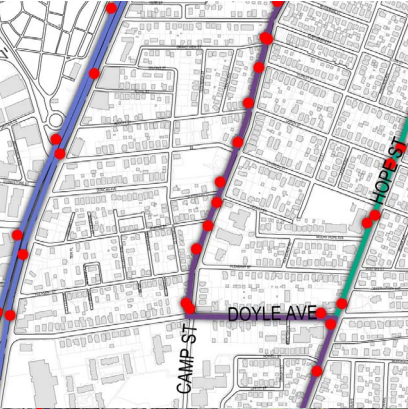
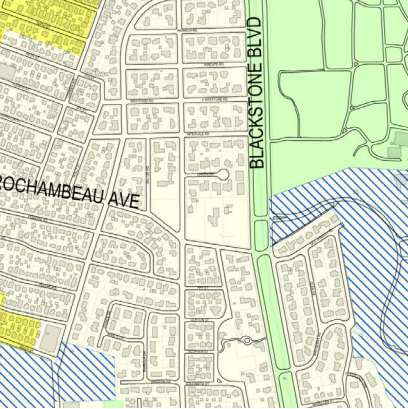
Linda M. Painter, AICP, Deputy Director

Bonnie Nickerson, AICP, Director of Long Range Planning

Melanie Jewett, AICP

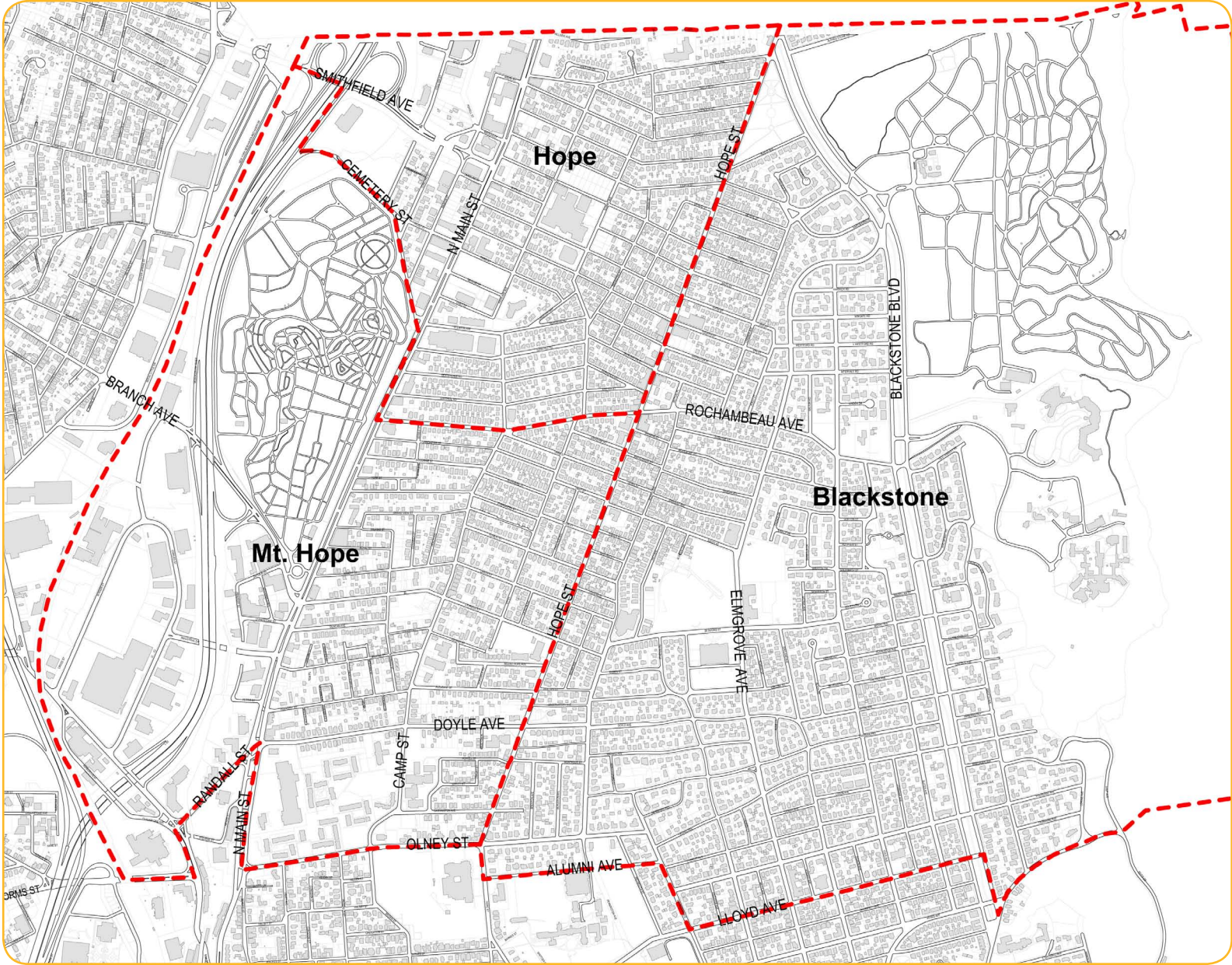
Keelia Wright, AICP

David Everett



APPENDIX - NEIGHBORHOOD DATA

Neighborhood Boundaries



Legend

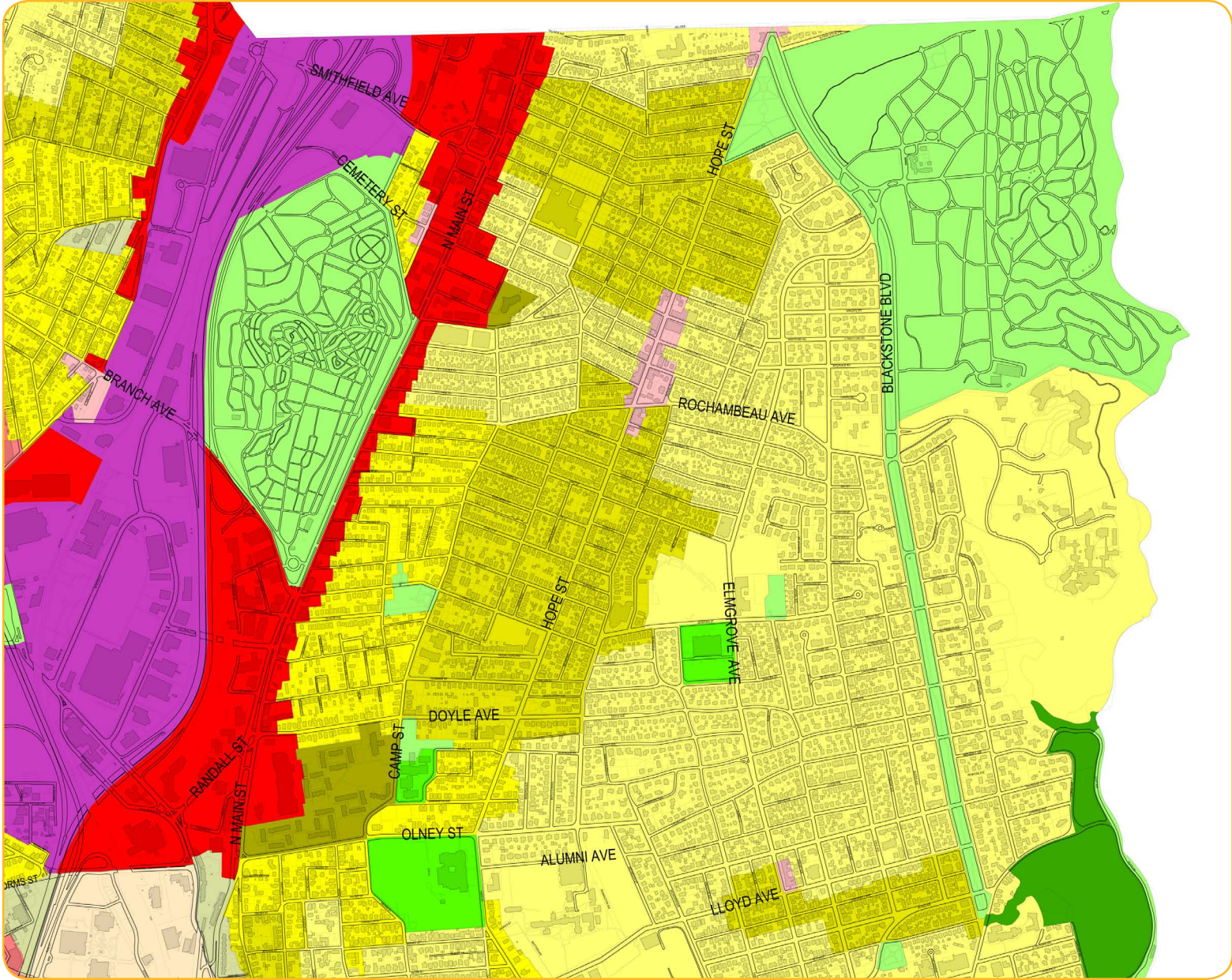
--- Neighborhood Boundary

Aerial Photograph



2004

Current Zoning

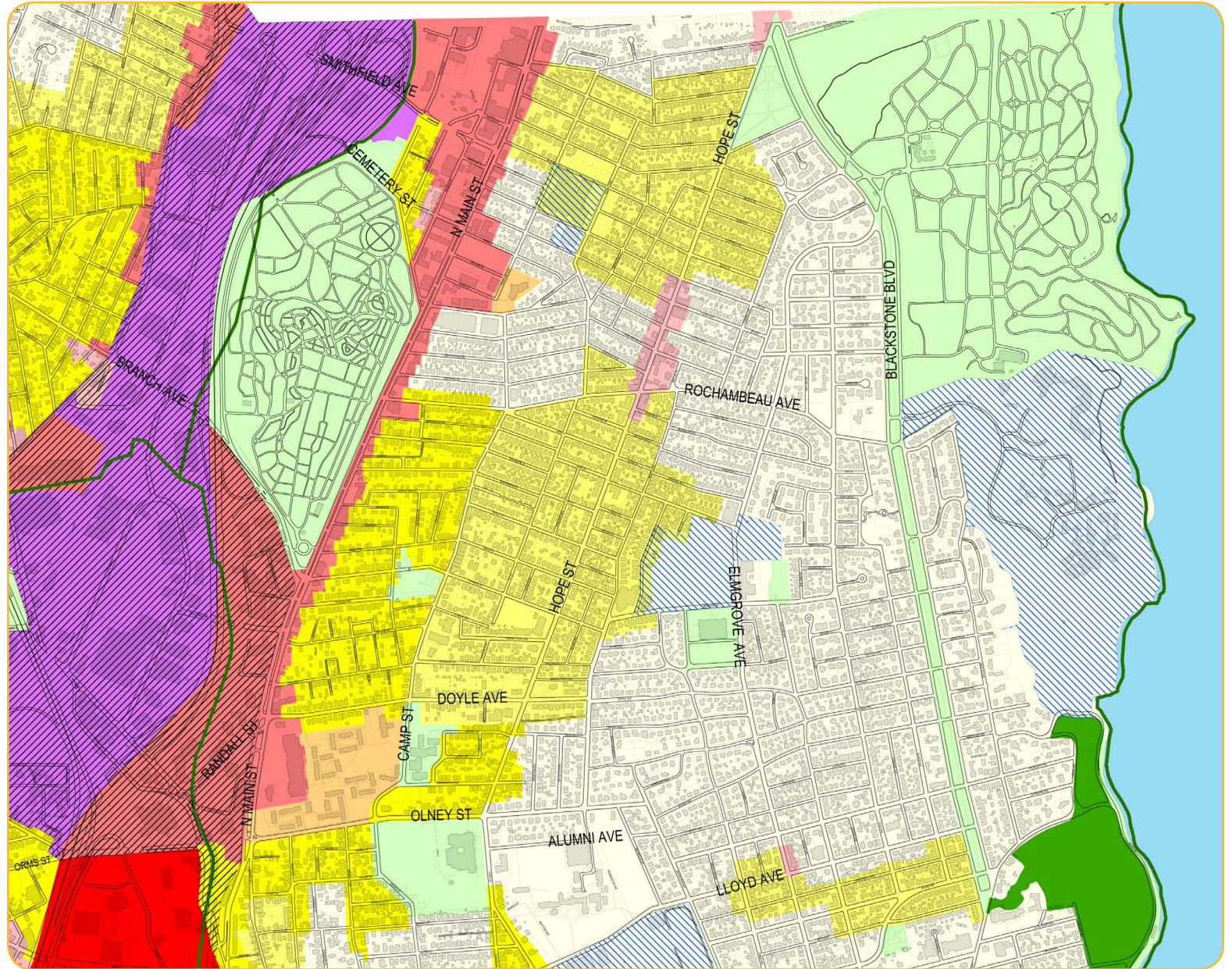


Legend

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

June 2009

Future Land Use

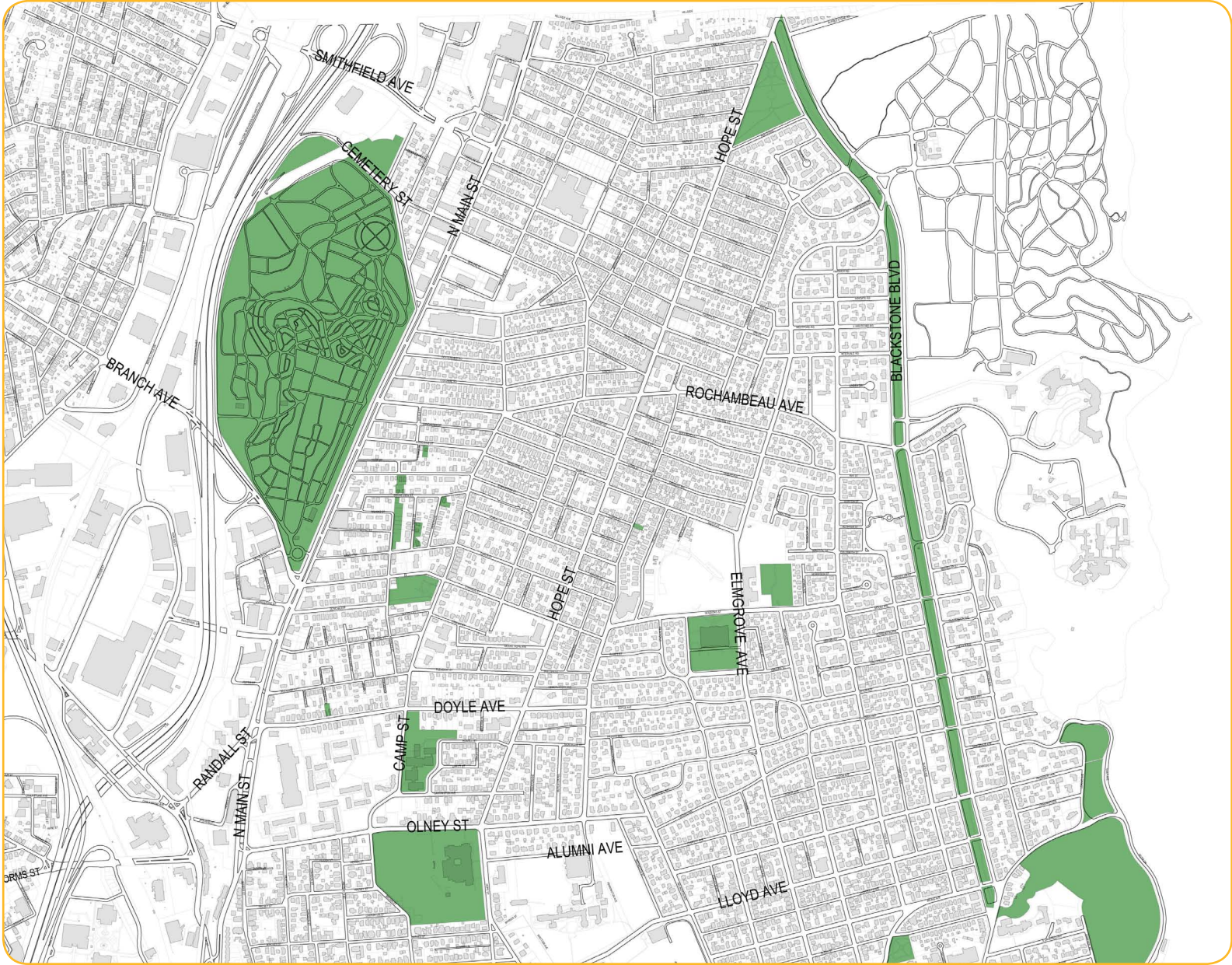


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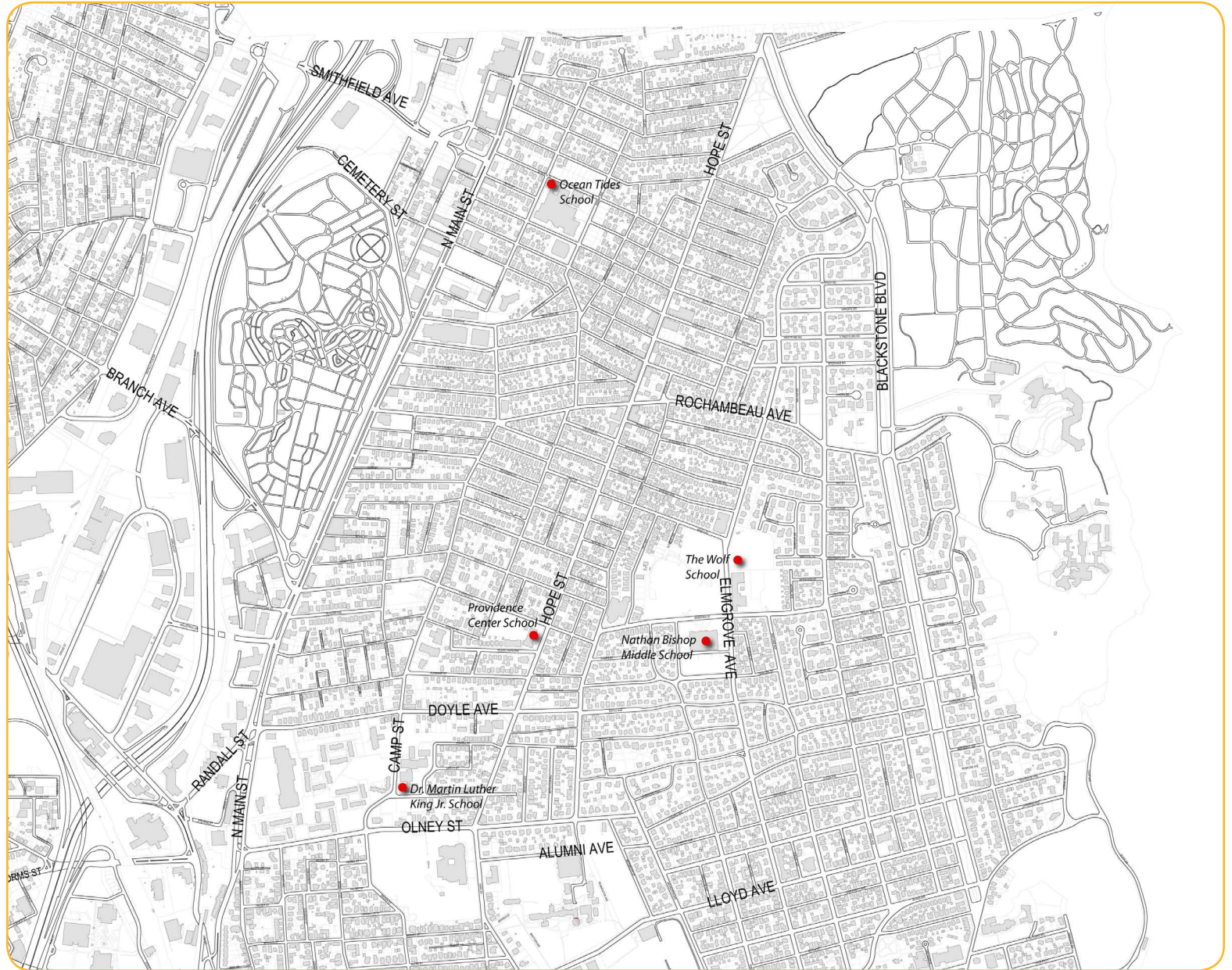
Institutional	Low Density Res.	Neigh. Comm./Mixed Use	Business/Mixed Use Waterfront	Waterfront/Port
Jobs District	Medium Density Res.	Gen. Comm./Mixed Use	Mixed Use/Neigh.	Public Space/Open Space
Single Family Res.	High Density Res.	Downtown/Mixed-Use	Waterfront Mixed Use/Gen.	Conservation

December 2007 (Comprehensive Plan)

Parks and Open Space



Schools



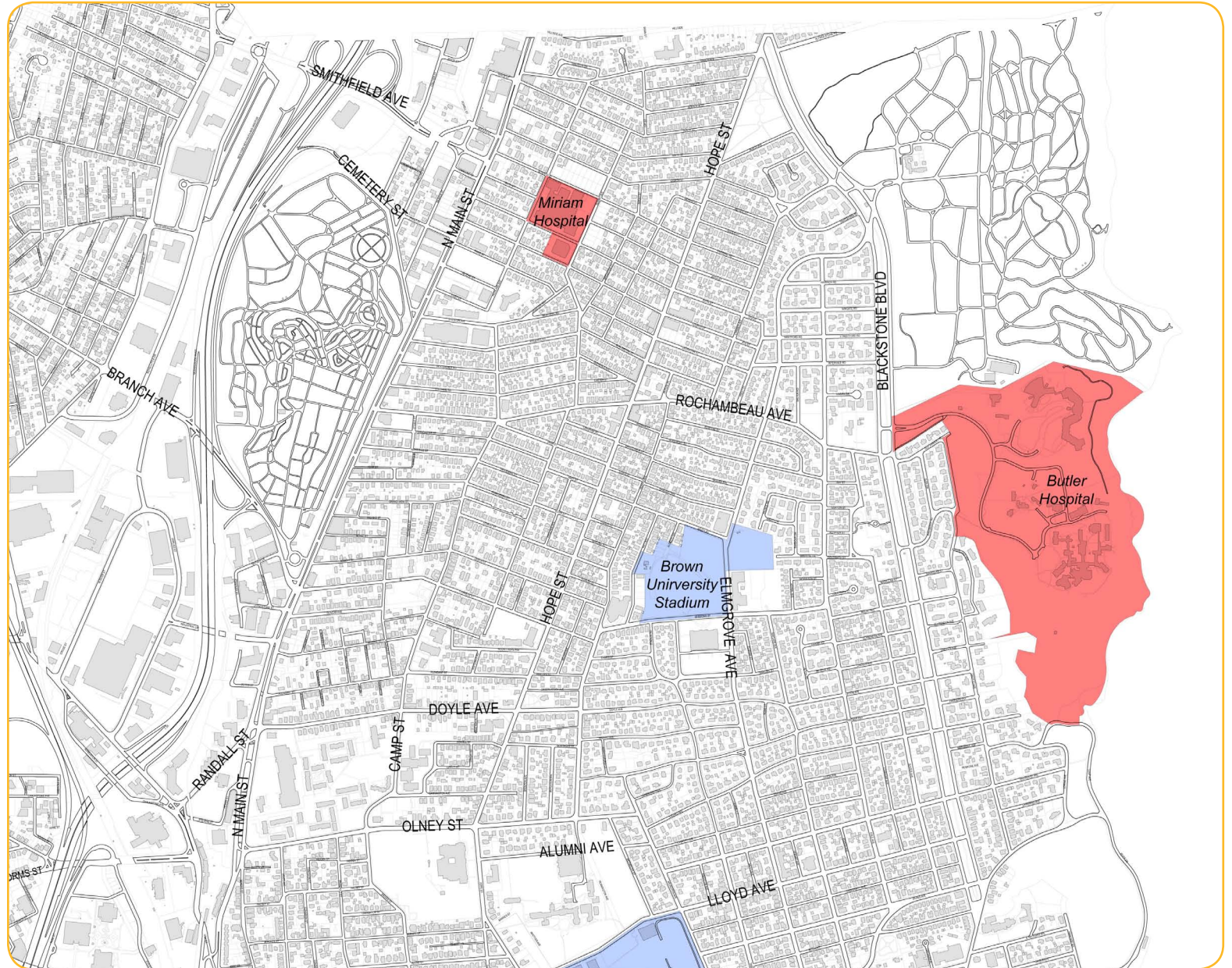
Historic Districts



Legend

- Local Historic District
- ICBD
- National Register Historic District

Institutional Zones



Legend



I-1 Health Care Zone



I-2 Educational Zone



I-3 Educational Downtown Zone

June 2009

Street Tree Conditions

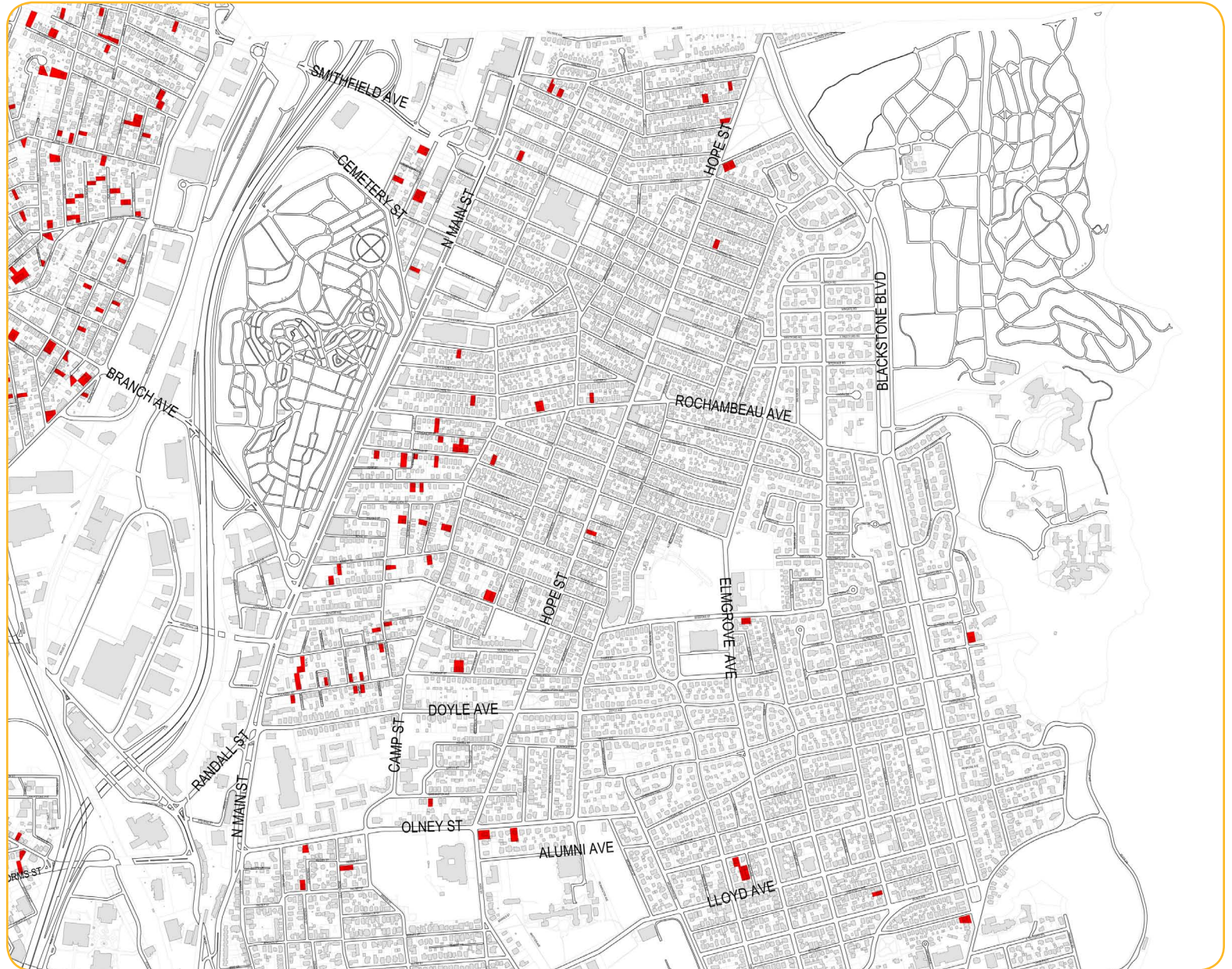


Legend

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

March 2007

Foreclosures

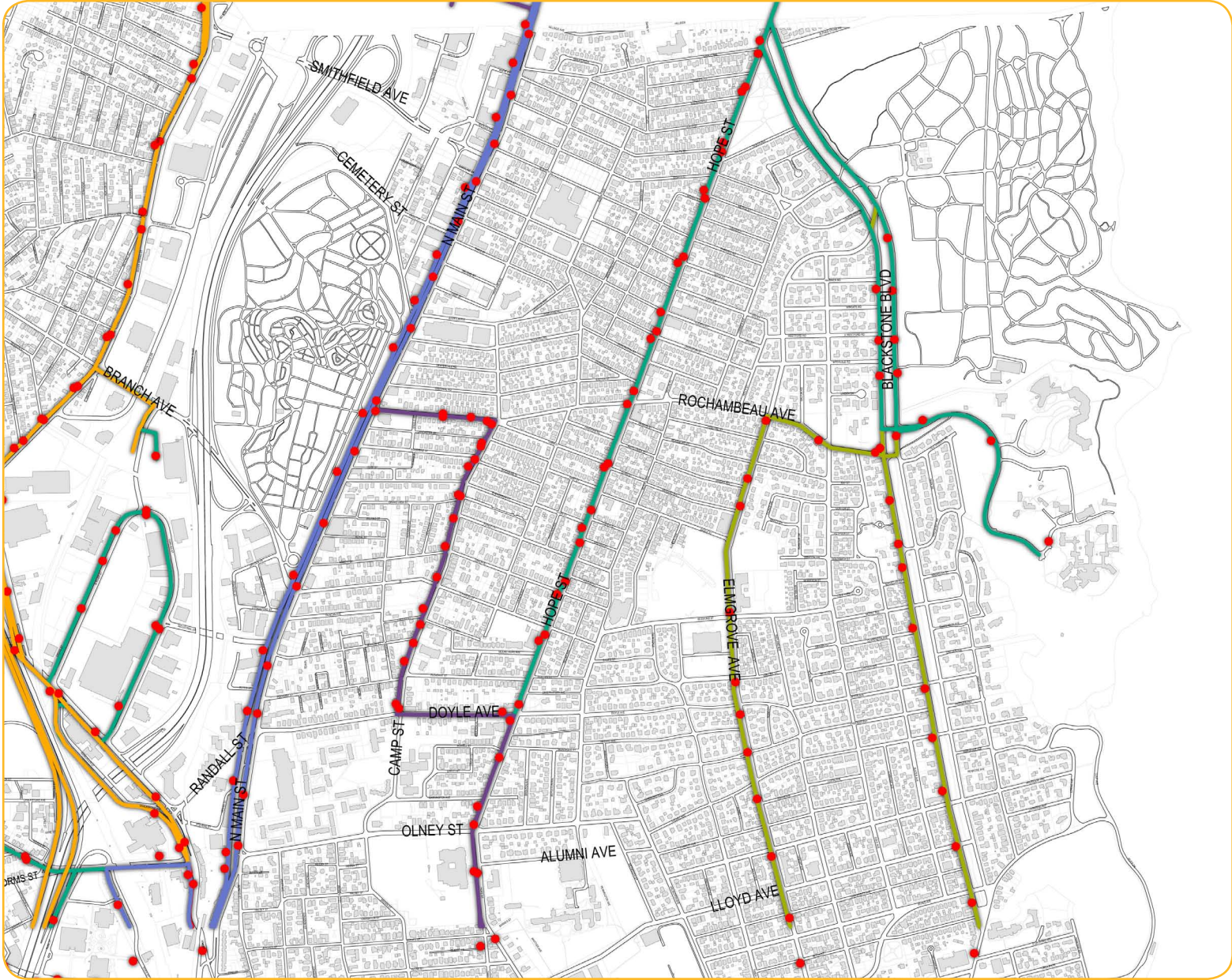


Legend

■ Foreclosure

January 1, 2006 - May 31, 2009

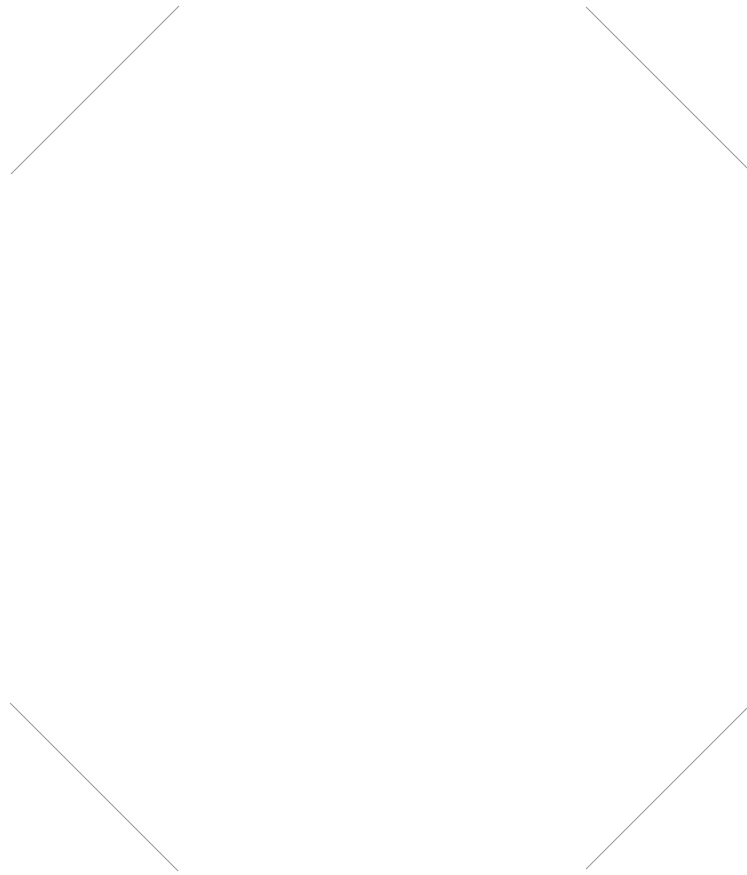
RIPTA Routes



Legend

- RIPTA stop
- RIPTA route

APPENDIX - NEIGHBORHOOD PLAN MAP



PROVIDENCE TOMORROW

our city ■ our neighborhoods ■ our future

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