

WEST END, FEDERAL HILL, AND RESERVOIR NEIGHBORHOOD PLAN MAP
January 2010



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 West End, Federal Hill, and Reservoir Neighborhood Charrette was held May 4-7, 2009. Sessions were held at the Federal Hill House. Approximately 120-130 people participated in the charrette, voicing their opinions on how to improve public spaces in their neighborhoods, where and how they would like to see commercial growth in the future, and how to enhance the existing qualities of their neighborhoods, 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 June 2009.

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.

Create walkable schools for neighborhood residents; prioritize renovation of existing school buildings over demolition and new construction.

- Renovate the West Broadway School so that it may be returned to use as a neighborhood elementary school.
- Renovate and revitalize the Bridgham Middle School.



The gas station lots are important potential redevelopment sites along Westminister Street.

Redevelop the gas station lots at the intersection of Westminister and Dexter streets.

- Consider a transitional use such as making the fruit and vegetable vendors a structured open-air market.
- Seek a context-sensitive mixed-use project for the site with retail uses on the ground floor and residential uses on upper floors.



Improve the programming and maintenance of Dexter Training Ground.

- Improve existing park facilities by adding benches and water stations to the dog park and adding recycling and composting receptacles throughout the park.
- Improve maintenance of park grounds and trees; consider adding education signs to identify tree types.



The fortress-like Cranston Street Armory, built in 1907, and adjacent Dexter Training Grounds (a large open space formerly used as a military training field) are the focal points of the 'Armory District' in the West End.

Preserve and protect the Cranston Street Armory by working with the State to increase incentives to attract potential users of the building, and identify a permanent funding source for maintenance and upkeep.



Cranston Street is a fast-paced and diverse area with a mix of businesses. Due to the current economic situation, however, there are many blighted and foreclosed properties in this area.

Enhance Cranston Street as a vibrant, multi-cultural, mixed-use corridor.

- Enforce design regulations of the West Side Overlay District.
- Clean up blighted properties along Cranston Street to attract new businesses.

Redevelop the former Gorham Manufacturing site into a beneficial use for both the neighborhood and City.

- Focus redevelopment efforts on a mix of retail, office, institutional, and municipal uses.
- Maintain green space along Mashpaug Pond.



The 37-acre Gorham Manufacturing site once included over 30 buildings located between Mashpaug Pond and Adelaide Avenue. The impressive complex was destroyed in 1997, with the exception of the Carriage House, which recently fell prey to arsonists. The recently built Dr. Jorge Alvarez High School and the vacant Stop and Shop now occupy a portion of the site.

Improve access to Mashpaug Pond.

- Connect trails at the Pond to Roger Williams Park through streetscape improvements and bike lanes in the Reservoir neighborhood.
- Work with RIDEM to address contamination concerns and improve water quality.

Reinforce Atwells Avenue as a restaurant and retail destination.

- Study the impacts of increased Atwells Avenue business parking on the surrounding residential properties.
- Consider applying commercial design regulations along Atwells Avenue.



While most residents want to maintain and reinforce Atwells Avenue's character as a restaurant and retail destination, the spillover impacts of noise and parking on the adjacent residential neighborhood must be addressed.

Reinforce Broadway as a Victorian residential street with small neighborhood commercial nodes.

Maintain and enhance Franciscan Park for passive recreational use.

- Improve landscaping and fencing.
- Evaluate the feasibility of an off-leash dog area within the park.

Evaluate the potential for structured parking north of Spruce Street in the Route 10/Dean Street interchange right-of-way land to provide additional parking for Federal Hill businesses.



Jones and Mountain streets provide a glimpse into the historic development patterns of Federal Hill.

Consider establishing additional layers of historic property protection, such as conservation districts, particularly for areas such as Jones and Mountain streets and the area between Broadway and Westminster.

Seek high-quality, neighborhood-serving projects to fill in vacant and underutilized sites along Service Road 7.

- Consider a form-based zoning approach to the parcels along the service road; incentivize iconic/innovative design that will add to the character of the neighborhood.
- Add green buildings and sustainability practices to the performance standards to be considered for these parcels.
- Prioritize locally-owned neighborhood services and businesses on the first floor with residential uses on upper floors where possible.
- Step down building heights into the residential areas and consider topography when setting height limits.



Service Road 7 forms the edge of Federal Hill and the West End and currently has a mix of uses.

Work with businesses and residents to establish an identity for Westminster Street.

Reconnect Westminster Street to Downtown through the site of Bishop McVinney Auditorium.

Assist RIPTA's efforts to create a peripheral transit hub on Cahir Street. ✓

Redevelop the former Louttit Laundry site.

- Encourage buildings to have frontages on Westminster and Cranston streets with commercial or retail uses on the ground floor and a mix of uses, including residential, on the upper floors.
- Incorporate green space into the redevelopment project.
- Encourage building heights to reflect the character of the existing buildings along Westminster and Cranston streets.



The historic Louttit Laundry building, which was originally built in 1906, was vacated in 1985, nearly destroyed by a fire in 2001, and was then demolished between 2007 and 2008.

Construct the Westminster Streetscape Enhancement Project. ✓



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	Possible greenway
Recommended pedestrian improvements	Discourage commercial expansion beyond boundary
Possible multi-use trail	Recommended commercial node
Recreation opportunity	Recommended park improvements
Community garden opportunity	Recommended drainage improvements
Playground opportunity	Recommended traffic/intersection improvements
	Goal/action completed

1/4 mile 1/2 mile