



PROVIDENCE TOMORROW

our city ■ our neighborhoods ■ our future

WEST END, FEDERAL HILL, AND RESERVOIR NEIGHBORHOOD PLAN

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The background of the page is a photograph of a residential street. On the left, there are yellow and white houses. On the right, there are purple and white houses. A street with a car is visible in the foreground, and a clear blue sky is at the top.

Introduction

On May 31, 2006, Mayor Cicilline and the City Council announced Providence Tomorrow – an innovative and inclusive planning process designed to create a framework for 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 in each of the city's neighborhoods. In May 2009, the ninth neighborhood "charrette," or detailed planning process, was held in the West End, Federal Hill and Reservoir 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 report summarizes neighborhood history and demographics, illustrates the existing character of the neighborhoods through building typologies, and identifies key issues and neighborhood priorities. The most important part of the report is the Action Plan, which identifies short-, mid- and long-term goals for the neighborhoods, and the parties who will lead each effort. The plan identifies not only City-led actions, but those projects that can be initiated by groups of residents working together. This report will be used to guide the review of development projects in these neighborhoods by Providence boards and commissions, and will help the City prioritize funding for projects and infrastructure improvements, as well as provide a guide for redevelopment efforts.



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Providence Tomorrow Neighborhood Charrettes



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

West End, Federal Hill and Reservoir Charrette



The West End, Federal Hill and Reservoir Neighborhood Charrette was held May 4–8, 2009. Sessions were held at Federal Hill House at 9 Courtland St. Approximately 130 people participated in the charrette, voicing their opinions on how to

protect historic properties and 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, addressing neighborhood schools, traffic congestion and road conditions, 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. After further comments and reviews, this neighborhood plan was developed.

What is a Charrette?

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



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

The Benefits of Charrettes in Planning

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



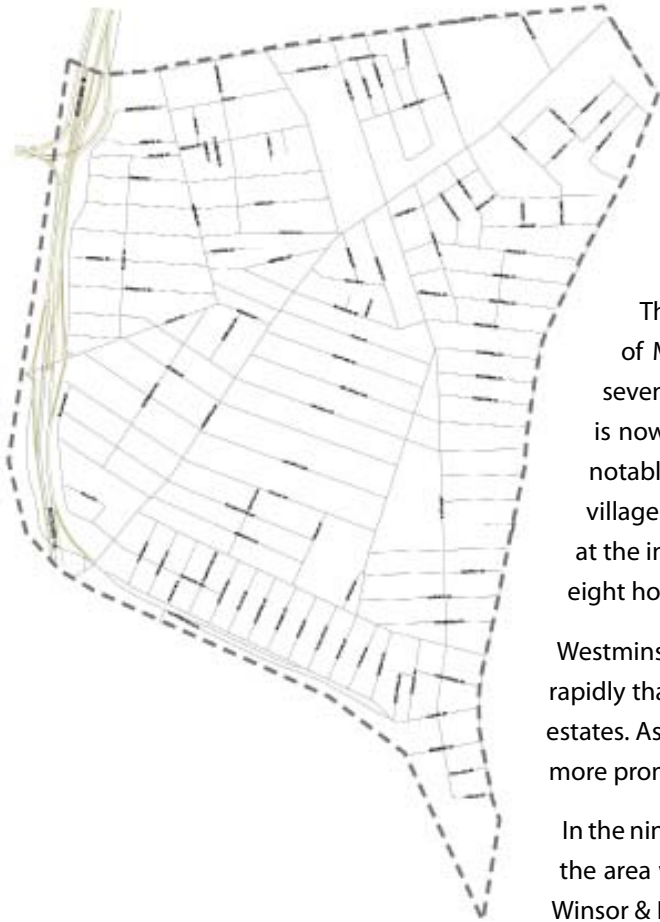
Charrette Schedule

	Monday 5.4.09	Tuesday 5.5.09	Wednesday 5.6.09	Thursday 5.7.09
Morning 9:00am-11:00am	Studio Set Up	Commercial Corridors	Infrastructure	Team Work Day
		Westminster St., Atwells Ave., Cranston St., and Broadway run through this area and add to its vitality. What do businesses need to thrive? What about the character of these areas - how can we ensure their vitality and protect residential areas from commercial creep? Join us for a discussion on how commercial corridors can be improved for both residents and businesses.	Where are the problem areas? Drainage, sidewalks, lighting - what areas need repair and improvement? Where are street trees needed? Join us for an interactive discussion about the nuts and bolts in your neighborhoods.	Charrette Team Work Day. The studio will be open from 9:00am to 4:00pm. Stop by and see the progress. It is not too late to offer your ideas and input.
Midday 11:30am-1:30pm	Historic Preservation	Parks, Open Space and Recreation	Housing	
	Your neighborhoods are home to the Armory Local Historic District and several National Register Districts. Do they need to be expanded? Are there vulnerable areas or properties that should be protected? What does it mean to be in a historic district?	Parks, gardens, and other open spaces provide places for active and passive recreation for people of all ages and are critical community resources. Come share your ideas on how to activate neighborhood parks, and improve safety, access and programming. Dexter Training Ground, Mansion Park, Ellery Street Park, and Ardoene Park are just a few of the many parks in the neighborhood - bring your ideas.	Concerned with housing quality, availability and affordability in your neighborhood? Come tell us how we can continue to preserve and expand housing opportunities for every neighborhood resident. Also come learn about what the City is doing to address foreclosures in your neighborhoods.	
Afternoon 2:00pm-4:00pm	Mobility, Circulation & Parking	Neighborhood Youth	Open Studio	
	Come hear project updates on Westminster St, Atwells Ave, Broadway, and Dean St. Learn about a new RIPTA hub in your neighborhood and the upcoming Resident Permit Parking Pilot. Tell us about problem intersections and suggest improvements.	Kids offer a fresh perspective in understanding a neighborhood's challenges and opportunities. We'll have a lively discussion with kids of all ages on what their hopes are for the future of their neighborhoods.	Open Session: Stop by the charrette studio and see what was discussed earlier in the week and tell us what we missed.	
Evening 6:00pm-8:00pm	Charrette Kick Off and Neighborhood Visioning	Neighborhood Character and Land Use	Schools	Final Presentation 5:00pm - 7:00pm
	Join your elected officials in an interactive visioning session and discussion on how make your neighborhood a better place to live. Hear about past planning efforts and current plans for projects in your neighborhood. What areas are in transition; which are most likely to change? How can we apply best planning practices to these three neighborhoods as they grow and change?	These neighborhoods have several areas that are in transition and will see significant development and redevelopment in the future. These include the edges along Downtown, the commercial corridors and industrial areas. What is the right mix of uses for these areas? What is the right height, scale and massing of new buildings? What areas need zoning changes to reflect existing uses, or to encourage new uses? Share your vision of what these areas should look like in the future, and what uses you would like to see.	There have been recent changes to the schools in your neighborhoods including new school construction, buildings changing uses and school renovations and expansions. Join us for several presentations on local school issues, and hear the school department's future plans for your neighborhood schools.	Come and see how this week's sessions have been translated into guiding principles and an action plan for the future of these neighborhoods. Tell us what is most important to you - help to prioritize the neighborhood actions into a plan.

Neighborhood Overview

The History - Neighborhood Backgrounds

West End



The West End, located in the southwestern quadrant of the city, is Providence's largest neighborhood. It is surrounded by the neighborhoods of Silver Lake, Olneyville, Federal Hill, Upper South Providence, Elmwood, and Reservoir. Historically, the section of the West End delineated by Union and Elmwood Avenues, and Ford and Cromwell Streets was considered part of Elmwood, and some residents recognized the region west of Dexter Street as West Elmwood. Today, the borders of the West End are Westminister Street on the north, Elmwood Avenue on the east, Huntington Avenue on the south, and the railroad on the west.

The first settlement occurred shortly after King Philip's War (1675-76), mostly around the northern sections of Mashapaug Pond. The first, and largest, farm in the region was established by John Sayles during the late seventeenth century and was located to the northeast of Mashapaug the Pond, extending into the area which is now Elmwood Avenue and Broad Street. Settlement followed the construction of more roads in the area, most notably Greenwich Road, which traversed the neighborhood much as Elmwood Avenue does today. The area's first village developed in the northernmost section of the West End. In 1739, Obadiah Brown established Hoyle Tavern at the intersection of Westminister and Cranston streets, today the site of Citizen's Bank. Soon thereafter, settlers built eight houses in close proximity to the tavern.

Westminister Street was the major route between downtown Providence and Olneyville Square and was settled more rapidly than Cranston Street. However, for the most part, the West End remained an area of farms and wealthy country estates. Asa Messer, then the president of Brown University, Captain Samuel Snow, and John Mawney were some of the more prominent Providence citizens with estates in the West End.

In the nineteenth century, the West End experienced significant industrial and residential development. By mid-century the area was home to several factories including the New England Butt Company's factory on Perkins Street and the Winsor & Brown gun factory on Central Street. Much of the industrial development during this period occurred around Long Pond, which was later filled. Several companies in this industrial section of the West End remain in operation today. Residential development took place primarily in the second half of the nineteenth century, following the growth of industry and transportation services in the area. The Elmwood Omnibus Company began operation of horse-drawn coaches in 1855, with service on Elmwood Avenue and Broad Street running hourly in the morning and each half-hour in the afternoon. Then in 1865, the Union Railroad Company ran its first streetcars along Westminister Street between downtown and Olneyville; additional lines quickly opened for Cranston Street and Elmwood Avenue. With the addition of these services, residential construction occurred throughout much of the West End in the late 1800s.

During this time distinct communities began to emerge within the West End. North of Cranston Street around Dexter and Parade streets, a predominantly middle-class, “Yankee” area of one and two-family homes developed. This area included the Dexter Training Grounds (formerly a private estate donated to the city in 1824, it became part of the city’s park system in 1893), the Cranston Street Armory, and the Cranston Street Baptist Church, all of which survive today.

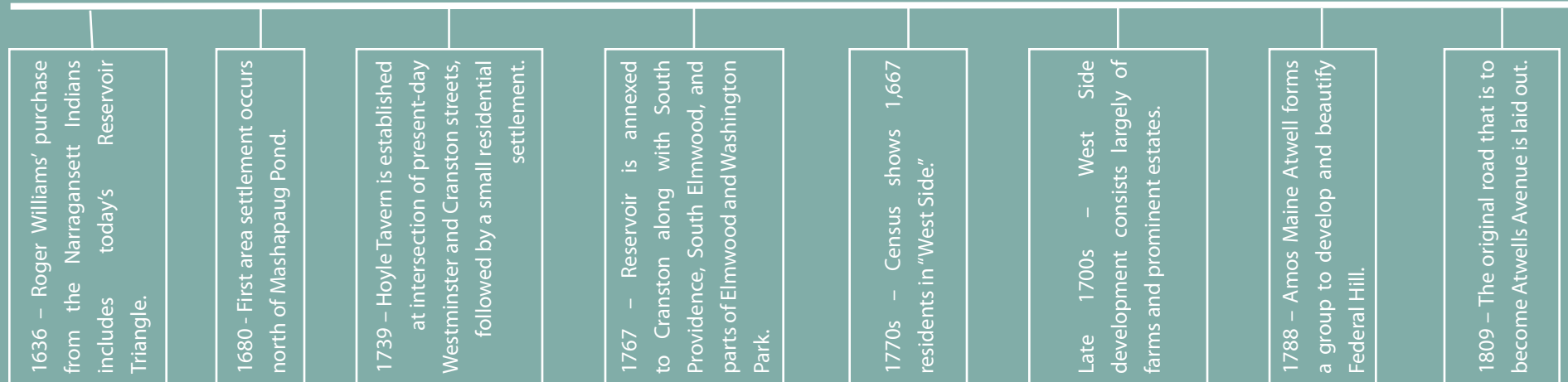
Another distinct community of the West End took shape south of Cranston Street. By the mid-1800s, increasingly large numbers of Irish, French-Canadians and African-Americans inhabited this southern part of the West End. Residential construction was largely in the form of triple-deckers and other multi-family houses that accommodated the growing numbers of lower-income residents. For much of the twentieth century, particularly after the 1930s, the West End was a slowly decaying inner-city neighborhood. Middle class residents moved away in large numbers, leaving the area with limited resources. The neighborhood is adjacent to the Huntington Industrial Park, one of the city’s two industrial districts created in the 1970s. When the Gorham Manufacturing Company left the Reservoir neighborhood, many residents of the southern part of the neighborhood were left unemployed and disconnected from other parts of the city.

In recent years, new residents have become increasingly active in efforts to restore and renovate the neighborhood’s housing supply, particularly historic buildings. Currently, the West End includes two National Register Historic Districts: Broadway/Armory, shared with Federal Hill; and the Bridgham and Arch Street area. The neighborhood is home to people with a wide range of income levels and the housing stock is in varying states of renovation and disrepair; the foreclosure crisis has hit parts of the West End particularly hard.

Federal Hill

The Federal Hill neighborhood has played a prominent role in the history of Providence due in part to its central location close to downtown. Federal Hill is bounded by Westminster Street on the south, the Amtrak railroad tracks and Route 6 at the foot of the hill on the west and north, and Interstate 95 on the east. Federal Hill shares boundaries with six other neighborhoods: Downtown to the east, Smith Hill and Valley to the north, Olneyville to the west, and the West End and Upper South Providence to the south.

West End, Federal Hill and Reservoir History Timeline



The area now known as Federal Hill was originally the land separating the Narragansett and Wampanoag Indian tribes. During the eighteenth century, settlers were attracted by the highways and turnpikes that already served the area. As with many other neighborhoods, growth was largely dependent on the improvement of bridges and the extension of roads and highways. Although most of the city's industrial activity took place along the river and downtown, a coal yard was located on Carpenter Street and small machine and jewelry firms were scattered throughout the neighborhood.

By the first half of the nineteenth century, Federal Hill was the home of Providence's new working class including painters, joiners, carpenters, manufacturers, coopers, blacksmiths, cobblers, teamsters, longshoremen, and mariners. Manufacturing created new sources of wealth and work which would play key roles in the development of the neighborhood. For industrialists, the first great wave of immigrants, primarily from Ireland, served labor needs.

By the mid-1800s, the basic street grid of Federal Hill was established. Farms were sold for development and owners platted their holdings individually on a larger scale. In the absence of zoning and regulated lot sizes, there was little control over development. Today, the many staggered and dead-end streets that exist in the area can be attributed to this period. The development of a street railway system also contributed to the break-up of the original farm lots and to the post-Civil War boom in Federal Hill. By the end of 1865, the Broadway railway line was completed. In the decades that followed, Broadway became a highly desirable and fashionable residential boulevard lined with the estates of Providence's emerging mercantile and professional classes. The side streets were developed with more modest homes. The proximity of downtown and industrial areas encouraged a mix of residents from various social and economic classes to locate within the neighborhood.

In the early 1900s, the Federal Hill area was the destination of a second great wave of immigrants; nearly 60 years after the Irish had arrived in the neighborhood. The area soon became the center of one of the largest and most densely populated Italian settlements in the nation. In 1885, there were only a few hundred Italian-born residents in Providence; 20 years later, there were 18,014, and by 1920, 42,044. The disruption caused by World War I and the restrictive immigration laws enacted in



1812 – Mashapaug Pond serves as the western terminus of a line of entrenchment set up from Fields Point across the southern end of Providence in case of British attack by a land force.	1824 – Ebenezer Knight Dexter wills estate to the City of Providence for use as a military training field.	1835 – Urbanization comes to the west side of the city with development concentrating between Cranston Street and eastern Broadway.	Mid-1800s – The street grid is established and small industries develop on the West side including a foundry, machine and jewelry shops, a cotton sheeting mill (Carpenter St.), the Winsor & Brown gun factory, and the New England Butt Company.	1865 – The Union Railway Company runs street cars along Westminster between Downtown and Olneyville.	1860-1900 – Victorian styles proliferate on the West Side, including Italianate, Second Empire, Stick, Queen Anne, and Colonial Revival.	1870s – A reservoir begins operation at Sockanosset Crossroads in Cranston, from which Reservoir Avenue and the Reservoir neighborhood derive their names.
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1921 and 1924 slowed this growth but, by 1930, twenty percent of the city's population was of Italian extraction. The original settlement of Italians along Spruce Street and Atwells Avenue gradually expanded to include all of Federal Hill and became known to the residents as "The Hill," "Colletto," or "Little Hill."

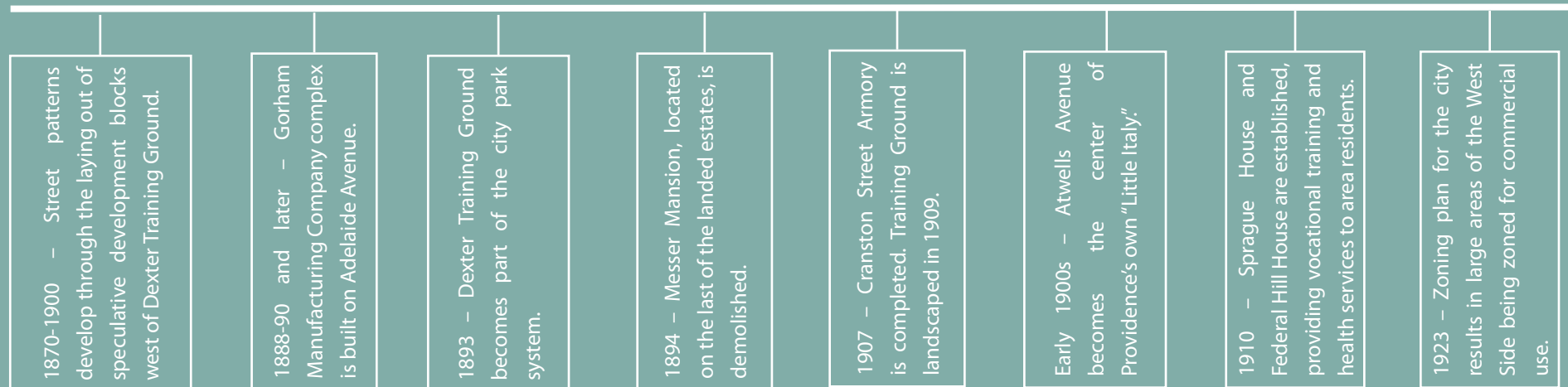
Like other immigrant groups before them, Italian immigrants confronted social segregation, as well as problems of overcrowding in an already densely populated neighborhood. These problems prompted various community-based efforts, such as the establishment of several settlement houses in the neighborhood. By the turn of the century, Atwells Avenue had become the center of business and culture for the city's Italian population, and widely became known as Rhode Island's own "Little Italy." In keeping with "old country" practices, many businesses used street-level space for commercial activities and occupied the upper floors for residences. Today, though the demographic profile of the neighborhood has changed, there are still many reminders of how "The Hill" used to look.

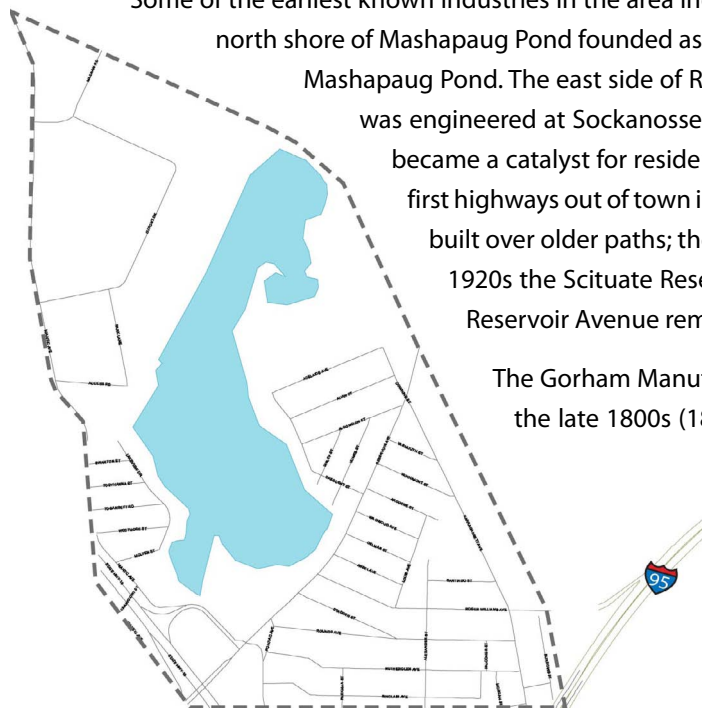
In the latter half of the twentieth century, parts of the neighborhood, including the area just south of Atwells Avenue, experienced the effects of disinvestment, abandoned property and vacant lots. The situation spurred a number of community-based organizations dedicated to reversing the process of deterioration. Through the efforts of these groups, Federal Hill became the target of numerous federal and local revitalization projects, including the construction of numerous new houses near the intersection of Federal Street and DePasquale Avenue.

Today, Federal Hill remains a densely populated residential neighborhood with professional, office and small-scale commercial on Broadway, a mix of uses on Westminster (shared with the West End neighborhood) and a dense mix of restaurants, specialty stores and other businesses on Atwells Avenue.

Reservoir

The area known as "Reservoir" or the "Reservoir Triangle" is primarily a residential neighborhood located in the southwestern quadrant of Providence, bounded by the City of Cranston on the west, Narragansett Avenue on the east, and Sinclair Avenue on the south. The first residents of the Reservoir Triangle were Narragansett Indians who had a village on the shores of Mashapaug Pond, most likely near the pond outlet behind the later location of the Jewel Case warehouse. During the last part of the nineteenth century, Mashapaug Pond was the scene of numerous society parties. The area remained mostly undeveloped farmland until the mid-nineteenth century when new roads were established, including Reservoir Avenue and Elmwood Avenue, which provided access to downtown Providence.





Some of the earliest known industries in the area included a 600-spindle cotton mill established in the early 1800s and a massive ice-making operation on the north shore of Mashapaug Pond founded as early as 1820. Many skilled silversmiths and jewelry specialists built houses between Reservoir Avenue and Mashapaug Pond. The east side of Reservoir Avenue did not see development until the start of the twentieth century. In the 1870s, a reservoir was engineered at Sockanosset Crossroads in Cranston. It was the first great engineering project of the City of Providence. The reservoir became a catalyst for residential development in the area. Soon thereafter, a connecting road was built that would become one of the first highways out of town into the open countryside. This road, appropriately named "Reservoir Avenue," was unique because it was not built over older paths; the avenue was laid out directly to its destination and was an example of a long straight road. During the late 1920s the Scituate Reservoir was engineered, and the old water supply in Sockanosset fell into disuse and was soon abandoned. Reservoir Avenue remains the main thoroughfare for the residents of the Reservoir neighborhood.

The Gorham Manufacturing Company, the origins of which date to 1818, built its operation in the Reservoir neighborhood in the late 1800s (1888-1890) and was in operation until the late 1900s. The 37-acre industrial site included over 30 buildings located between Mashapaug Pond and Adelaide Avenue. The impressive complex was demolished in 1997, with the exception of the Carriage House, which fell prey to arsonists in April 2009. Today, Reservoir is primarily a stable residential neighborhood, and also home of the Huntington Avenue Industrial Park, a shopping plaza, and Dr. Jorge Alvarez High School.

1950s – Out-migration from the West Side to the suburbs begins, signaling the beginning of disinvestment and decline.

1960s – Wiggin Village is built as a result of major West Side redevelopment plans.

1967 – Gorham becomes a division of Textron.

1974 – Broadway-Armory National Register Historic District is established.

Late 1970s – Route 6 Connector is constructed, diverting traffic around the West Side.

1997 – Gorham Manufacturing Company complex is demolished, with the exception of the carriage house.

2008 – Alvarez High School is dedicated in Reservoir (former Adelaide Avenue High School)

2009 – Gorham carriage house is destroyed by fire.



The People - Neighborhood Demographics

West End

According to the 2000 census, 16,476 people resided in the West End, an increase of 11 percent from 1990. Half of the West End residents were Hispanic, about 16 percent were African-American, and 13 percent were Asian, making the West End one of the city's most diverse neighborhoods. In addition, about 40 percent of residents were foreign born and about 70 percent of the residents spoke a language other than English at home, figures that indicate that the West End is frequently the first home for new immigrants arriving in Providence.

Almost half (49%) of the neighborhood residents over age 25 or older were high school graduates at the time of the 2000 census. The unemployment rate in 2000 was 13 percent, a 21 percent increase from 1990 and about 30 percent higher than the citywide figure of 9.3 percent.

Median family income in the West End was \$23,346 in 1999, about 30 percent lower than the citywide median family income. Nearly forty percent (38%) of people had an income below the poverty level according to the 2000 census and more than one in three (36.6%) families were living below poverty. Nearly half (46 %) of all children in the West End were poor in 2000. The poverty rate among the elderly in the West End was six percent, a slight increase from 1990.

One in five housing units was occupied by its owners in 2000, and about 60 percent of all housing units in the West End were multi-family homes with three or more units. Almost 9 out of 10 housing units were constructed before 1960. In 2005 the median residential sales price was \$149,000 for Single-family residence, roughly 30 percent lower than the citywide median sales price of \$220,000. According to the 2000 Census, nearly half (52%) of all homeowners had lived in their present housing units more than five years.

Federal Hill

In 2000, 7,952 people resided in Federal Hill, 15.5 percent more than in 1990. Nearly half (47%) of the residents of Federal Hill were white, a 30 percent decrease from 1990. Hispanic residents represented 32 percent of the population (121% increase from 1990) and African Americans accounted for less than 15 percent of the population (still, 226% increase from the African American population in 1990).

The 10 percent unemployment rate in Federal Hill in 2000 was slightly greater than the overall city rate of 9.3 percent.

Median family income in 1999 among Federal Hill residents was \$27,288, a five percent increase from ten years before and 15 percent lower than the citywide median family income. Two in five residents were poor, according to the 2000 census, and slightly more than one in four families (28%) were living below poverty. Over half of all children in Federal Hill were poor in 2000, the second highest rate of child poverty in the city. In 2000, poverty among Hispanics tripled from 1990 (43%).

Housing tenure remained fairly constant between 1990 and 2000. About 16 percent of units in Federal Hill were owner-occupied and about 84 percent of units were renter-occupied. The 2000 census reported that most housing units were located in multi-family buildings. Almost nine out of ten housing units were in buildings with two or more units. About three out of four housing units in Federal Hill were more than 40 years old. Nearly four out of ten Federal Hill residents had moved into their present housing unit within the previous five years according to the 2000 census. Median sales prices more than tripled in Federal Hill between 2000 and 2004.

Reservoir

The 2000 census reported 2,963 residents living in the Reservoir neighborhood, a 16.4 percent rise from 1990. Between 1990 and 2000 the non-white share of the population increased from 25.7 percent to 59.5 percent. In 2000, 15.4 percent of the population was Asian, 16.6 percent was African American, and 22.6 percent was Hispanic. In 2000, about a third of all residents were foreign born. Nearly seven out of ten residents age 25 or older had completed requirements for a high school degree in 2000. The unemployment rate in Reservoir in 2000 was seven percent, lower than the citywide rate of 9.3 percent.

The median family income in Reservoir in 1999 was \$41,202, 22 percent higher than the citywide median family income. Poverty declined in Reservoir for African Americans and Asians but increased for all other groups between 1990 and 2000. Overall, 13 percent of the population was poor, 10 percent of families were living

below poverty, about one in five children were poor, and the proportion of elderly that were poor was 14 percent, more than double the 1990 rate.

Reservoir continued to have one of the city's highest proportions of owner-occupied housing in 2000, although owner-occupied housing units declined slightly between 1990 and 2000, falling from 61.7 percent in 1990 to 57 percent in 2000. Over half (55%) of all housing units in Reservoir were located in single-family units.

A very small percentage of housing units were in buildings with five or more units (4%) in 2000. Three out of four housing units were more than 40 years old. The median residential sales value in Reservoir in 2004 was \$202,500, eight percent lower than the citywide median while the median rent in Reservoir was 14 percent higher than the citywide median. According to the 2000 census, a third of all residents in Reservoir had lived in their present housing units for more than 10 years, while a third had moved to Reservoir within the previous five years.

Neighborhood Statistics	Federal Hill	Reservoir	West End	Citywide
Size (Square Miles)	0.55	0.67	0.94	18.2
Population				
Households	3,442	1,043	5,167	62,389
Individuals	7,952	2,963	16,476	173,618
Percent Under 18	21.5	28.7	35.2	26%
Diversity				
Percent White	58.7	45.4	26.5	55%
Percent Black or African American	14.8	16.6	18.7	15%
Percent Non-Hispanic White	46.9	40.5	13.8	46%
Percent Hispanic	32.1	22.6	51.6	30%
Percent Asian or Pacific Islander	3.8	15.4	13.1	6%
Percent Native American	0.7	1.5	1.6	1%
Percent Other	16	15	32.6	18%
Percent Claimed 2 or more races	6	6.1	7.4	6%
Percent of Public school children primarily speak a Language Other than English	48	56	68	54%
Income				
Median Family Income	\$27,288	\$41,202	\$23,346	\$32,058
Median Household Income	\$18,774	\$39,769	\$21,556	\$26,867
Families Below Poverty	27.90%	10.40%	36.60%	24%
Households on Public Assistance	9.00%	5.80%	17.90%	10%
Housing				
Total number of housing units:	3,923	1,084	5,634	67,915
Percent Owner-occupied housing units	15.9	57	21.7	35%
Percent Single-family units	8.5	56.6	17.4	26%
Percent Duplex units	12.5	24.3	20.1	22%
Percent Multi-family units	79.1	19.2	62.4	50%
Percent of Housing built before 1960	72.9	79.3	67	70%
Percent Vacant units	12.6	3.8	8.4	8%
Percent Overcrowded housing units	8.3	8.8	17.7	8%
Median Sales Value and Number of Sales by Year				
for Single-family residence	\$112,250	\$128,500	\$80,000	\$130,000
for 2 to 5-family residence	\$132,250	\$124,500	\$110,000	\$129,000

Development Patterns

Neighborhood Typologies

The Planning Department is reviewing ways to preserve the existing character of the residential neighborhoods throughout the city, those areas that were identified in the City's Comprehensive Plan, Providence Tomorrow, as "Areas of Stability." The goal for these areas is to reinforce their stability, character and diversity by respecting valued development patterns and attributes. The strategies to achieve this goal include ensuring that new development maintains existing density levels and complements existing neighborhood scale, massing and design, and preserving the existing building stock in each of the city's neighborhoods.

One step toward that goal is to conduct an in-depth analysis of the existing development patterns in each neighborhood. The character of an area is defined by a number of elements that combine to create a cohesive identity. Building placement and form, lot coverage as well as lot size, shape, and orientation are some of these elements. As part of the neighborhood planning process, streets, blocks and structures were evaluated and grouped into areas that have common features. These areas are referred to as "typologies." By understanding the elements that combine to create the character of an area, it is possible to then identify those characteristics that current and future development may need to reflect or respect in order for this character to be maintained and preserved over time.

Key characteristics of the typologies identified for each neighborhood will be used to fine-tune zoning to make it a more effective tool to protect neighborhood character.

Federal Hill, West End, and Reservoir have varied housing structures, many of which are architecturally significant; each neighborhood has a unique development history and pattern.

Federal Hill

The residential development patterns and housing types in the Federal Hill neighborhood can be broken down into four distinct areas as shown below:

A: The area roughly bounded by America Street on the east, Atwells Avenue on the north, Route 6 on the west and Broadway on the south.

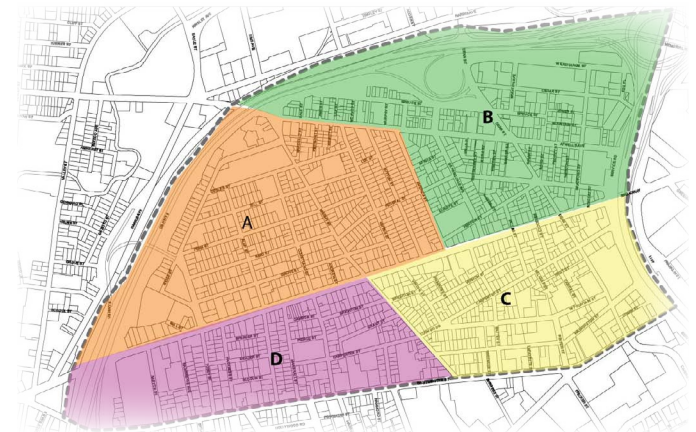
B: The area east of area A bordered by I-195 on the east, Route 6 on the north, Atwells Avenue and America Street on the west, and Broadway on the south.

C: The area south of area B approximately bordered by I-195 on the east, Broadway on the north, Knight Street on the west, and Westminster Street on the south.

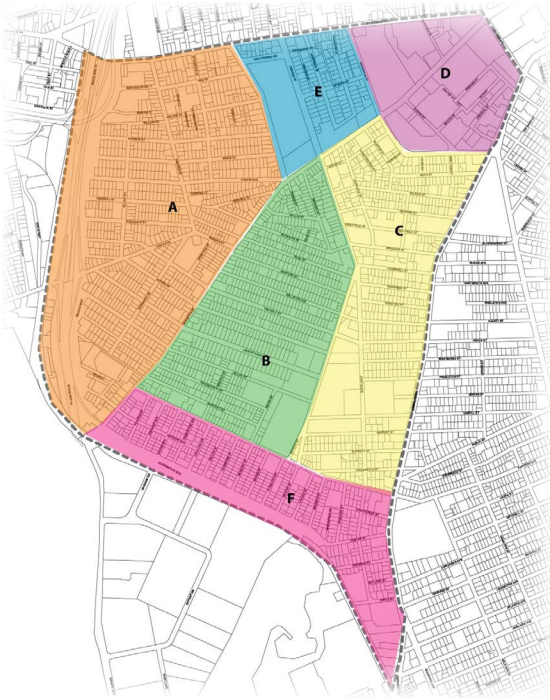
D: The area approximately bounded by Knight Street on the east, Broadway on the north, Route 6 on the west, and Westminster Street on the south.

Federal Hill is dense, with mostly multi-family structures of more than three units per lot. Sidewalks in general are continuous, with irregular street trees. On-street parking exists mostly on one side of the streets (only area A has on-street parking on both sides of the streets).

The Federal Hill neighborhood has a rich architectural history, with buildings ranging from the area's earliest settlement to modern apartment complexes. Its collection of buildings representing different architectures, styles and periods, as well as uses - restaurants, churches, apartments - is unique in the city.



West End



The West End neighborhood breaks down into six typology areas:

A: The area roughly bounded by the Armory and Dexter Training Ground (Cranston Street) on the east, Westminster Street on the north, Route 10 on the west, and Cranston Street on the south.

B: The area surrounded by Sherry Street on the east, Dexter Street on the north, Cranston Street on the west, and Potters Avenue on the south.

C: The roughly Y- shaped area east of area B bordered by Elmwood Avenue on the east, Bridgham Street on the north, Bucklin Street down to Cromwell Street and Sherry Street down to Potters Avenue on the west, and Potters Avenue on the south.

D: The northeast corner area wrapped by Fricker Street and Elmwood Avenue Street on the east, Westminster Street on the north, and Bridgham Street on the west and south.

E: The rectangular area bordered by Bridgham Street on the east, Westminster Street on the north, and Cranston Street on the west and the south.

F: The southernmost area bounded by Elmwood Avenue on the east, Potters Avenue on the north, Cranston Street on the west, and Huntington Avenue on the south.

The West End has a primarily rectilinear street grid and has a mix of single- and multi- family structures that are less densely populated than those in Federal Hill, with roughly 30 percent average lot coverage. Sidewalks are continuous in most areas (only area F has discontinuous sidewalks in some parts), and street tree condition varies among different areas: while areas A, B, and F have irregular street trees, areas C, D, and E have regular and young street trees. On-street parking exists on one or both sides of most streets.

The West End is a large, primarily residential neighborhood developed principally between the Civil War and the Great Depression. Housing in the neighborhood includes large, late nineteenth-century former single-family dwellings now converted for apartment use, particularly along major thoroughfares, as well as two- and three-family houses on the side streets. Architectural styles from the mid to late nineteenth and early twentieth centuries (e.g. Greet Revival, Victorian and Colonial Revival) dominate the neighborhood.

Reservoir

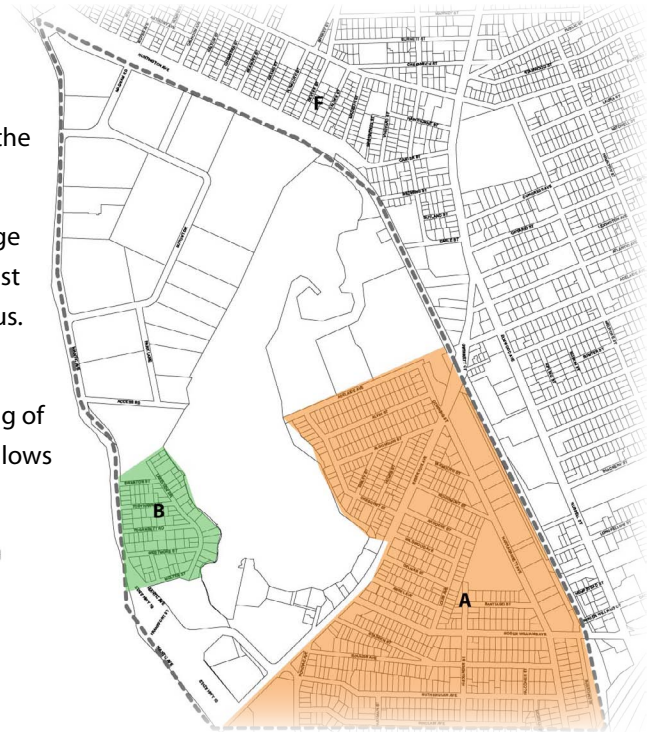
The Reservoir neighborhood consists of two typological areas:

A: The area located on the east side of Mashapaug Pond bounded by Huntington Avenue on the east, Adelaide Avenue on the north, Mashapaug Pond on the west and Niantic Avenue on the south.

B: The area west of the pond bordered by the pond on the east, Swanton Street on the north, Niantic Avenue on the west, and Molter Street on the south.

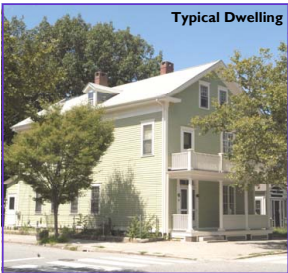
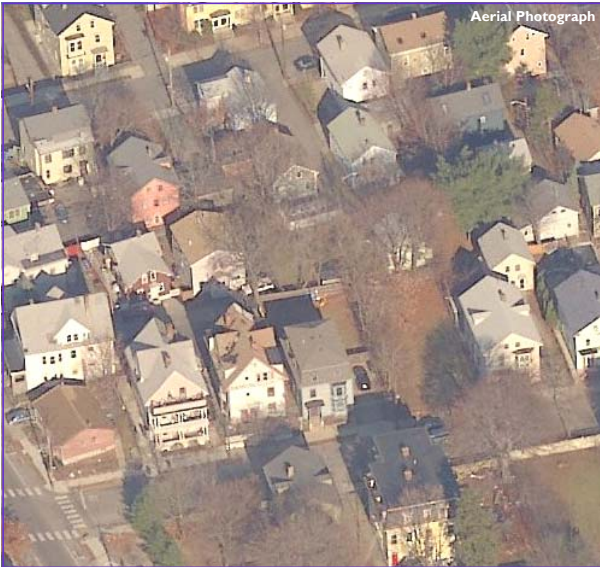
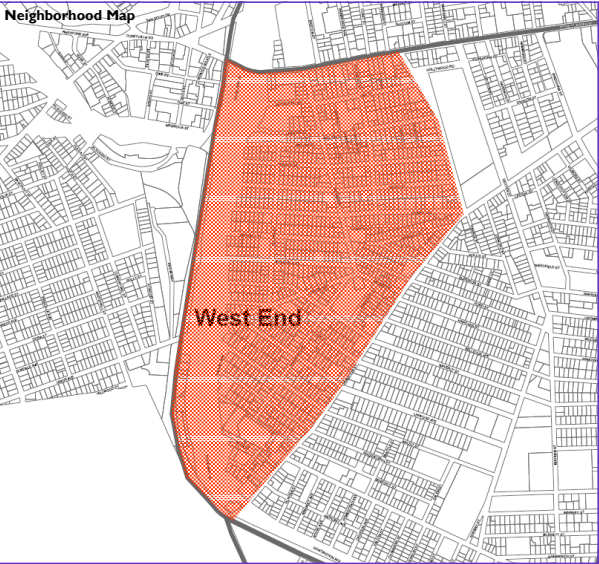
Reservoir consists largely of suburban-style single family houses with ample (10–20 ft.) front setbacks (average front yard for the other two neighborhoods is 0–10 ft.) and one to two units per lot. Sidewalks on streets to the east of Mashapaug Pond are continuous, while the sidewalks on streets to the west side of the pond are discontinuous. Street trees are irregular, but fairly well-maintained.

The housing stock in Reservoir is predominantly composed of compact, single-family structures with a scattering of two- and three-family homes, similar in character to the adjacent area of Cranston, including single-family bungalows and Dutch Colonials.



Sample West End, Federal Hill and Reservoir Neighborhood Typologies

West End—Typology A

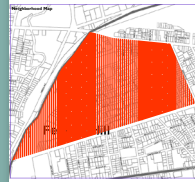


Defining Characteristics

Streetscape		Lots		Buildings			
Pavement Width	30, 50 ft	Lot Size	4000—5000 sq ft	Type	Single-, multi-family	Roof Type/Pitch	Mansard, gable; 6/12-8/12
On-Street Parking	Double-sided	Lot Width	40—50 ft	Lot Coverage	20—35 %	Materials	Wood, stone, brick, vinyl
Sidewalks	Continuous	Density	1-2 units per lot	Height	2-3 stories	Garages	Rear
Street Trees	Irregular	Side Yards	0—15 ft	Porch/Stoop	Porch, stoop	Outbuildings	Rear
Front Yard	0—10 ft	Rear Yard	40—70 ft	First Floor Elevation	1-2 ft		
Fences	Metal, wood	Parking	Side, rear	Street Facing Transparency	20%		

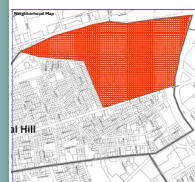
Above is a sample neighborhood typology, consisting of a typology area map, fieldwork photos and observational data, an aerial photo of the area and an illustration of the area's lot layout.

Federal Hill—Typology A



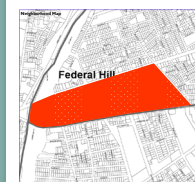
Defining Characteristics		Lots		Buildings		Roof Type/Pitch		Gables, Hqs, mass, 6/12-8/12	
Streetmap	40, 45, 80 ft	Lot Size	4000–5000 sq ft	Type	Multi-family, apartment	Roof Type/Pitch	Materials	Gables, Hqs, mass, 6/12-8/12	
On-Street Parking	Head	Lot Width	40–50 ft	Lot Coverage	35–55 %	Materials	Wood, vinyl		
Setbacks	Continuous	Density	3 or more units per lot	Height	3–5 stories	Gables	Rear		
Street Trees	Irregular	Side Yards	0–10 ft	Porches/Stoop	Stoop	Outbuildings	No		
Front Yard	6–10 ft	Rear Yard	25–30 ft	First Floor Elevation	2 ft				
Fences	Wood, chain	Parking	Side, front, rear	Screen Facing Transparency	30–40%				

Federal Hill—Typology B



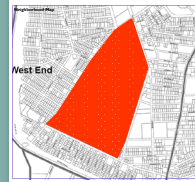
Defining Characteristics		Lots		Buildings		Roof Type/Pitch		Gables, Hqs, mass, 6/12-8/12	
Streetmap	20, 40, 60 ft	Lot Size	2000–4000 sq ft	Type	Multi-family, apartment	Roof Type/Pitch	Materials	Wood, vinyl	
On-Street Parking	Single-sided	Lot Width	35–50 ft	Lot Coverage	25–45–100 %	Materials	Wood, vinyl		
Setbacks	Continuous, high, var.	Density	3–5 units per lot	Height	3 stories	Gables	No		
Street Trees	Irregular	Side Yards	0–10 ft	Porches/Stoop	Stoop	Outbuildings	No		
Front Yard	0 ft	Rear Yard	0–8 ft	First Floor Elevation	1–2 ft				
Fences	Chain-link	Parking	Side, rear	Screen Facing Transparency	30%				

Federal Hill—Typology D



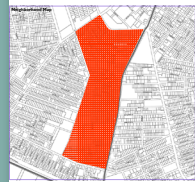
Defining Characteristics		Lots		Buildings		Roof Type/Pitch		Gables, Hqs, mass, 6/12-8/12	
Streetmap	40 ft	Lot Size	3000–4000 sq ft	Type	Multi-family	Roof Type/Pitch	Materials	Gables, Hqs, mass, 6/12-8/12	
On-Street Parking	Single-sided	Lot Width	30–50 ft	Lot Coverage	40–55 %	Materials	Brick, vinyl, wood		
Setbacks	Continuous	Density	3 units per lot	Height	2–3 stories	Gables	No		
Street Trees	Irregular	Side Yards	0–10 ft	Porches/Stoop	Porch, stoop	Outbuildings	No		
Front Yard	0–8 ft	Rear Yard	20–40 ft	First Floor Elevation	1–2 ft				
Fences	Wood, metal	Parking	Side, rear	Screen Facing Transparency	30%				

West End—Typology B



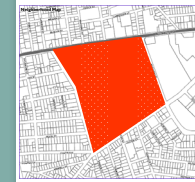
Defining Characteristics		Lots		Buildings		Roof Type/Pitch		Gables, Hqs, mass, 6/12-8/12	
Streetmap	40, 45, 80 ft	Lot Size	4000–5000 sq ft	Type	Single, multi-family	Roof Type/Pitch	Materials	Brick, vinyl, wood	
On-Street Parking	Double-sided	Lot Width	40–50 ft	Lot Coverage	35–45 %	Materials	Rear		
Setbacks	Continuous	Density	1–3 units per lot	Height	3–5 stories	Gables	Rear		
Street Trees	Irregular	Side Yards	0–10 ft	Porches/Stoop	Porch, stoop	Outbuildings	No		
Front Yard	6–10 ft	Rear Yard	40–60 ft, 80–90 ft	First Floor Elevation	1–2 ft				
Fences	Head	Parking	Side, rear	Screen Facing Transparency	15–20%				

West End—Typology C



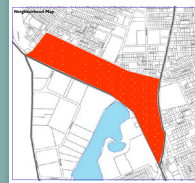
Defining Characteristics		Lots		Buildings		Roof Type/Pitch		Gables, Hqs, mass, 6/12-8/12	
Streetmap	40, 50, 70 ft	Lot Size	3200–4000 sq ft	Type	Single, multi-family	Roof Type/Pitch	Materials	Brick, vinyl	
On-Street Parking	Double-sided	Lot Width	40–60 ft	Lot Coverage	40–60 %	Materials	Brick, vinyl		
Setbacks	Continuous, high, var.	Density	1–2 units per lot	Height	1–2 stories	Gables	Rear		
Street Trees	Regular, young	Side Yards	0–10 ft	Porches/Stoop	Porch, stoop	Outbuildings	No		
Front Yard	0–10 ft	Rear Yard	20–30 ft	First Floor Elevation	1–2 ft				
Fences	Wood, metal	Parking	Side, rear	Screen Facing Transparency	10–20%				

West End—Typology E



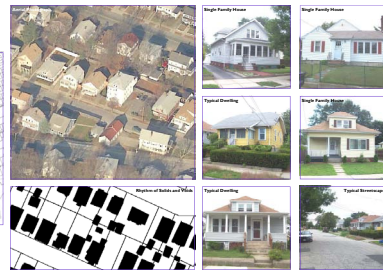
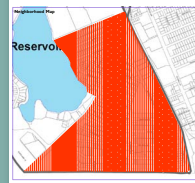
Defining Characteristics		Lots		Buildings		Roof Type/Pitch		Gables, Hqs, mass, 6/12-8/12	
Streetmap	30, 35, 80 ft	Lot Size	5000–6000 sq ft	Type	Single, multi-family	Roof Type/Pitch	Materials	Gables, Hqs, mass, 6/12-8/12	
On-Street Parking	Double-sided	Lot Width	30 ft	Lot Coverage	15–20 %	Materials	Brick, vinyl, wood		
Setbacks	Continuous	Density	1–4 units per lot	Height	1–3 stories	Gables	Rear		
Street Trees	Regular, young	Side Yards	0–10 ft	Porches/Stoop	Porch, stoop	Outbuildings	No		
Front Yard	0–10 ft	Rear Yard	40–70 ft	First Floor Elevation	2 ft				
Fences	Head, wood	Parking	Side, rear	Screen Facing Transparency	30%				

West End—Typology F



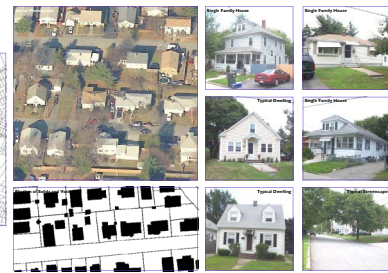
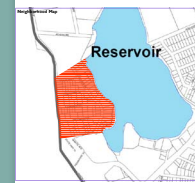
Defining Characteristics		Lots		Buildings		Roof Type/Pitch		Gables, Hqs, mass, 6/12-8/12	
Streetmap	30, 40, 50 ft	Lot Size	2800–3200 sq ft	Type	Single, multi-family, apartment	Roof Type/Pitch	Materials	Gables, Hqs, mass, 6/12-8/12	
On-Street Parking	Head	Lot Width	40 ft	Lot Coverage	30–45 %	Materials	Vinyl, wood, brick		
Setbacks	Discontinuous	Density	1 or more units per lot	Height	1–3 stories	Gables	Rear		
Street Trees	Irregular	Side Yards	0–10 ft	Porches/Stoop	Stoop	Outbuildings	No		
Front Yard	0–10 ft	Rear Yard	30–40 ft	First Floor Elevation	1–2 ft				
Fences	Head	Parking	Head	Screen Facing Transparency	10–15%				

Reservoir—Typology A



Defining Characteristics		Lots		Buildings		Roof Type/Pitch		Gables, Hqs, mass, 6/12-8/12	
Streetmap	40, 50, 60, 80 ft	Lot Size	3200–4000 sq ft	Type	Single family	Roof Type/Pitch	Materials	Vinyl, wood	
On-Street Parking	Double-sided	Lot Width	40–60 ft	Lot Coverage	15–45 %	Materials	Vinyl, wood		
Setbacks	Continuous	Density	1–2 units per lot	Height	1–2 stories	Gables	No		
Street Trees	Irregular	Side Yards	0–10 ft, 20–40 ft	Porches/Stoop	Head	Outbuildings	Rear		
Front Yard	8–20 ft	Rear Yard	20–40 ft, 10–60 ft	First Floor Elevation	1–2 ft				
Fences	Chain, wood	Parking	Side, rear	Screen Facing Transparency	10–20%				

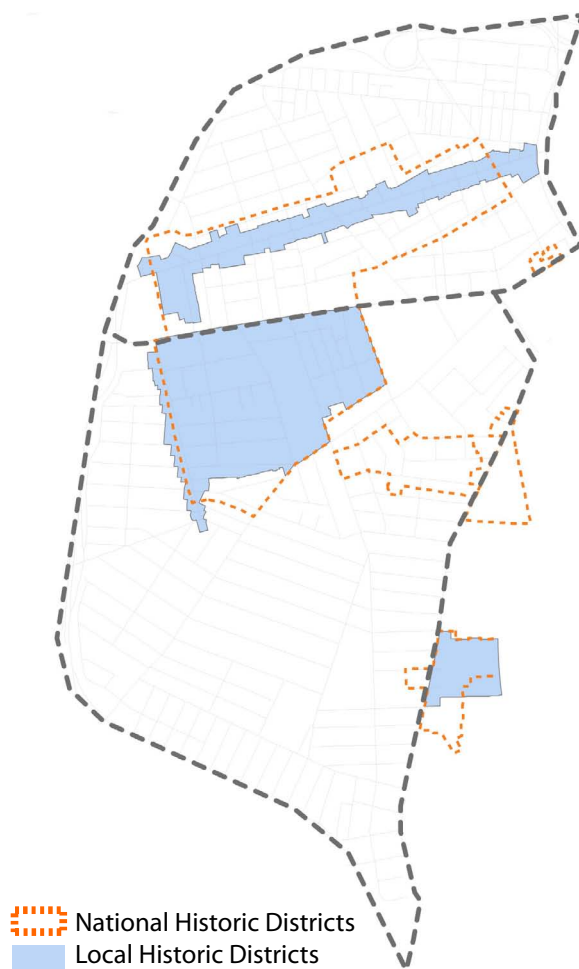
Reservoir—Typology B



Defining Characteristics		Lots		Buildings		Roof Type/Pitch		Gables, Hqs, mass, 6/12-8/12	
Streetmap	40 ft	Lot Size	4500–6000 sq ft	Type	Single family	Roof Type/Pitch	Materials	Gables, Hqs, mass, 6/12-8/12	
On-Street Parking	Head	Lot Width	40–70–90 ft	Lot Coverage	15–40%	Materials	Vinyl, wood		
Setbacks	No	Density	1 unit per lot	Height	1–3 stories	Gables	Attached		
Street Trees	Irregular	Side Yards	10–45 ft	Porches/Stoop	Stoop	Outbuildings	Rear		
Front Yard	10–20 ft	Rear Yard	20–40 ft	First Floor Elevation	1 ft				
Fences	Wood, chain	Parking	Side	Screen Facing Transparency	30%				

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 non-contiguous district. There are five National Register Districts and two Local Historic Districts located in the Federal Hill and West End neighborhoods.



The Armory Historic District was designated in 1989 and expanded in 2004. It contains approximately 509 properties. Within this LHD, the fortress-like Cranston Street Armory (1907) and adjacent Dexter Parade Ground (a large open space formerly used as a military training field) are the focal points of the “Armory District,” a residential neighborhood located in Providence’s West End. Most of the one- and two-family houses were built in the mid- to late nineteenth century; the district contains examples of Greek Revival, Queen Anne and Second Empire styles. The neighborhood is the focus of concerted and successful private-sector preservation efforts by the Providence Revolving Fund and the Armory Revival Company.

The Broadway Historic District lines Broadway, which was widened to 80 feet in 1854, making it the broadest street in the city. With its ample lots and easy access to downtown, it was once one of Providence’s most fashionable addresses and by the end of the nineteenth century was lined with elaborate mansions in a variety of architectural styles (Greek Revival, Second Empire, Queen Anne, Colonial Revival and others), erected by Providence’s increasingly wealthy merchants and manufacturers. Many of these buildings have since been divided into apartments or converted to professional and commercial use, but today Broadway retains much of its Victorian character.

National Register districts include the Bridgman-Arch-Wilson Streets District and Broadway-Armory District (containing 1,297 properties including many of those in the Armory LHD). The Trinity Square district borders the West End on the east. Individual properties are also listed on the National Register. These include Bell Street Chapel and Our Lady of Lourdes Church and Parish House in Federal Hill, the Richard H. Deming House on Burnett Street in the West End, and the Reservoir Pumping Station.

In addition to these National Register and LHD districts and properties, the three neighborhoods are home to nearly 50 ICBD properties, most concentrated in the West End and Federal Hill. These historic buildings include a wide range of structures including Jones Warehouse on Central Street, Josephine White Block on Cranston Street, the former Armstrong Tobacco Company building on West Exchange Street, the C.J. Fox building, Burrows Block on Westminster Street, Grant Mill on Carpenter Street, the endangered Grove Street School, and the California Artificial Flower Company (“Cal-Art”) building in the Reservoir neighborhood.

The Providence Preservation Society (PPS) plans to bring historic preservation to schools in these neighborhoods and revive its Neighborhood Schools Walking Tour Program to involve all Providence elementary schools. Beginning with Asa Messer Elementary School, PPS will conduct historic tours so that children can learn more about their neighborhoods' built environments, develop a deeper sense of pride of place, and get involved in preservation and neighborhood upkeep. Additionally, PPS hopes to collaborate with the School Department on a preservation curriculum at the new Hanley Career and Technical Education(CTE) High School in the West End.

Business and Industry

Manufacturing

These three neighborhoods, particularly Reservoir, the former site of the famous Gorham Manufacturing Company complex, were once major industrial centers. Though industry has declined in the past several decades, quite a few manufacturing businesses remain, predominantly jewelry manufacturing. Auto-related businesses, which are viewed as undesirable by most residents, are relatively few in number, but are spread throughout the three neighborhoods, particularly along Westminster Street.

The growth of retail establishments on Federal Hill paralleled the development of light industries such as food processing and wood/sign manufacturing, in addition to the prevalent jewelry industry in this neighborhood. Examples of diverse businesses on "the Hill" include the following: Tiara Enterprises is the premier manufacturer of American made crowns, tiaras, scepters, pins, and sashes for the "discerning bride or pageant queen." Simplex Engine & Machine, Inc. sells, services and rebuilds engines, cylinder heads, crankshafts, and other machine parts. The C.J. Fox Company manufactures paper products in the neighborhood.

The West End has a relatively balanced mix of heavy and light industries, while heavy industries, including machinery and industrial equipment manufacturing, are prevalent in the Reservoir neighborhood. Capco Plastics Inc. has its corporate office in the West End and has been operating since 1978 with approximately seventy-five employees. Acme Tackle Co, maker of fishing lures since 1952, is still located in the West End.

Reservoir is home to two very long-standing Providence jewelry manufacturers: Esposito Jewelry Inc., a maker of quality costume jewelry that was founded in nineteenth century, when the Esposito family moved the company from Italy to Rhode Island; and Lee's Manufacturing Company Inc., which has been owned by the Morvillo family for over five generations and been producing quality precious metal promotional jewelry since 1890. Founded in 1893 as a machine tool shop, Corp Brothers, Inc. is a leading provider of safety equipment, welding supplies, specialty and industrial gases, marine equipment, and other related products to the New England area. Quality Spraying Technologies started in 1966 and is considered to be the area's most technologically advanced coating provider to major corporations including Motorola and Bose.

Neighborhood Issues

Community Safety

Safety is a concern in the three neighborhoods. Residents would like to see improved community safety through increased police presence. Residents indicated that speeding is an issue that requires increased enforcement. Increased lighting was suggested at several locations, such as Ridge Street Park, to deter illicit activities such as drug dealing. Residents also identified enforcement of existing laws and regulations as an issue that needs improvement. Residents expressed concern about large trucks travelling through the neighborhood on Broadway instead of Westminster Street, which is the designated truck route.

Aesthetics/Character

These historic neighborhoods have character distinct from other areas of the city. Residents are concerned that the character of the neighborhood is changing in a negative way due to unkempt properties in the residential and commercial areas of the neighborhoods. Residents expressed a desire to protect the unique character of Federal Hill and the West End through enforcement of existing regulations such as minimum housing standards and building codes. Reservoir residents would like to preserve and maintain the character of the neighborhood. Federal Hill residents would also like to see the character of Atwells Avenue remain intact, possibly through design guidelines and prevention of teardowns on the street. There is strong interest in maintaining the mixed residential and commercial character of Broadway and developing more unified character for Westminster and Cranston streets. Residents would like gateways at the main entrances to the neighborhoods along Broadway,

Westminster, Cranston, and Atwells so visitors know they are entering a unique neighborhood.



Mobility and Circulation

These neighborhoods are densely developed with a tight street network. Residents identified the need for road maintenance, such as paving and pothole repair throughout the three neighborhoods to improve mobility. Residents also expressed their desire for improved pedestrian crossings at key intersections (Westminster/Parade, Westminster/Dexter, Dean/Atwells, Reservoir/Pontiac) throughout the neighborhoods. There are several projects planned for the neighborhoods over the next two years including the reconstruction of Dean Street, paving and sidewalk

repair on Atwells Ave, the Westminster Streetscape Enhancement project, the Luongo Square Streetscape Improvement Project and the construction of a peripheral RIPTA hub on Cahir Street. Residents also expressed a desire to see the Broadway Streetscape Enhancement Project awarded to WBNA in 2005 move into the planning stages. Additionally, several major streets in the neighborhoods will be paved over the next two years, including parts of Bucklin Street, Knight Street and Huntington Blvd. Residents also suggested that some of the one-way streets between Westminster and Broadway be reviewed for possible return to two-way traffic. Residents would like the traffic calming treepits on Sycamore and Messer streets to be evaluated for effectiveness. Residents would also like to see improved bike connections between the neighborhoods and Downtown, Roger Williams Park and the Washington Secondary Bike Path in Cranston. Residents were very supportive of bike lanes being striped on Broadway, which is planned for the Fall 2009. Additionally, residents expressed a desire to see the cobblestones on Cargill and West Fountain streets uncovered.

Parks, Open Space and Public Access

In addition to the centrally located Dexter Training Ground and Mashapaug Pond to the south, these neighborhoods have a number of green and open spaces that are enjoyed by residents.

Residents had very specific ideas about how these amenities could be improved, such as: using vacant parcels for pocket parks; improving maintenance and lighting; improving trash pickup at parks (particularly in association with the farmers market); reseeding fields and repairing playgrounds; providing recycling bins and composting resources; creating new park/

Neighborhood Issues (Cont'd.)

green space between Broadway and Westminster; updating and identifying park use and space standards; connecting bike paths to Roger Williams Park; and planting more trees and flowers in community gardens.

Discussions about Dexter Training Ground, which is the biggest and most popular open space in the neighborhood, raised many suggestions, including:

- Update the Dexter Park Trust language to allow park uses and resolve legal issues
- Evaluate the current location of the dog park and improve the dog park with benches, drinking water and appropriate ground cover.
- Provide for Providence Grays baseball, pick-up baseball for kids and adults, and kickball in the park.



The charrette session also generated discussion about Mashapaug Pond's pollution problems and suggestions for improvement. Reusing the boat house for recreation and formalizing trails, as well as improving access to the pond and improving its water quality were strongly recommended.

Overall, people want more green and open space maintained in good condition. Collaboration between residents, businesses and the City is considered essential to achieving this goal.

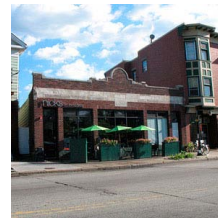
Commercial Corridors

There are four major commercial corridors in the West End, Federal Hill, and Reservoir neighborhoods; each of them has unique characteristics and development patterns.

Broadway

Broadway is characterized by its abundant stock of Victorian era houses. The street is mostly zoned for residential and residential-professional use; commercial development exists and has been growing at major nodes – some of which are already zoned as neighborhood commercial, but large parts of which need to be rezoned for commercial activity from residential-professional. Most charrette participants agreed that neighborhood commercial development should be concentrated at and limited to designated commercial nodes and that the street should maintain its character as a Victorian residential street for the most part. Creating neighborhood gateways at the entries (Route 10 and Barton Street, Service Road 7 and Dean Street) was also recommended to maintain and promote the identity of this corridor.

Improving the pedestrian environment was one of the biggest resident concerns: a better connection to Downtown over the highway; new, improved, and widened sidewalks; and coordinated traffic lights on Broadway at De Pasquale Avenue and Battey Street were among the major suggestions by the participants.



Atwells Avenue

The busiest street in the Federal Hill neighborhood, Atwells Avenue, is lined with restaurants, retail stores, and mixed-use development. While most residents want to maintain and reinforce its character as a restaurant and retail destination, the spillover impacts of noise and parking on the adjacent residential neighborhood must be addressed.

As with Broadway, improving pedestrian connections to Downtown and widening sidewalks to allow room for additional outside dining were the two biggest issues for many charrette participants. Other important issues include: repairing the Arch; solving parking problems, especially along Spruce Street; finding new locations for parking and possible structured parking to serve neighborhood residents and businesses; identifying traffic management solutions during events; and establishing commercial design guidelines for businesses along the avenue.

Westminster Street

Westminster Street is the primary commercial corridor in the West End neighborhood and connects to Downtown. Unlike Broadway and Atwells Avenue, Westminster Street lacks a clear identity and many West End residents expressed an interest in developing one in collaboration with merchants along the street. Creation of gateways at the entries to the neighborhood was also recommended.

Improving pedestrian crossings, especially at Bainbridge Avenue, Dexter and Knight streets, and Route 10; re-establishing a connection to Downtown through the current site of Bishop McViney Auditorium; establishing "green nodes" at pedestrian crossings; implementing the Westminster Streetscape Enhancement project; and planting additional street trees, were also discussed and strongly recommended during the charrette.

In recent years, Westminster Street has seen some growth in the number of arts-related establishments and restaurants; most charrette participants considered these enterprises desirable and worth building upon. Residents agreed that the street needs infill projects on vacant sites and surface parking lots that would

Neighborhood Issues (Cont'd.)

create a “Main Street”-like atmosphere. Toward that end, the West Side Overlay District was viewed as an appropriate tool to be maintained and enforced. In order to promote businesses on the street, enrollment in the City’s Neighborhood Markets program and promotion of the farmers’ market at the parade ground are considered important steps.

Other issues discussed include: improving the Cranston/Westminster intersection, reopening Fricker Street, and relocating school parking to public garages to free up Washington Street parking for businesses on Westminster Street.



Cranston Street

Cranston Street is a fast-paced and diverse area with a mix of businesses; residents want to maintain and enhance Cranston Street as a vibrant multi-cultural, mixed-use corridor.

Due to the current economic situation, however, there are many blighted and foreclosed properties in this area, and the number one priority among charrette participants was fixing up these properties in order

to attract diverse businesses and people. Buffering residential areas from blighted properties is another concern.

Issues common to other commercial corridors, such as creating gateways at the entries to the neighborhood; improving pedestrian walkability and accessibility, particularly at key intersections; and studying traffic patterns, were also suggested for Cranston Street. Increasing community policing to improve safety, enforcing West Side Overlay District regulations and revitalizing the Neighborhood Markets program for Cranston Street were other subjects raised during the charrette that had a lot of community support.



Infrastructure and Repairs

Residents spoke strongly about the need for infrastructure improvement and repair. Priorities include roads and sidewalks, lighting, trees, and drainage.

Roads and sidewalks:

The following streets were singled out for their potholes and the need for repaving: Sycamore, Messer, Mountain, Hammond/Durfee, Bucklin, Service Road 1, Dean, Broadway, Atwells, Harris, and Westminster at Route 10. Speeding at certain locations is another big problem for these neighborhoods, and traffic lights or directional signs were recommended at

various locations – especially the intersection of Cranston, Parade and Chapin at the Armory, which is very dangerous for pedestrians. Other issues raised during the discussion include: possibly uncovering cobblestones at Luongo Square (West Fountain Street), straightening bollards on Messer and Sycamore, and improving sidewalks around Federal Hill House. Residents also spoke about the need for a regular street sweeping schedule and the need for the streets to be swept more than once a year.

Lighting

The most important aspect of lighting cited for these neighborhoods is the need to establish a community-wide lighting policy to institute standards for residential and commercial areas: having uniform and high-quality standards for decorative lighting within each neighborhood and for specific streets, especially for major corridors – Cranston Street, Westminster Street, Broadway, and Atwells Avenue – is considered essential to improved neighborhood aesthetics

Many residents said they had difficulty reporting and receiving responses from the City and National Grid regarding broken and malfunctioning lighting; it was pointed out that the Mayor’s Office of Neighborhood Services (ONS) recently became better equipped to address such issues. A clear procedure for dealing with utility companies to better facilitate the process was strongly advised.

Putting utility lines underground in conjunction with repair operations, avoiding double poles to lessen visual pollution, repairing lights on Atwells Avenue,

Neighborhood Issues (Cont'd.)

and reducing the brightness of street lights on Vernon, Grove and Knight streets, were other issues discussed during the charrette.

Trees

All three neighborhoods were identified by the Parks Department as among the ten lowest canopy coverage neighborhoods; many residents were aware of the situation and wanted to improve it. To do so, residents, business owners and community organizations can take better advantage of the Providence Neighborhood Planting Program (PNPP), which focuses on the public streetscape, and Trees 2020, which provides a low-cost resource for planting trees in private yards through the efforts of Groundwork Providence and the Parks Department. Information and application forms for residents, landlords and owner/occupants to purchase trees at reduced prices are available (www.trees2020.org) and trees are available in a range of sizes.

Problem areas identified by the charrette participants are: Westminster, Cranston, and Broadway for more trees; Sycamore and Messer for modification of the tree pit/traffic calming design by installing additional stop signs along Messer Street as designed in the original plan; Garibaldi Park for stump removal; and Dexter Training Ground for removal of dead trees and repair of fences around the Dexter Statue and the toddler area. Installing a grass strip wide enough for trees along Westminster and Broadway, and enlarging older street tree wells to avoid damage to trees were also proposed.

Drainage and other issues

Storm drain cleaning was also brought up by residents, who felt a regular schedule of cleaning would alleviate

some localized flooding after storms. Neighbors were also concerned about utilities, particularly the installation of new light poles without removal of the old ones. Residents would also like to see more trash receptacles on the major commercial corridors and in the parks along with recycling receptacles. They would like recycling bins similar to the big green can trash cans.

Schools

Neighborhood schools were a primary issue. The evening schools session was attended by a large number of residents and some students who attend neighborhood schools. In addition to the goals and policies relating primarily to school facilities identified in the action plan, there was general discussion about potential improvements to the school system and concerns about current policies and operations. Many attendees strongly urged the school department to reopen the West Broadway School as an elementary school.

School curriculum

Several ideas were discussed to improve the current school curriculum including integrating more culturally diverse course material and integrating various ages, where feasible, for a more diverse learning environment. Students expressed the desire to have a community service component added to the curriculum and additional opportunities for creative professional development, with more course material directly related to possible future work experience. Many suggested integrating historic preservation education at the elementary school level, which is an effort currently underway by the Providence

Preservation Society (PPS). Finally, students expressed the need for a comprehensive core curriculum that would apply to all Providence schools, integrating these new components.

Improved relationships

Students and residents had several ideas about how to improve relationships between the schools and community. First, they suggested a closer working relationship between the school department and the planning department. There were also several ideas about how to encourage more involvement of parents in the schools such as in class rooms, parents substituting for school police officers, and instituting parent liaisons in schools. Improved community relations emerged as a key priority. In general, students and residents would like to see more collaboration with the community, facilitating positive interaction between students and neighbors. Students also expressed the need more open communication from the schools and would like to see credit given to students for positive behavior.

School policies

Several school policy reforms were recommended, such as enforcing a uniform code of conduct and requiring students to wear school uniforms. There was also extensive discussion about allowing neighborhood children to attend the schools in their neighborhoods, ending the practice of bussing students to schools outside their neighborhoods, encouraging families to be invested in their neighborhood schools, and allowing students to walk to school. Students would like to see more support for teachers, including better opportunities for professional development, an end to the policy of "bumping" teachers, and providing

Neighborhood Issues (Cont'd.)

teachers' aides in the classroom. Charrette participants called for smaller student-teacher ratios and would like the school board positions to be elected.

Housing

Reflecting the current economic downturn and resulting housing market, the housing discussion revolved primarily around foreclosure and affordable housing issues. Maintaining property values, strengthening the rights of tenants to reduce foreclosure, improving the current conditions southeast of Cranston Street, and creating and providing affordable housing were four main issues discussed during the charrette. Establishing a baseline for home values by using American Recovery and Reinvestment Act (ARRA) funds to maintain and protect property values was suggested and largely agreed upon among residents. Charging sewer and water fees according to the amount of consumption was also recommended. Utilization of Community Development Corporation (CDC) tools such as foreclosure counselling, homeownership training, the National Community Stabilization Trust (NCST) list that allows local CDCs the right of first refusal for foreclosed properties, and operating funds was suggested.

Southeast of Cranston Street, where there are high numbers of foreclosures, and absentee landlords and investors, is an area of special concern. Coordination with the City to schedule street sweeping and storm drainage, educate citizens, organize volunteers to pick up trash and police the area, and better enforce building code regulations was recommended. State measures, such as bills calling for a 180-day moratorium on foreclosures and tenant notification, were discussed as well.

Potential Redevelopment Areas

The West End, Federal Hill and Reservoir each contain areas that are underutilized and ripe for redevelopment. In the West End and Federal Hill this includes the West Franklin Street Corridor (Service Road 7) from Atwells Avenue to Broad Street. Also in the West End are the former Louttit Laundry site located behind Citizen's Bank between Westminster Street and Cranston Street and a series of vacant lots on Westminster Street collectively known as the "Gas Station Lots". In Reservoir, the vacant Stop & Shop Plaza (the former Gorham Manufacturing Company) is a prime location for redevelopment.

West Franklin Street Corridor (Service Road 7)

The West Franklin Street corridor (also know as Service Road 7) runs south from Atwells Avenue to Broad Street and from West Franklin to Dean and Cahir streets. This area is currently home to a mix of building types and uses including senior housing high rises, the Providence Public Safety Complex and a variety of auto-oriented businesses and several vacant lots and underutilized parcels. Charrette participants expressed their desire to see neighborhood serving mixed use developments along this corridor. They would like the area to have a neighborhood feel and would like to see building heights step down from the parcels closest to the highway into the residential neighborhoods. There was intense discussion on heights with some residents expressing a desire for buildngs no taller than 45' and other residents expressing that buildings up to six stories would be acceptable. Additionally, residents discussed the need to consider topography when establishing minimum and maximum height standards for this area. They would like to see form-based zoning, and buildings with iconic or innovative design elements. Developments should have two faces, one on West Franklin and the other on the side streets, addressing the neighborhood edge. Participants were very clear on the fact that they did not want drive-thru uses permitted in this corridor. Charrette participants would also like to see gateway signs identifying the neighborhoods on the bridges spanning I-95 along this corridor and they would like West Franklin Street to be more pedestrian friendly through the addition of landscaping, lighting, street furniture and signage. Additionally, residents expressed a desire for bike lanes along the corridor.

Louttit Laundry

The Louttit Laundry site is located behind the Cancious Square Citizen's Bank between Cranston and Westminster Streets. The site has been cleared for several years. Neighborhood residents discussed whether redevelopment of the site should be limited to commercial uses and if residential is included what type of residential should be included. Residents would like green space to be included in the design whether it be a park, community garden or passive green space. They also expressed their desire that the commercial development on the site be neighborhood serving and family oriented. Other topics discussed included building heights recognizing that some height is required to obtain adequate financing, but that too much height risks cutting off views and creating a barrier between the streets as well as discussions on where parking would be located on site and whether angled parking could be provided on Cranston Street for the development. Residents also expressed their desire to see Burgess Street remain open and possibly be returned to two-way travel.

Gas Station Lots

The "Gas Station" lots are located on Westminster Street just to the north and south of the intersection of Westminster and Dexter. These lots have been used as gas stations historically and now are home to a gas station on one lot, auto repair shops, a used car lot and a seasonal fruit and vegetable stand. There were many ideas for the gas station lots which ranged from a market similiar to Portobello Road in London to classic mixed use neighborhood commercial buildings in keeping with the character of the surrounding neighborhood. Loie Fuller's, also located on Westminster Street was cited as an example of the types of development the neighborhood is looking for. Other suggestions included restaurants, cafes, art galleries or cultural spaces. Participants also suggested a bio-fuel station and educational center. Residents were very clear on having the ground floor be an active use. Having the sites serve as a gateway to the Dexter Training Ground was also mentioned by many participants. Unacceptable uses discussed by residents included: adult entertainment uses, pawn shops, parking lots, and chain businesses with drive-thru's.

Gorham Manufacturing Company/Former Stop & Shop Plaza

This large site in the Reservoir neighborhood was the long time home to the Gorham Manufacturing Company. The mill complex was demolished in the late 1990's and a shopping plaza was built anchored by a Stop and Shop. The Stop and Shop has closed leaving a mostly vacant building. This site has many assets that other redevelopment sites lack. It has upgraded utilities, good highway access, an existing modern building, adequate parking and new infrastructure. However, there are limitations to the height of buildings that can be built on the site due to the load bearing capacities of the soil.

Potential uses of the site mentioned by charrette participants included: large scale retail such as a grocery store, KMart or Target type retail, office, institutional or municipal office uses. Residents expressed their desire to see the natural area close to Mashapaug Pond maintained and that separte access to the site be maintained from the adjacent residential neighborhood. Residents also indicated that two to three story buildings would be acceptable on the site provided there are adequate transitions to the residential neighborhood. Uses that were considered unacceptable by charrette participants included nightclubs or entertainment complexes and other uses that generate a lot of noise or late night traffic.



Neighborhood Plans

The key outcome of the West End, Federal Hill and Reservoir charrette was the development of a multi-phase action plan for the neighborhood and its associated map. The action plan below details the short-, mid- and long-term goals (spanning <5 years, 5–10 years and 10+ years, respectively) of the neighborhoods and identifies specific actions needed to achieve the vision.

Key to Acronyms for City and State Departments and Agencies:

DPD - Department of Planning and Development (City of Providence)
 DPW - Department of Public Works (City of Providence)
 DIS - Department of Inspection and Standards (City of Providence)
 RIPTA - Rhode Island Public Transit Authority
 ACT - Department of Arts, Culture and Tourism (City of Providence)
 Parks - Parks Department (City of Providence)
 PPD - Providence Police Department
 PPS - Providence Preservation Society
 Recreation - Recreation Department (City of Providence)
 BR-Broadway Renaissance
 FHCC-Federal Hill Community Coalition
 FHH-Federal Hill House

HDC- Historic District Commission (City of Providence)
 RIDOT - Rhode Island Department of Transportation
 CRMC - Coastal Resources Management Council (State of Rhode Island)
 ZBR - Zoning Board of Review (City of Providence)
 TED - Traffic Engineering Division (City of Providence)
 Schools - Providence Public School District (PPSD)
 PEDP - Providence Economic Development Partnership
 ONS - Office of Neighborhood Services (City of Providence)
 WEHDC - West Elmwood Housing Development Corporation
 CLAP-Childhood Lead Action Project
 FHCA-Federal Hill Commerce Association
 PRF-Providence Revolving Fund
 WBNA-West Broadway Neighborhood Association

West End, Federal Hill and Reservoir Initiatives

Initiatives/Projects	Actions	Project Lead	Target Date
Actively involve the West End, Federal Hill and Reservoir Neighborhoods in community decision-making.			
Promote collaboration between City government, neighborhood residents and businesses to achieve the vision for West End, Federal Hill and Reservoir.	Identify strategies to broaden community participation in implementing the plan such as creation of neighborhood and merchant associations; outreach plans, etc.	Community Groups, DPD	Ongoing
	Identify potential partners such as businesses and non-profit organizations that can assist in completing specific projects.	Community Groups, 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 adopted neighborhood plan.	DPD, <u>Community Groups</u>	Ongoing
	Include neighborhood outreach and communication as part of the planning and development of significant public and private projects.	DPD	Ongoing
	Develop education and awareness programs to assist residents in understanding how different projects such as street tree plantings, recycling programs, etc. can improve their neighborhood.	DPD	Ongoing

Initiatives/Projects	Actions	Project Lead	Target Date
Preserve and enhance the West End, Federal Hill and Reservoir as urban neighborhoods with a high quality of life - Historic Preservation			
Protect vulnerable historic buildings that are not currently in Local Historic Districts.	Establish-additional layers of historic property protection, such as conservation districts, particularly for areas such as Jones/Mountain streets, the area between Broadway and Westminster and between Broadway and Atwells. Evaluate the area surrounding Bucklin Park for historic protection.	DPD, HDC, Community Groups	Short-term
	Survey all properties to determine if additional areas require protection to preserve the historic fabric of all three neighborhoods.	DPD, HDC, Community Groups	Short-term
	Amend the Zoning Ordinance to extend Local Historic District boundaries to include buildings listed on the National Register of Historic Places that are not currently in a Local Historic District. Include individually significant structures in a landmark district (a non-contiguous local historic district.) Below is a preliminary list of structures in the West End, Federal Hill and Reservoir: <ul style="list-style-type: none"> • 15 Knight St., Holy Ghost Church • 104 Dean Street, Our Lady of Mt. Carmel Church • 472 Atwells Ave., St. John's Church & Parish House • 15 Vineyard St., Vineyard Street School • 787 Potters Ave., Church of the Assumption, Parish House • 791 Potters Ave., Church of the Assumption, School • 805 Potters Ave., Church of the Assumption • 83-85 America St, Former St. George Maronite Church • 271 Elmwood Ave., Knight Memorial Library • 14 Meander St., Almy Street School 	DPD, HDC	Short-term
	Work with property owners to stabilize and protect significant historic properties, including addressing building and fire code issues.	DIS, DPD, HDC	Short-term
	Evaluate expansion of existing Local Historic Districts in the West End and Federal Hill.	DPD, HDC, Community Groups	Short-term
	Preserve and reuse the former Grove Street School.	City, Community Groups	Short-term
	Identify additional funding sources for historic preservation, including potential reinstatement of the State historic tax credit.	HDC, State Legislature	Ongoing
	Evaluate ways to provide relief for historic property owners, such as local tax credits and incentives.	DPD, City Council, HDC	Ongoing

Initiatives/Projects	Actions	Project Lead	Target Date
Preserve and enhance the West End, Federal Hill and Reservoir as urban neighborhoods with a high quality of life - Historic Preservation			
Preserve and Protect the Cranston Street Armory.	Identify a permanent, sustainable use for the Armory.	City, State, Community Groups	Mid-term
	Work with the State to increase incentives to attract potential occupants/users of the Armory.	DPD, City Council, Mayor's Office, Community Groups	Short-term
	Work with the State to identify a permanent funding source for maintenance and upkeep.	DPD, Community Groups	Short-term
Increase enforcement and awareness of Historic Preservation regulations.	Consider increasing penalties for unauthorized alterations and demolitions, including demolition by neglect.	HDC, DIS	Short-term
	Work with the RI Historical Preservation and Heritage Commission (RIHPHC) to introduce demolition delay enabling legislation which would provide review for State and National Register properties not protected by local designation.	HDC, DPD, RIHPHC	Short-term
	Work with the Providence Preservation Society to introduce historic preservation curricula in schools.	DPD, HDC, Schools	Short-term

Initiatives/Projects	Actions	Project Lead	Target Date
Preserve and enhance the West End, Federal Hill and Reservoir as urban neighborhoods with a high quality of life - Housing			
Increase opportunities and access to safe and affordable housing.	Promote existing housing programs such as down payment assistance, emergency repairs and lead abatement through distribution of brochures at neighborhood centers, meetings and events.	DPD, Community Groups	Ongoing
	Require all foreclosed residential units to meet code requirements before being occupied.	DIS	Short-term
	Work with the Department of Inspection and Standards to increase enforcement of existing building codes.	DPD, Community Groups	Ongoing
	Publicize existing programs to educate existing and perspective residents about the responsibilities of home-ownership and the home-buying process.	DPD	Ongoing
	Work with CDCs to establish a tenant's bill of rights, particularly for tenants of properties in foreclosure.	DPD, CDCs, Community Groups	Short-term
	Prioritize CDC acquisition of foreclosed properties in these neighborhoods.	DPD, CDCs	Short-term
	Create active neighborhood associations (where needed) to organize volunteers for clean-up, repairs, and engage talents of residents.	Community Groups, DPD	Ongoing
	Evaluate policies (city, state) to stabilize housing values as foreclosed properties are redeveloped.	DPD	Short-term
	Study the impacts of increased Atwells Avenue business parking on surrounding residential properties.	DPD, TED	Short-term
	Establish a model neighborhood improvement program in the West Elmwood area to address maintenance and code compliance and market vacant houses to neighborhood residents for home-ownership.	DPD, WEHDC	Short-term
Maintain and improve the character of residential areas in the neighborhoods.	Develop zoning regulations that promote the best examples of existing neighborhood character, as identified in the neighborhood typologies, to ensure that new development will blend with the existing character of the neighborhood. Ensure that regulations include alternatives that address unique topography and other special site conditions.	DPD	Short-term

Initiatives/Projects	Actions	Project Lead	Target Date
Preserve and enhance the West End, Federal Hill and Reservoir as urban neighborhoods with a high quality of life - Infrastructure			
Improve Neighborhood Lighting.	Establish residential lighting standards for residential and commercial areas.	DPD, DIS	Short-term
	Establish decorative lighting consistent with neighborhood character along neighborhood commercial corridors and the main neighborhood collector streets.	DPD, DPW	Mid- to Long-term
	Create a one call protocol for reporting light outages.	DPW, ONS	Short-term
	Repair <u>or</u> replace decorative lights on Atwells Avenue.	Johnson Controls	Short-term
	Increase lighting at the Dexter Training Ground, especially along the path in front of the Armory.	DPW	Short to Mid-term
Improve Drainage.	Establish and publicize regular storm drain cleaning schedule.	DPW	Ongoing
	Investigate and fix drainage issues at the following intersections: Westminster and Knight streets, Westminster and Sycamore streets, Sycamore and Oak streets, Bradford and Mountain streets, and Penn and Knight streets. Address drainage problems on Toby Street near the Route 10 on ramp; Knight Street from Atwells Avenue to Broadway Street; Wood, Dexter and Bucklin streets; and along Huntington Avenue.	DPW	Mid-term
Improve Streets and Public Space.	Work with DPW, Parks, and utility companies to enhance the public realm on public rights-of-way.	Community Groups	Mid-term
	Utilize the tree planting program to reestablish the canopy along commercial corridors and in residential areas. Trees are particularly needed along Westminster Street, Cranston Street and Broadway.	Community Groups, City Forester	Short-term
	Work with utility companies to be more responsive to neighborhood concerns about clutter of wires and poles, low hanging wires, debris on wires and other hazards.	DPW	Ongoing
	Work with DPW to publicize the street sweeping schedule	Community Groups	Short-term
	Use porous pavement for new sidewalks, where feasible.	DPW	Ongoing
	Establish a city standard for sidewalks that includes tree wells and grass strips when constructing new sidewalks.	DPW, Community Groups, DPD	Short-term
	Install and/or repair and replace sidewalks on Carpenter and Knight streets.	DPW	Short-term
	Repair dip in the road along Service Road 1.	RIDOT	Short- to Mid-term
	Repave Mountain Street, Hammond Street, Derby Street, Bucklin Street and Dexter Street between Cranston and Bucklin Streets.	DPW	Short- to Mid-term
	Implement planning for the Broadway Streetscape Enhancement Project.	WBNA	Short to Mid-term
	Complete design and construct the Luongo Square Streetscape Enhancement Project.	DPD, RIDOT	Short-term

Initiatives/Projects	Actions	Project Lead	Target Date
Preserve and enhance the West End, Federal Hill and Reservoir as urban neighborhoods with a high quality of life - Mobility			
Improve connections within the neighborhoods and from the neighborhoods into Downtown for drivers, cyclists, pedestrians, and transit users.	Enhance pedestrian connections to Downtown, particularly along Atwells Avenue, Broadway and Westminster Street.	DPW, DPD	Short-term
	Repair sidewalks from Battey to DePasquale on Broadway, around Federal Hill House, and around DePasquale Square.	DPW	Short-term
	Improve pedestrian crossings at Bainbridge Avenue, Parade, Dexter and Knight streets, Canonicus Square, and Route 10.	DPW	Short-term
	Improve traffic flow and pedestrian safety at the intersection of Cranston Street, Parade Street and Chapin Avenue.	DPW	Mid- to Long-term
	Improve bike access throughout the neighborhoods and to trail hubs.	DPD, Parks	Ongoing
	Improve streetscape along Huntington Avenue to give it more of a boulevard feel and incorporate a bike lane into the design.	DPW, DPD	Mid- to Long-term
	Construct the Broadway Signal synchronization project, including the repaving and striping of Broadway with bike lanes.	DPW	Short-term
	Evaluate vehicular speed on residential streets (Knight, Tobey, Ridge, Mountain).	TED, PPD	Short-term
	Assess the traffic calming on Messer and Sycamore streets, replace missing and dead street trees, straighten bollards and install stop signs.	TED, PPD, Community Groups	Short-term
	Evaluate the feasibility of re-opening Fricker Street.	DPW, TED, Schools	Mid-term
	Implement Resident Permit Parking pilot (overnight on-street parking).	TED, Community Groups	Completed
	Work with the Traffic Engineer and local businesses to address valet parking impacts from Atwells Avenue on adjacent residential areas.	TED	Short-term
	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.	RIDOT, DPD, DPW	Long-term
	Locate bus stops along commercial corridors at identified nodes.	RIPTA	Short-term
	Evaluate trolley routes in the neighborhoods.	RIPTA	Short-term
	Construct a peripheral transit hub on Cahir Street.	RIPTA, RIDOT	Completed

Initiatives/Projects	Actions	Project Lead	Target Date
Based on an extensive review of use patterns and current land use regulations, zoning amendments and comprehensive plan amendments should be implemented for the following areas to reflect existing uses, encourage appropriate new uses and protect neighborhood character.			
West End	Change residential zoning designation on the corner of Westminster Street and Service Road 1 along Route 10 to neighborhood commercial.	DPD	Short-term
	Consider a zoning amendment that would allow a small neighborhood-scale retail store with square footage limits in a Three-Family Residential zone such as a corner store (Hudson Street Market, for example).	DPD	Short-term
	Amend the designation at the corner of Parade and Westminster streets from Residential to Neighborhood Commercial.	DPD	Short-term
	Amend the designation at the intersection of Westminster and Courtland streets from General Commercial to Limited Commercial.	DPD	Short-term
	Amend the designation on the south side of Westminster Street from Sycamore to Dexter streets from Residential to Neighborhood Commercial.	DPD	Short-term
	Amend the designation of the Multi-Family Dwelling area between Burgess Street and Bridgham Street to General Residence to preserve the existing height.	DPD	Short-term
	Amend the designation of the Multi-Family Dwelling area between Lester Street and Central Street to General Residence to preserve the existing height.	DPD	Short-term
	Amend the Multi-Family Dwelling area south of Cranston Street along Bridgham Street to Neighborhood Commercial to reflect existing and proposed uses.	DPD	Short-term
	Amend the designation of the parcels between Dean Street and West Franklin Street to allow for a transitional area to serve as a buffer between downtown and the neighborhood to encourage high quality urban design that would not exceed six stories or 75 feet in height.	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 implemented for the following areas to reflect existing uses, encourage appropriate new uses and protect neighborhood character.			
Federal Hill	Amend the Downtown zoning designation on Westminster Street at Bridgham Street to Neighborhood Commercial.	DPD	Short-term
	Designate commercial nodes on Broadway – Residential Professional to Neighborhood Commercial nodes at the intersections with Tobey Street and Knight Street.	DPD	Short-term
	Designate a Neighborhood Commercial node at Luongo Square.	DPD	Short-term
	Amend the Residential zoning designation on the Northwest side of Broadway at the intersection of Barton Street to Neighborhood Commercial.	DPD	Short-term
	Amend the zoning of the Jones and Mountain streets area from General Residential to Three-Family Residential.	DPD	Short-term
	Amend the Heavy Commercial designation around Washington Street (Battey, Winter and Cargill streets) to allow for a greater mix of uses to blend in with the surrounding area.	DPD	Short-term
	Amend the Residential designation at the corner of Washington and Knight streets to Commercial.	DPD	Short-term
	Implement a zoning amendment that would allow artist live/work space in Neighborhood Commercial areas.	DPD	Short-term
	Amend the designation of the parcels between Dean Street and West Franklin Street to allow for a transitional area to serve as a buffer between downtown and the neighborhood to encourage high quality urban design that would not exceed six stories or 75 feet in height.	DPD	Short-term
Reservoir	Designate the Huntington Industrial Park as a Jobs Only District.	DPD	Short-term
	Amend the General Commercial designation along Reservoir Avenue (on the east side of the street) between Wildwood and Stadden streets to Limited Commercial.	DPD	Short-term

Initiatives/Projects	Actions	Project Lead	Target Date
Protect, enhance, and connect neighborhood parks and open spaces; improve access to recreation and open space.			
Improve programming and maintenance of Dexter Training Ground.	Work with community members to prepare a master plan for Dexter Training Ground.	Parks	Mid-term
	Promote the Farmers Market at Dexter Training Ground.	Community Groups, FarmFresh RI, Parks	Ongoing
	Address legal concerns to ensure that the grounds remain as public open space into the future.	Parks	Ongoing
	Assess the location of the dog park and improve the existing dog park by adding benches and water stations.	Parks	Short-term
	Add recycling and composting receptacles and discourage residential use of trash receptacles within the park.	DPW, Parks	Short-term
	Improve maintenance of trees by removing and replacing deceased trees. Consider adding educational signs to identify tree types. Volunteer certified tree stewards could lead the efforts.	City Forester	Ongoing
Improve access to and the health of Mashapaug Pond.	Formalize and expand the trail system around the pond.	Parks	Mid-term
	Promote reuse of the existing boat house for public recreation.	Parks	Short-term
	Work with RIDEM to address contamination concerns and improve water quality.	Parks	Mid- to Long-term
	Improve Huntington Avenue to create more of a neighborhood boulevard with bike lanes to improve access to the pond.	RIDOT	Long-term
	Connect trails at the pond to Roger Williams Park through streetscape improvements and bike lanes in the Reservoir neighborhood.	Parks, RIDOT	Short to Mid-term
Improve environmental resources.	Enforce regulations that prohibit excessive paving of green spaces on private property.	DIS	Ongoing
	Undertake beautification efforts on key small sites such as vacant lots and neighborhood parks.	Community Groups	Ongoing
Maintain and enhance Franciscan Park at Bell St. for recreational uses.	Improve landscaping and fencing at Franciscan Park.	Parks	Short-term
	Rezone Franciscan Park to Open Space from Residential	DPD	Short-term
	Evaluate the feasibility of an off-leash dog area at Franciscan Park.	Parks	Short-term

Initiatives/Projects	Actions	Project Lead	Target Date
Protect, enhance, and connect neighborhood parks and open spaces; improve access to recreation and open space.			
Improve amenities in existing neighborhood parks and consider additional parks on available parcels.	Review open space needs and standards by evaluating population patterns and park locations to ensure that residents can access a variety of parks and other recreational amenities within a short walk; evaluate the feasibility of adding small park spaces in vacant lots within underserved areas such as between Broadway and Westminster Street.	Parks	Ongoing
	Evaluate possible locations for community gardens within existing parks and on existing vacant lots in the neighborhoods.	Community Groups, Parks	Ongoing
	Establish an "Adopt a Park" program with local businesses; evaluate neighborhood open spaces to identify areas most suitable for the program, such as the corner of Ridge and Tobey streets, the island at the corner of Knight Street and Atwells Avenue, and the intersection of Federal and Dean streets.	Parks, Merchants Associations, Community Groups	Ongoing
	Identify partners for funding park maintenance.	Parks, Community Groups	Short-term
	Establish a grass reseeding program for parks citywide.	Parks	Short-term
	Work with local schools to encourage community service projects in public parks that help to clean up and enhance landscaping, fencing, and signage.	Schools, Community Groups, Parks	Ongoing
	Improve signage within all parks that clearly states park rules and regulations; ensure that established rules are enforced.	Parks	Underway
	Evaluate the feasibility of combining Pastore Park with the Zuccolo Recreation Center.	Parks, Recreation	Short-term
	Add lighting to Ridge Street Park and clean up graffiti.	DPW, Parks	Short-term
	Maintain and improve the Aldo Freda baseball field.	Parks	Short-term
	Install a playground at Mansion Park and improve overall function of the park. Add programming to the park.	Parks, Community Groups	Short-term
	Improve fencing, lighting and the basketball court at Ellery Street Park.	Parks	Short-term
	Improve fencing, trash receptacles, lighting, and landscaping at Garibaldi Park. Return signage to the park that was removed for the placement of the memorial.	Parks, DPW	Short-term
	Improve fencing, lighting, trash receptacles, lighting, landscaping and playground equipment at Bucklin Park to make it safer and more child-friendly.	<u>Parks</u>	Short-term
	Explore the feasibility of installing a skate board park in an existing park in the West End.	Parks, Community Groups	Short to Mid-term

Initiatives/Projects	Actions	Project Lead	Target Date
Revitalize neighborhood schools.			
Make schools accessible to neighborhood residents.	Renovate West Broadway Elementary School so that it may be returned to use as a walkable neighborhood elementary school.	Schools, Community Groups	Short-term
	Renovate or rebuild Bridgham Middle School as a high-quality neighborhood serving school facility. Ensure that neighborhood groups are involved in any discussions on renovating or rebuilding the school.	Schools	Mid-term
	Convert Reservoir Avenue School into a walkable neighborhood elementary school.	Schools	Short-term
	Maintain Asa Messer School as a neighborhood school, preferably as an elementary school, but possibly as a middle school linked with West Broadway Elementary School.	Schools	Short-term
	Encourage neighborhood schools that serve the entire community.	Schools	Ongoing
	Prioritize renovation of existing school buildings over demolition and new construction.	Schools, Mayor's Office	Ongoing
Create ongoing community dialogue about the neighborhood schools with neighborhood residents.	Engage in a community charrette process about future plans for the schools in the West End, Federal Hill and Reservoir neighborhoods. Pursue continued community involvement.	Schools	Short-term



Initiatives/Projects	Actions	Project Lead	Target Date
Revitalize the key areas for redevelopment in the West End, Federal Hill and Reservoir neighborhoods.			
Redevelop the former Gorham Manufacturing complex area into a beneficial use for the neighborhood and city.	Take advantage of the assets of the site: Upgraded utilities, highway access, large land area, upgraded infrastructure, and adequate parking area, to generate revenue for the City and jobs for city residents.	DPD, PEDP	Mid-term
	Focus redevelopment efforts on a mix of retail, office and institutional/municipal uses.	DPD, PEDP	Ongoing
	Maintain green space close to the portion of the site that abuts Mashapaug Pond.	Parks	Ongoing
	Ensure review of traffic safety and compatibility of projects with the abutting residential neighborhood.	DPD, TED	Ongoing
Redevelop the former Louttit Laundry site.	Widen Burgess Street and make two-way if possible, to improve circulation in and around the site.	DPW	Short-term
	Ensure that any project in the site has frontage on both Westminster and Cranston streets, with commercial or retail uses on the ground floor and a mix of uses on upper floors, including office and/or residential uses.	DPD	Mid- to Long- term
	Incorporate green space into the redevelopment project. If possible, include a community garden, park or other public space on-site.	DPD	Mid-term
	Establish building heights that reflect the character of the existing buildings along Westminster and Cranston streets	DPD	Mid-term
	Encourage developers to explore a land swap with Citizen's Bank to maximize the redevelopment potential of the site.	DPD, Community Groups	Mid to Long-term
	Encourage developers to include community groups, residents and local businesses in the design development and review process.	Community Groups, DPD	Mid to Long-term

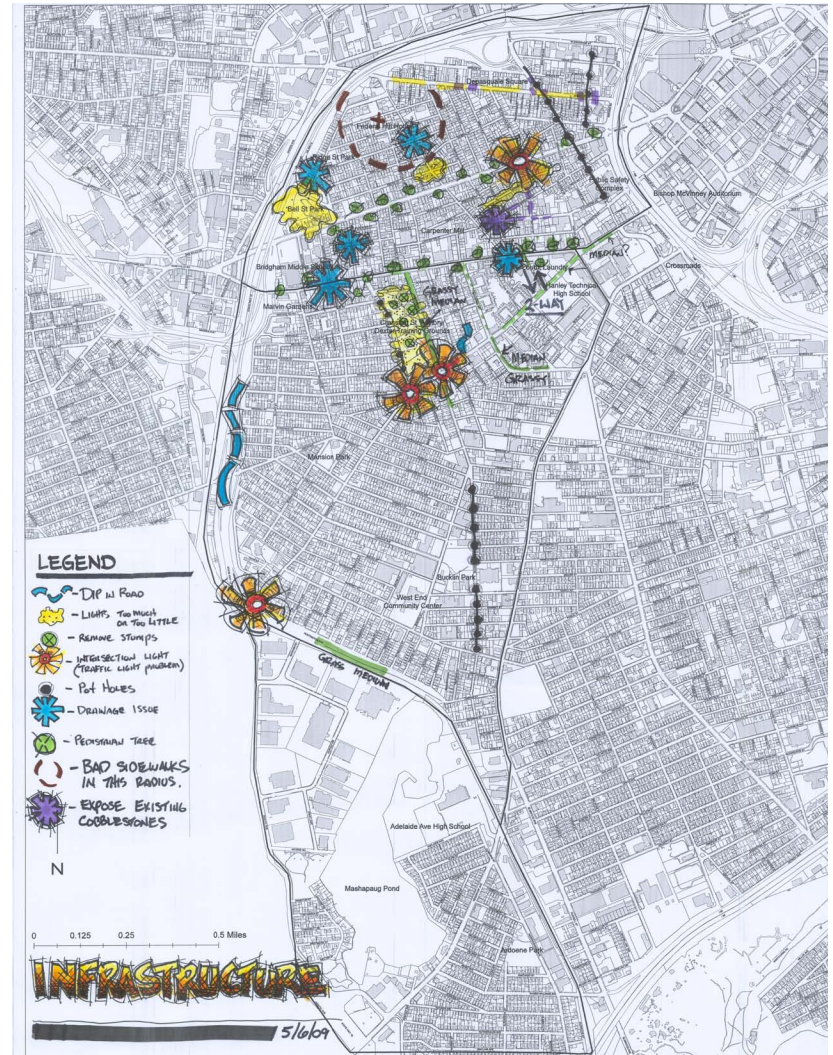
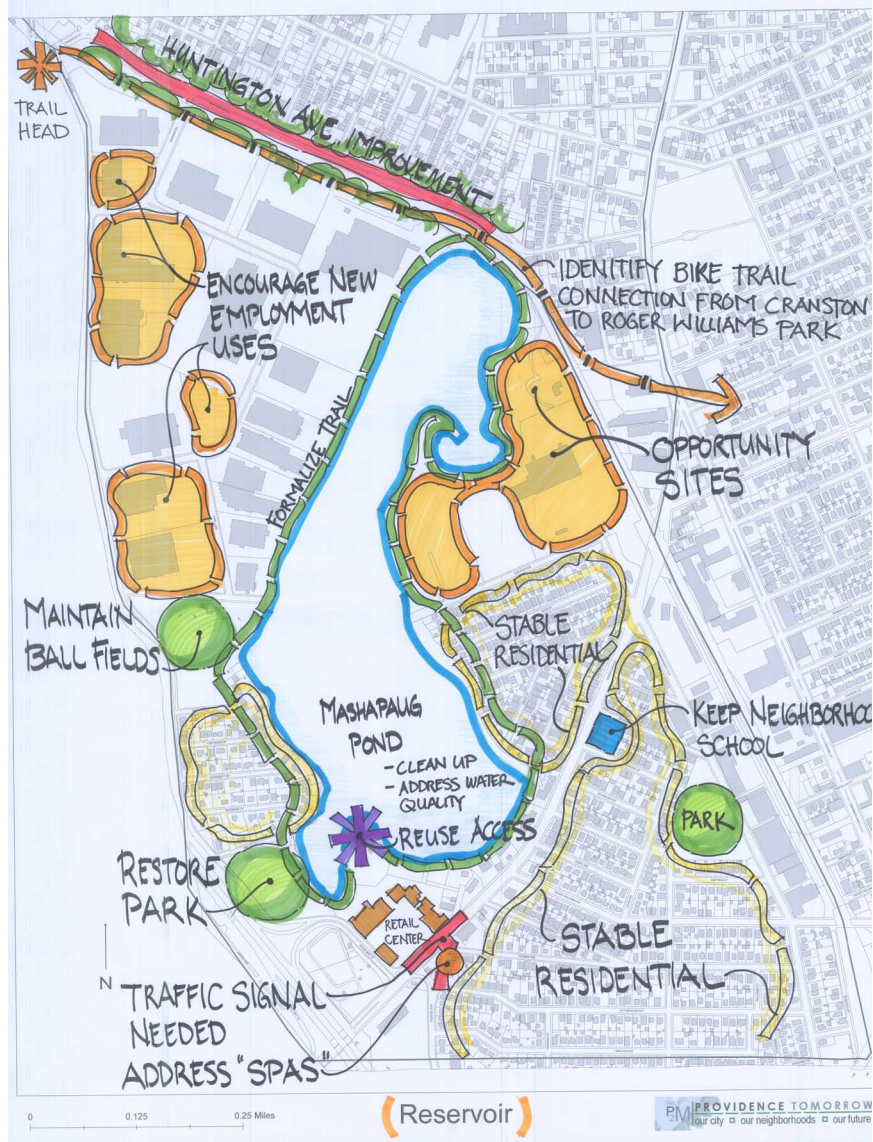
Initiatives/Projects	Actions	Project Lead	Target Date
Revitalize the key areas for redevelopment in the West End, Federal Hill and Reservoir neighborhoods.			
Seek high-quality, neighborhood serving projects to fill in vacant and underutilized sites along West Franklin Street.	Consider a form-based zoning approach to the parcels along the service road with restrictions on height, focused on design criteria and performance standards. Incentivize iconic and innovative design that will add to the character of the neighborhood. Add green buildings and sustainable practices to the performance standards to be considered for these parcels.	DPD	Short-term
	Ensure that buildings on these sites have two frontages, treating both the service road and the side street as main streets, and activating the ground floor of both.	DPD	Short-term
	Focus first floor uses on neighborhood services and businesses that are locally owned, where possible, with residential uses on upper floors.	DPD, PEDP	Mid-term
	Fill in planting beds along the service roads with hardy plants.	City Forester, RIDOT	Short-term
	Prohibit drive-through uses on these parcels.	DPD	Short-term
	Step down buildings heights into the residential areas and consider topography when setting height limits. Amend height regulations to allow six-story buildings no higher than 75 feet along West Franklin Street.	DPD	Short-term
	Rebrand Service Road 7 as West Franklin Street. Seek to develop a cohesive identity for the street over time.	DPD, RIDOT, Community Groups	Underway
Redevelop the gas station lots on Westminster Street at the intersection with Dexter Street.	Consider a transitional use for the sites, such as making the fruit and vegetable vendors a structured open-air market.	DPD	Short-term
	Seek a mixed-use project for the site with retail uses on the ground floor with residential uses on upper floors.	DPD, PEDP	Mid-term
	Ensure that height, scale and massing of new buildings on the site blends with the surrounding properties on Westminster Street.	DPD	Short-term
	Allow on-street parking spaces to count toward the parking requirements on the site to minimize surface parking.	DPD	Short-term
	Design site to be a gateway to the Dexter Training Ground.	DPD, Community Groups	Short-term

Initiatives/Projects	Actions	Project Lead	Target Date
Maintain the existing scale, and identity, and character and enhance the viability of commercial districts.			
Identify and reinforce the specific identity of each commercial corridor.	Establish neighborhood gateways for the four major commercial corridors; concentrate landscaping improvements and street trees at gateway sites.	Residents, Community Groups, Merchant Association	Short-term
	Reinforce Atwells Avenue as a restaurant and retail destination. <ul style="list-style-type: none"> Repair the arch. Identify a gateway on the western neighborhood end of Atwells Avenue. 	DPD, RIDOT, Residents, Community Groups, Merchant Associations	Ongoing
	Reinforce Broadway as a Victorian residential street with small neighborhood commercial nodes. <ul style="list-style-type: none"> Create context-sensitive neighborhood gateways at entries and install a neighborhood approved appropriate “arch”. Allow small-scale neighborhood commercial uses on first floors at identified commercial nodes. Improve the pedestrian environment by improving crosswalks, sidewalks and connection to downtown over the highway. Address coordination of traffic signals at Battey Street and DePasquale Avenue intersections with Broadway. 	DPD, RIDOT, Residents, Community Groups, Merchant Associations	Ongoing
	Work with businesses and residents to establish an identity for Westminster Street. <ul style="list-style-type: none"> Establish neighborhood gateways. Reconnect Westminster Street to Downtown through the site of Bishop McVinney Auditorium. Implement the Westminster Streetscape Enhancement Project. Create context sensitive neighborhood gateways at both ends of Westminster Street by replicating the “arch” at the Harris Street Route 6/10 on-ramp. Identify funding and work with the City Forester to plant street trees in existing tree wells. Identify parking solutions for Westminster Street businesses, including use of the City-owned lots on Washington Street and the garage on West Fountain Street. 	DPD, RIDOT, City Forester, Residents, Community Groups, Merchant Associations	Ongoing

Initiatives/Projects	Actions	Project Lead	Target Date
Maintain the existing scale and identity and enhance the viability of commercial districts.			
	<p>Enhance Cranston Street as a vibrant, multi-cultural, mixed-use corridor.</p> <ul style="list-style-type: none"> • Establish neighborhood gateways. • Identify key crossings and enhance the pedestrian experience. • Enforce regulations of the West Side Overlay District. • Limit commercial expansion to the existing commercially zoned area to protect adjacent residential areas. • Schedule street cleanups on a regular basis. • Consider using Cranston Street as the pilot area for a renewed Keep Providence Beautiful campaign. • Increase community policing. 	DPD, RIDOT, DIS, DPW, Police, Residents, Community Groups, Merchant Associations	Ongoing
Encourage and promote context-sensitive infill that promotes continuously active streets.	Encourage and promote development of art galleries and restaurants along Westminster Street.	DPD, PEDP	Ongoing
	Enforce regulations of the West Side Overlay District on Westminster and Cranston streets.	DPD, DIS	Ongoing
	Target the gas station lots on Broadway and Westminster streets for mixed-use infill development.	DPD	Short-term
	Consider applying commercial design regulations on Atwells Avenue.	DPD	Short-term
Strengthen business associations along commercial corridors.	Encourage businesses on Westminster Street to organize a merchant association.	DPD	Short-term
	Support the Broadway merchant association's efforts to become more active.	DPD	Short-term
	Promote the Neighborhood Markets program for businesses on Westminster Street <u>and Broadway</u> .	DPD	Short-term
	Reactivate the Neighborhood Markets program on Cranston Street.	DPD, Merchant Associations	Short-term
Address blight and associated issues and encourage redevelopment of vacant or under-utilized sites.	Clean up blighted properties along Cranston Street to attract diverse businesses.	DPW, Community Groups, DIS	Ongoing
	Prioritize key sites in the neighborhood to target redevelopment efforts such as 434 Atwells Avenue, the former Louttit Laundry site and the former Gorham Manufacturing complex.	DPD, PEDP	Ongoing
	Develop and institute design guidelines to promote quality urban design that is consistent with the Comprehensive Plan and the neighborhood plan and respects the existing urban character of the neighborhood.	DPD	Ongoing

Sample Charrette Maps

Maps were created during the charrette sessions by the charrette facilitators. They reflect the comments and issues raised by the charrette participants.



Next Steps

This plan is not meant to sit on a shelf - it is a guide to neighborhood action. City departments, neighborhood leaders and residents should use this plan to guide decisions in the neighborhood, and to prioritize funding and neighborhood improvement projects. The action plan sets out short-, mid- and long-term goals so that we can periodically check in to see how we are doing. The plan is also not a static document – it can and will be changed over time. New concerns, issues or conditions in the neighborhood will be reflected in updates to the plan. Finally, the plan will set out the course for amending zoning regulations that have impacts in the neighborhood.

Thank you to the charrette team and to the residents of West End, Federal Hill and Reservoir for participating in this effort, and to Federal Hill House for generously donating space for the charrette.

The Charrette Team

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Councilwoman Josephine DiRuzzo

Councilman John Lombardi

Councilman Leon Tejada

Councilwoman Balbina Young

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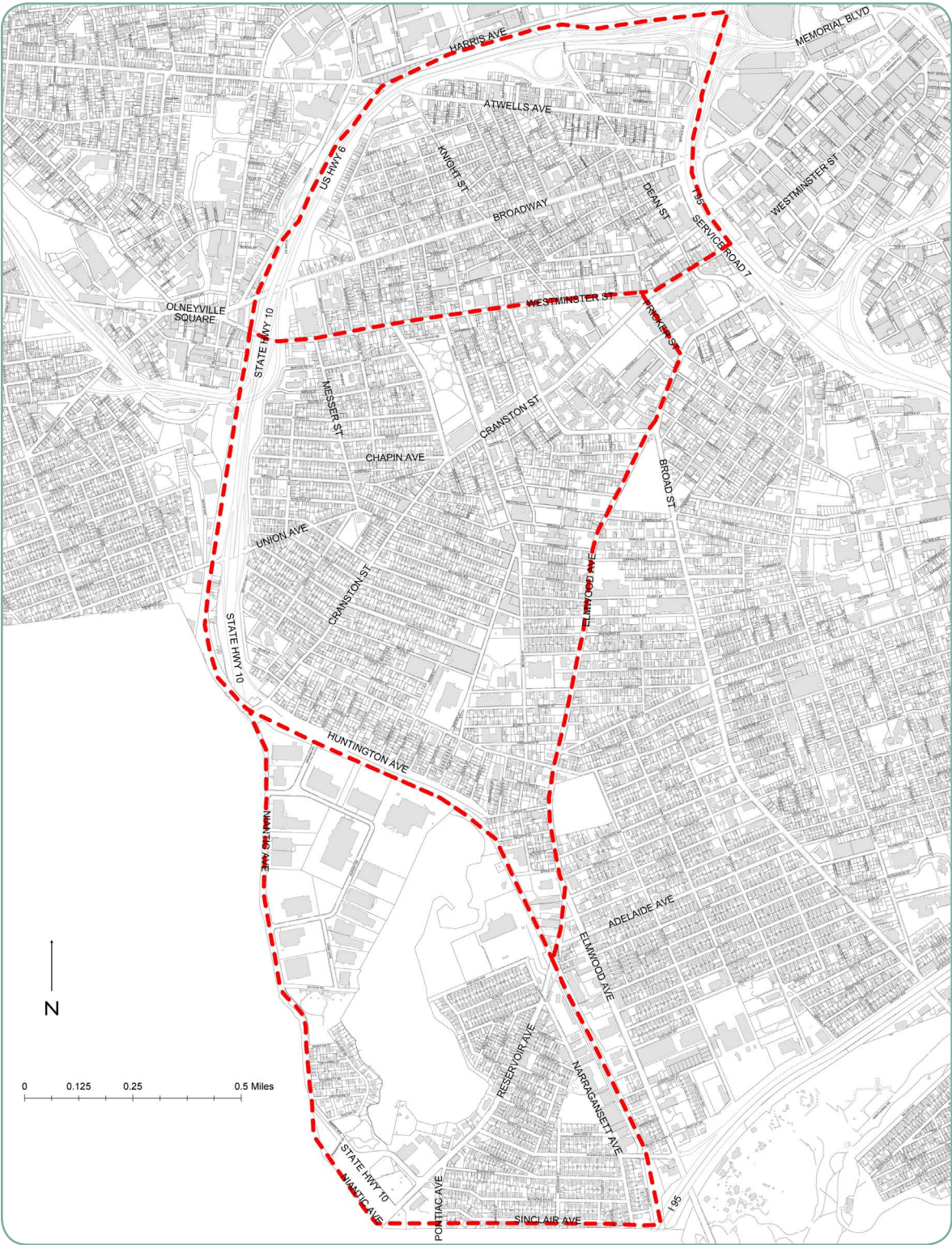


APPENDIX A- NEIGHBORHOOD DATA

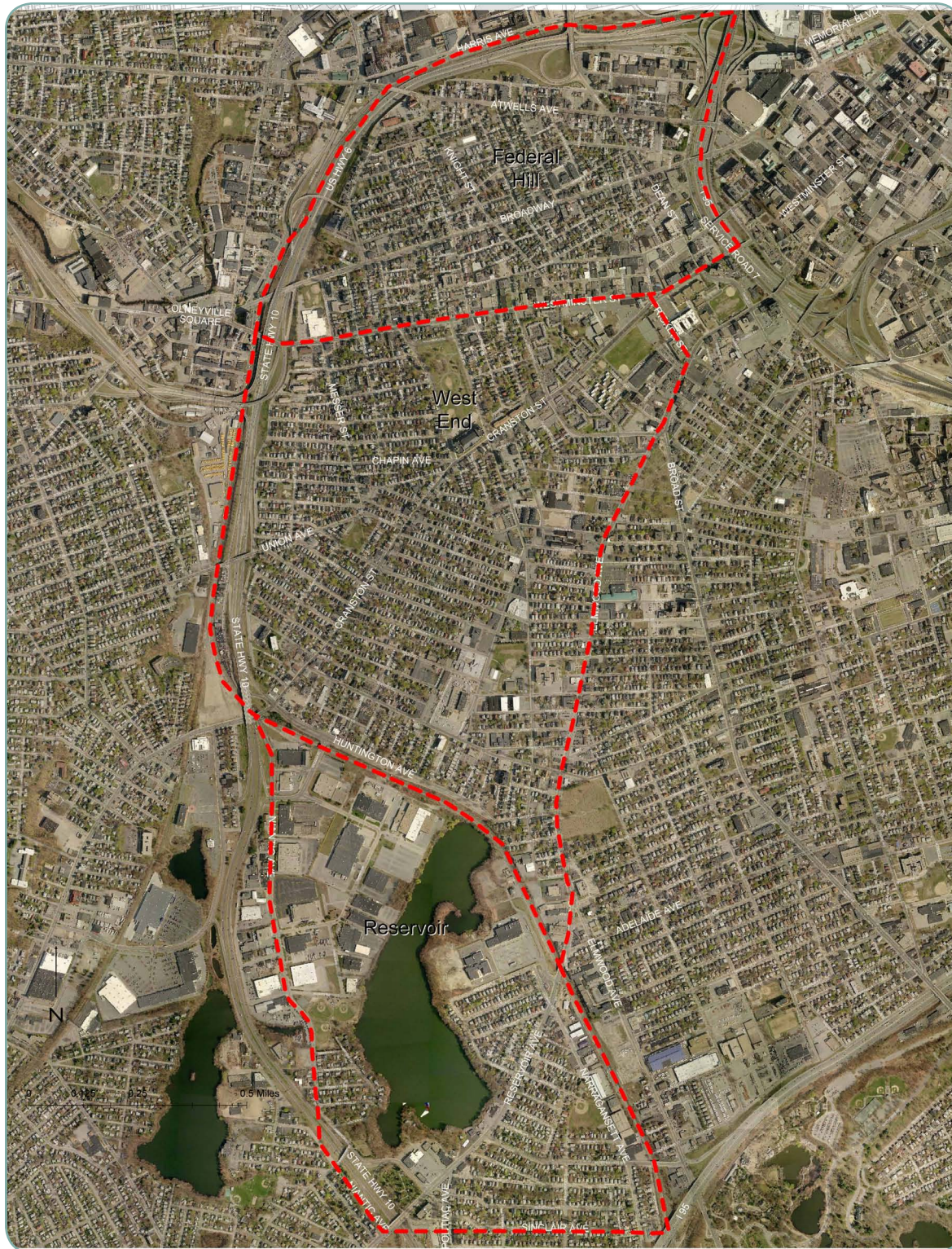
Neighborhood Boundaries

Legend

--- Neighborhood Boundary



























Aerial Photograph

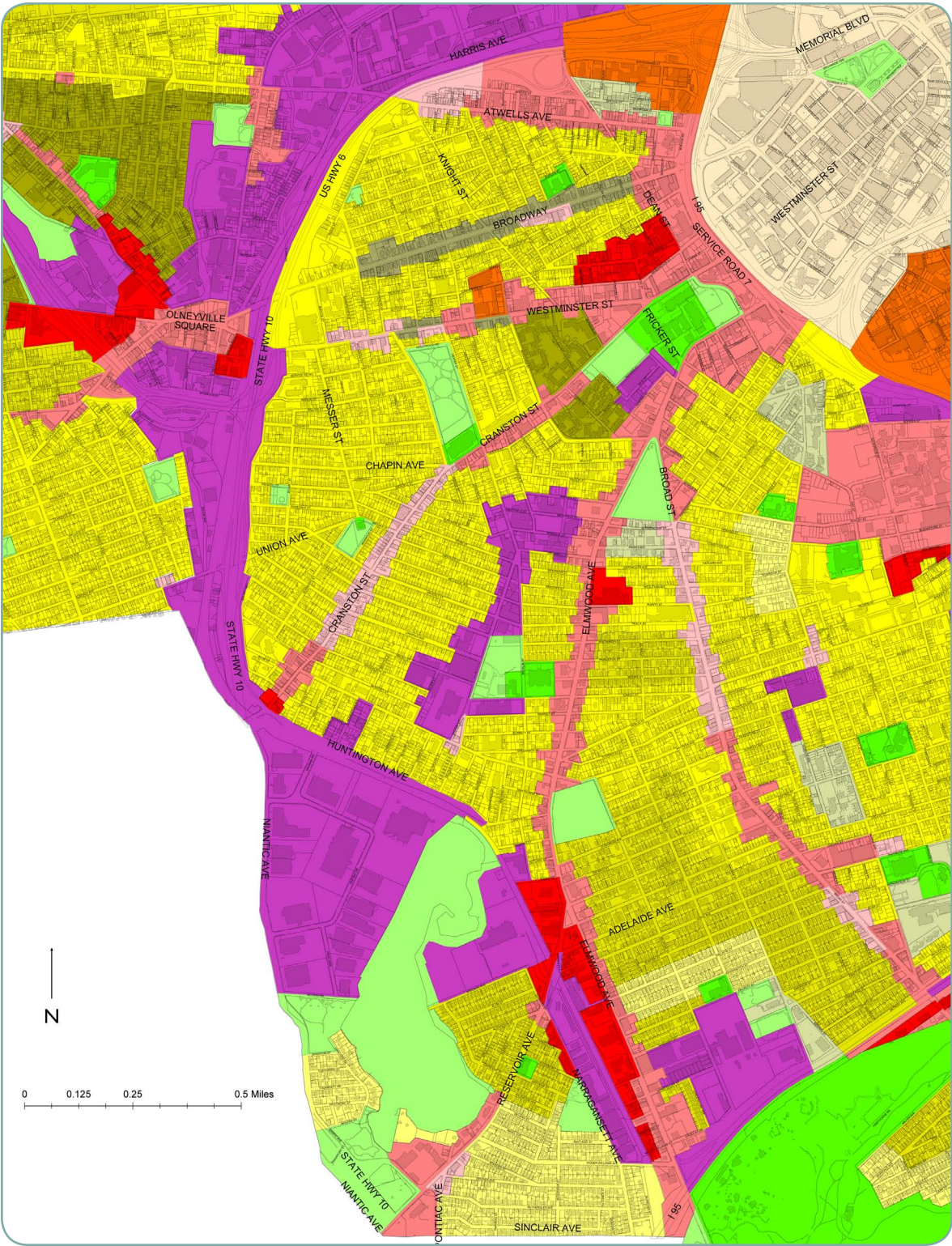


Current Zoning

June 2009

Legend

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

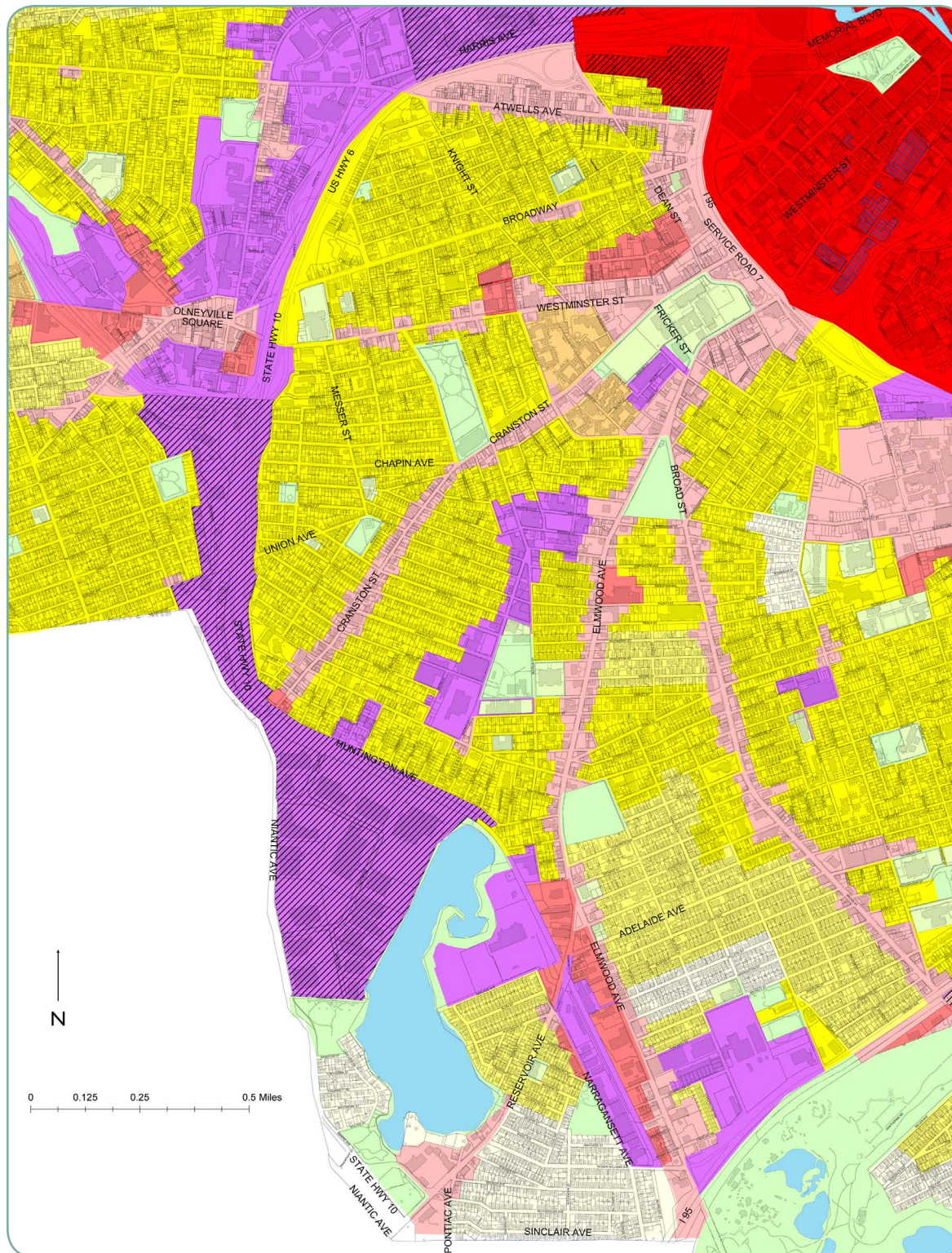


Future Land Use

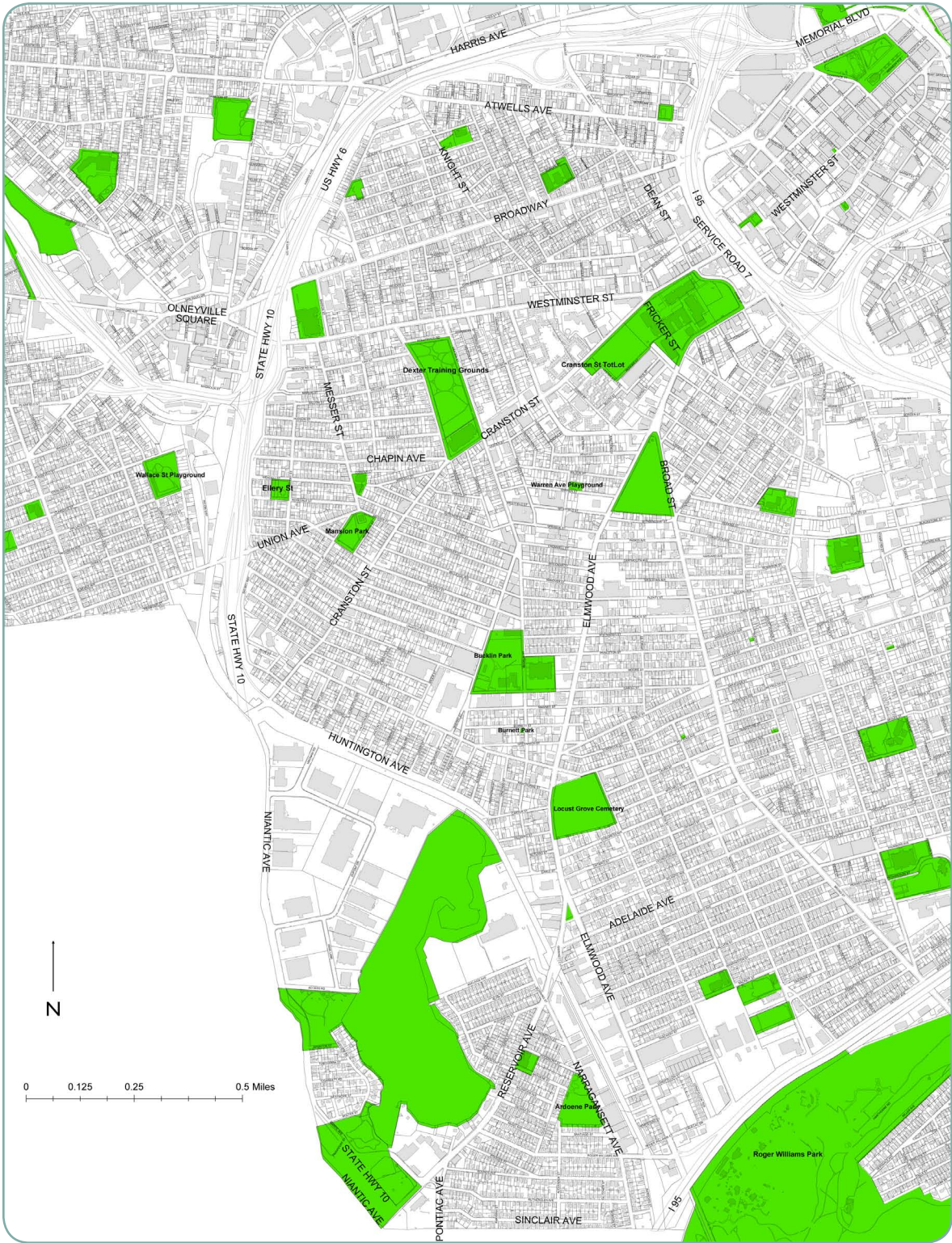
December 2007 (Comprehensive Plan)

Legend

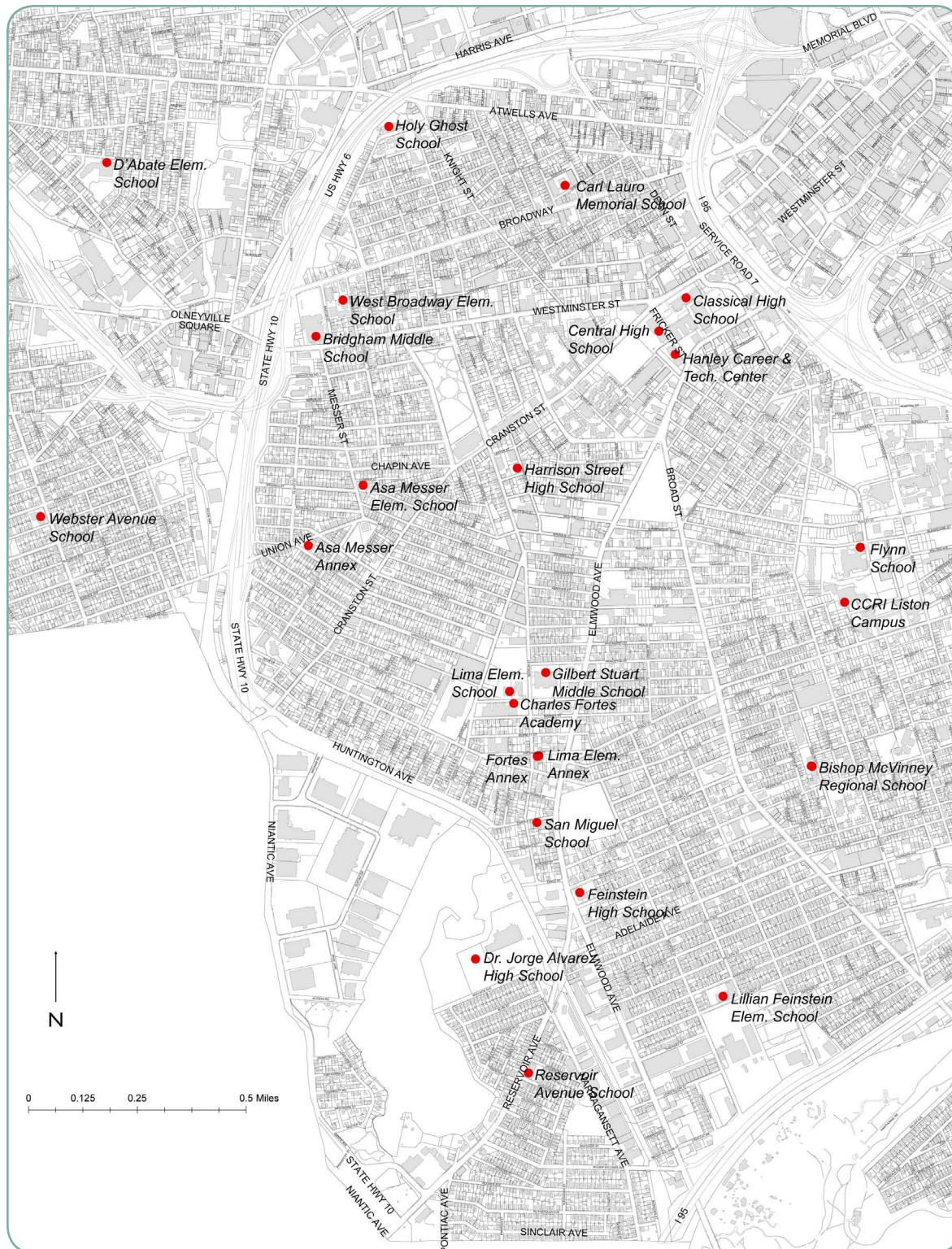
-  Institutional
-  Jobs District
-  Single Family Res.
-  Low Density Res.
-  Medium Density Res.
-  High Density Res.
-  Neigh. Comm./Mixed Use
-  Gen. Comm./Mixed Use
-  Downtown/Mixed-Use
-  Business/Mixed Use
-  Waterfront MXU/Neigh.
-  Waterfront MXU/Gen.
-  Waterfront/Port
-  Public Space/Open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



Parks and Open Space



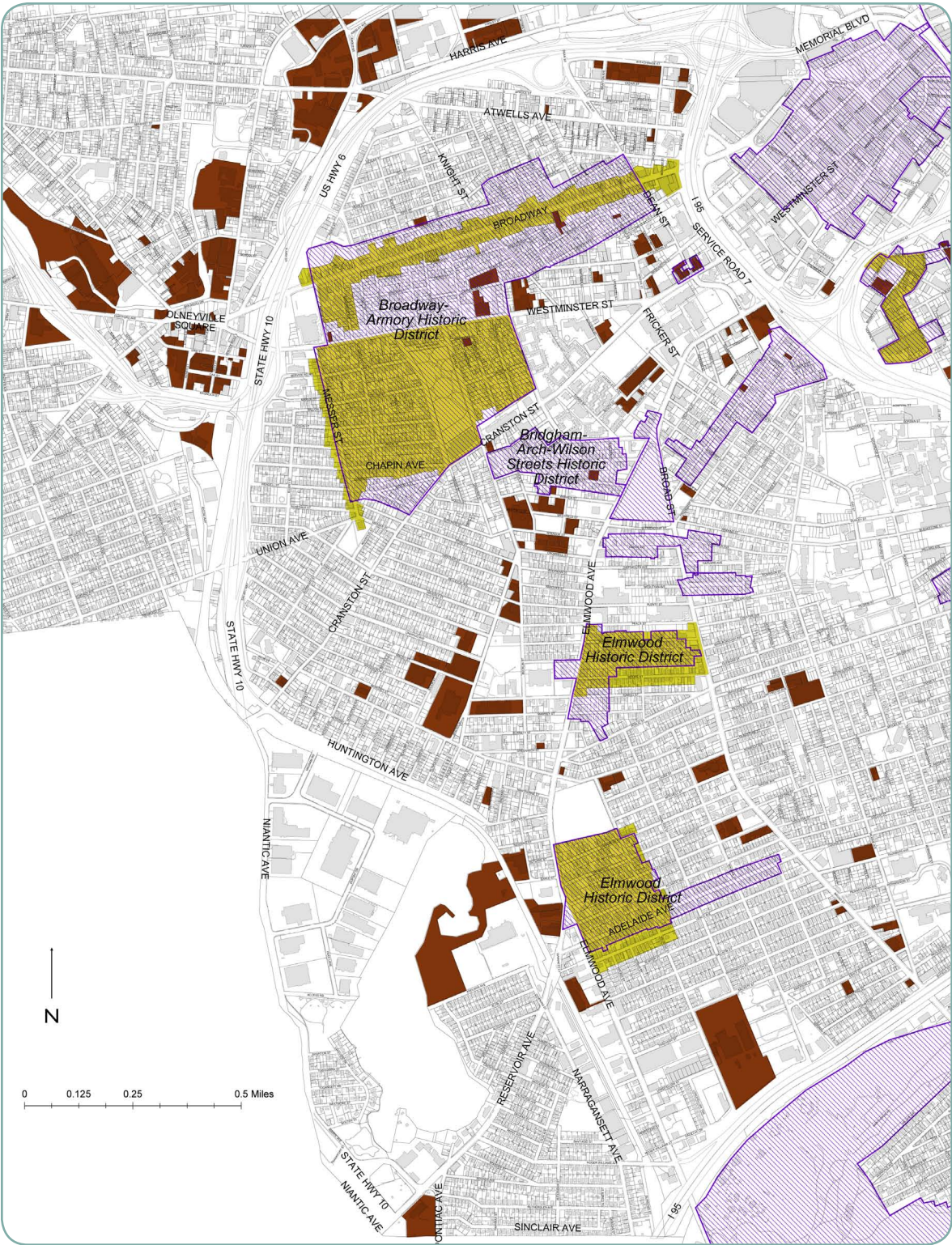
Schools



Historic Districts

Legend

- Local Historic District
- National Register Historic District
- ICBD

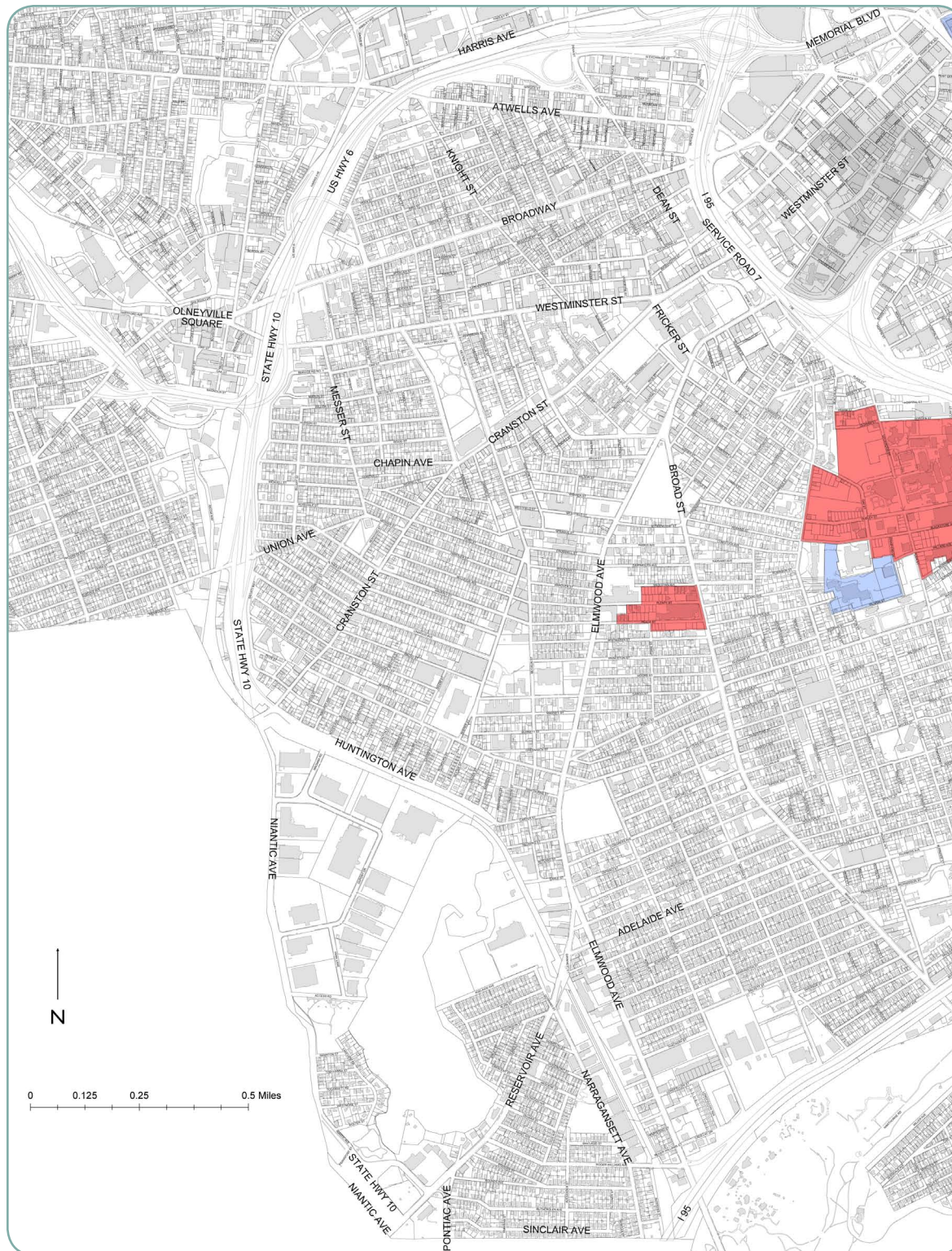


Institutional Zones

June 2009

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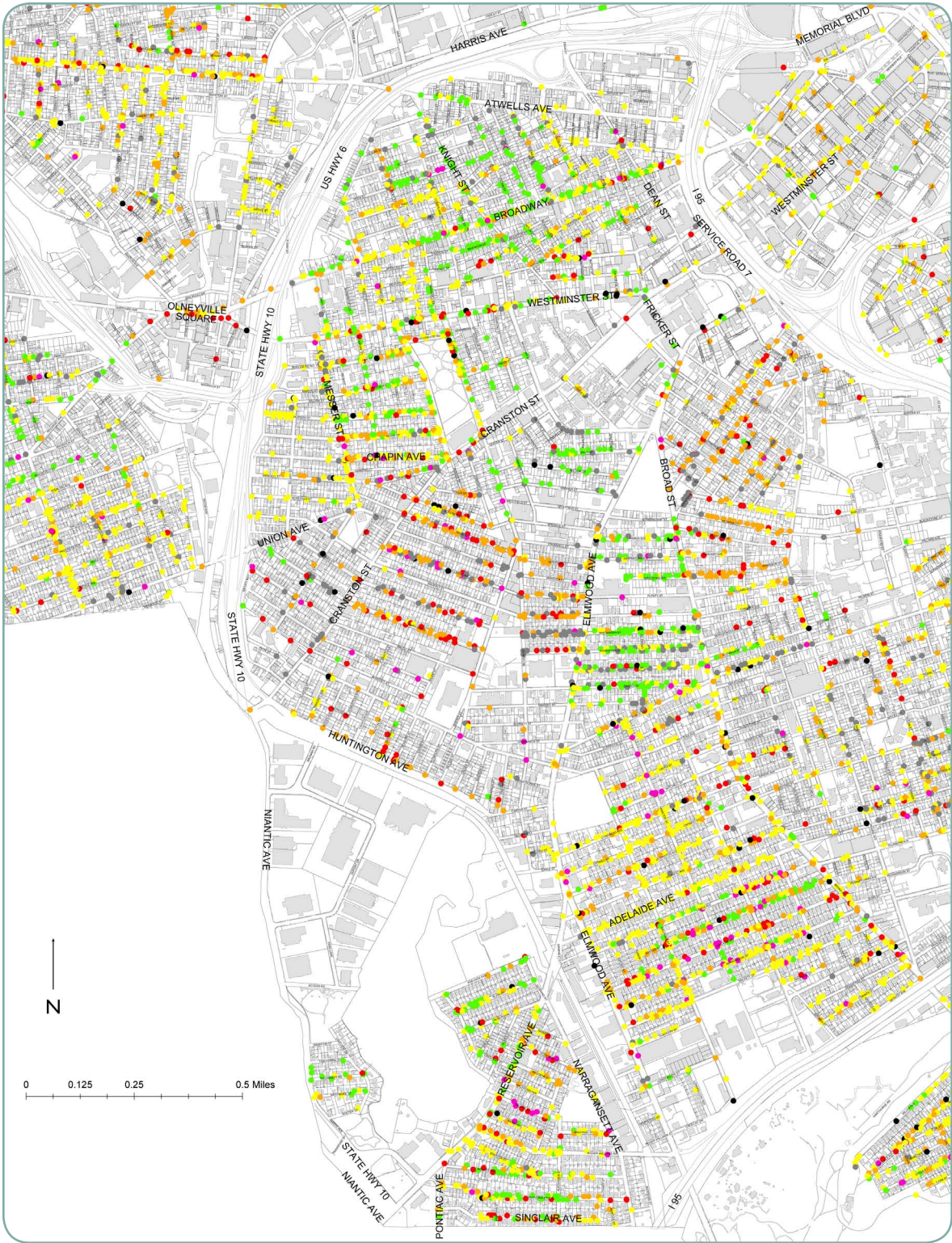
- I-1 Health Care Zone
- I-2 Educational Zone
- I-3 Educational Downtown Zone



Street Tree Conditions

March 2007

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

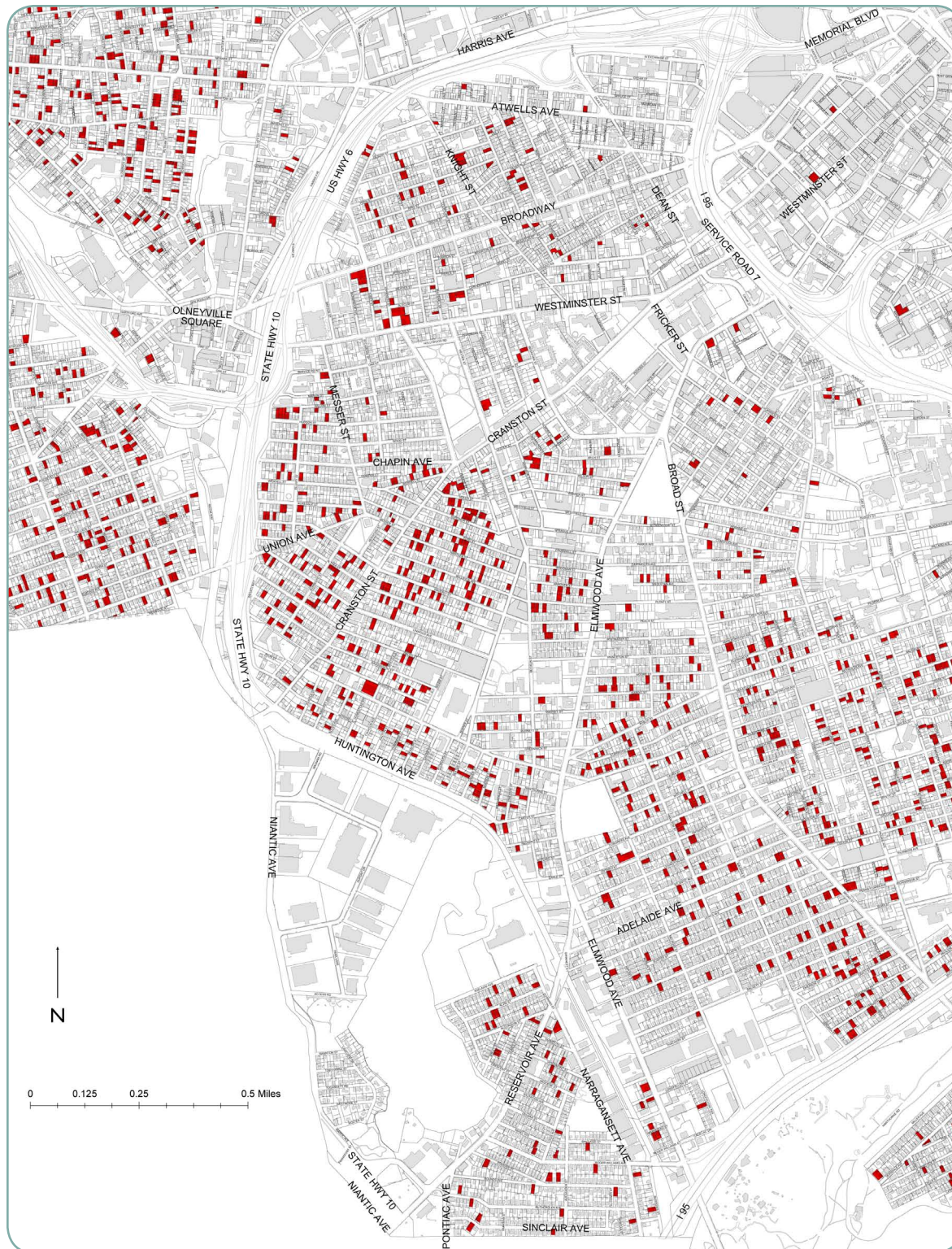


Foreclosures

January 1, 2006 - May 31, 2009

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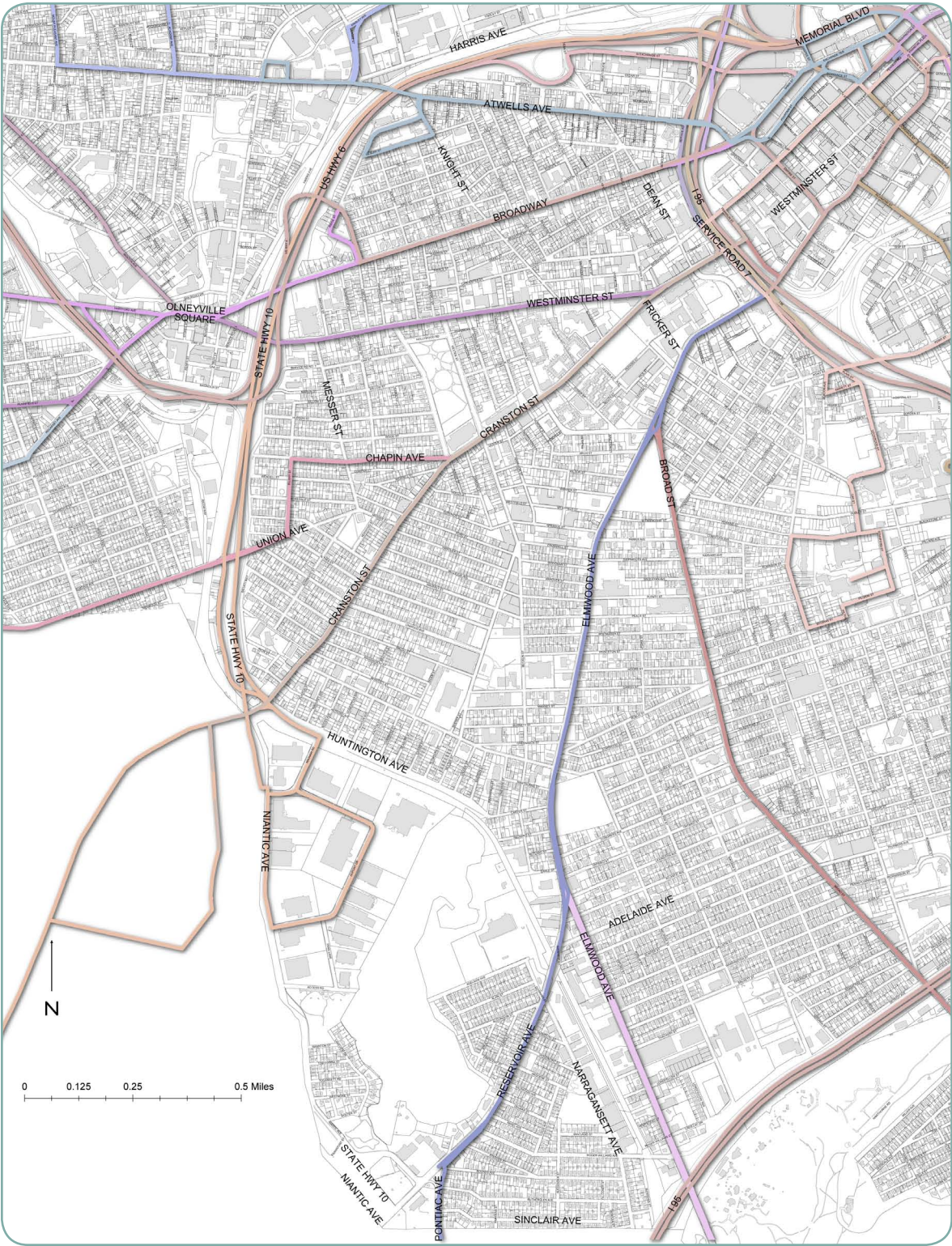
■ Foreclosure



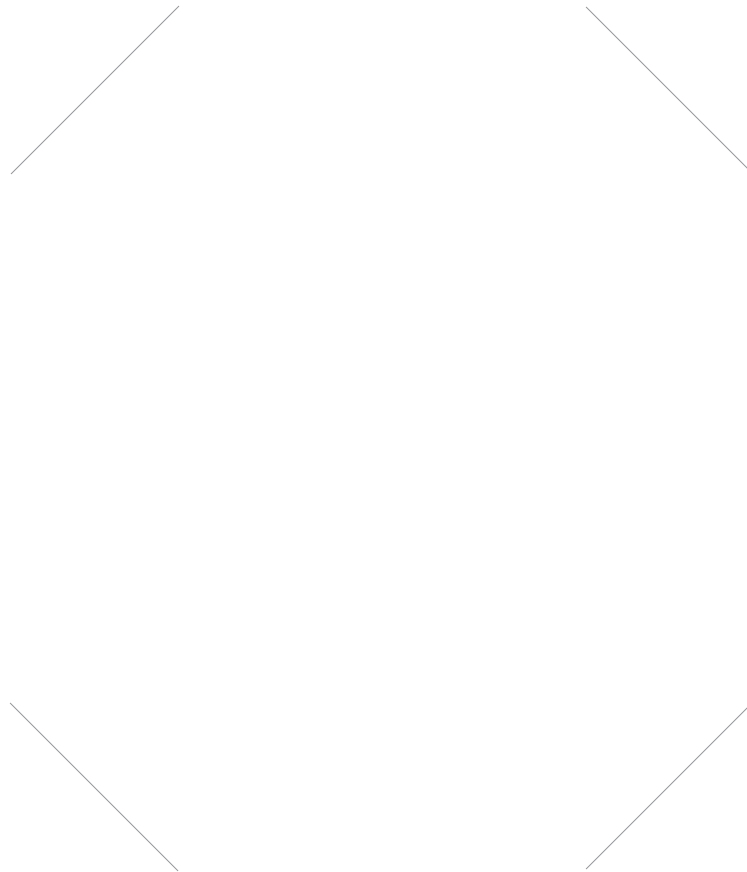
RIPTA Routes

August 29, 2009

Legend



APPENDIX B- NEIGHBORHOOD PLAN MAP



PROVIDENCE TOMORROW

our city ■ our neighborhoods ■ our future

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www.providencetomorrow.org