

North Main Street

CORRIDOR STUDY

Draft Report:
Final Presentation

Monday, May 9th, 2022



PLANNING AND DEVELOPMENT

Mayor Jorge O. Elorza | City of Providence

North Main Street

CORRIDOR STUDY

PRINCIPLE



PROVIDENCE: THE CREATIVE CAPITAL
Judge Steven M. Papp

Welcome!

Tips for using zoom:



Use the Q&A function to type your questions in the chat. We'll do our best to answer as many as possible.



Join by phone (Dial)
Press *9 to raise your hand
Press *6 to unmute/mute yourself

THIS MEETING IS BEING RECORDED

North Main Street

CORRIDOR STUDY

PRINCIPLE



PROVIDENCE: THE CREATIVE CAPITAL
Jorge Rivera, Mayor

Agenda:

- Overview of the process to date
- Summary of draft findings and recommendations from the report
- Q+A/Public Comment

North Main Street

CORRIDOR STUDY

PRINCIPLE



PROVIDENCE THE CREATIVE CAPITAL
Jorge Elorza, Mayor

View the draft report on our website:

www.providenceri.gov/planning/north-main-street-corridor-revitalization-study/

**Submit comments until May 24th
by emailing Jess Lance at
jlance@providenceri.gov**

Background

- Who:** We are Principle Group.
An urban design and planning firm hired by the City, Dept. of Planning and Development
- What:** Undertaking a study of the North Main Street corridor.
Tonight, specifically sharing initial findings and seeking your feedback.
- Why:** To improve the quality of life for residents and spur economic growth
- Where:** Approximately $\frac{1}{4}$ mile (*About how far you might walk for coffee, 5 min*) on either side of North Main Street, from the border with Pawtucket to Roger Williams National Memorial

Timeline

Summer, 2021	Began doing background research
Sept. - Oct, 2021	Public survey (online)
Oct. 04, 2021	Virtual public meeting #1
Sept. - Nov, 2021	Targeted stakeholder interviews
Nov. - Dec, 2021	Market research + site specific studies
Jan. 26th, 2022	Present draft findings and initial recommendations at virtual public meeting #2
Feb-April:	Incorporate community's input into draft report
May 9, 2022	Present draft report + recommendations for community feedback
June 2022:	Finalize report to reflect community input

The Overall Vision

Is this a Great Street?

Limited amenities;
Not a place for
people to stay

Auto-oriented
building uses

Underutilized
buildings +
empty lots

Heavily
auto-oriented



Great Streets



“North Main St. is a primary link between Providence and Pawtucket, and it should provide safe and easy travel for pedestrians, bicycles, public transit and automobiles.” - *Survey Response*



Invest in Neighborhood Centers

Create Recognizable & Remarkable Places



Welcoming & Hospitable

Comfortable for Every User



Places to Spend Time

Improve the Public Realm
to Support Public Life



Improve Accessibility & Mobility for All

Upgrade Inadequate Infrastructure

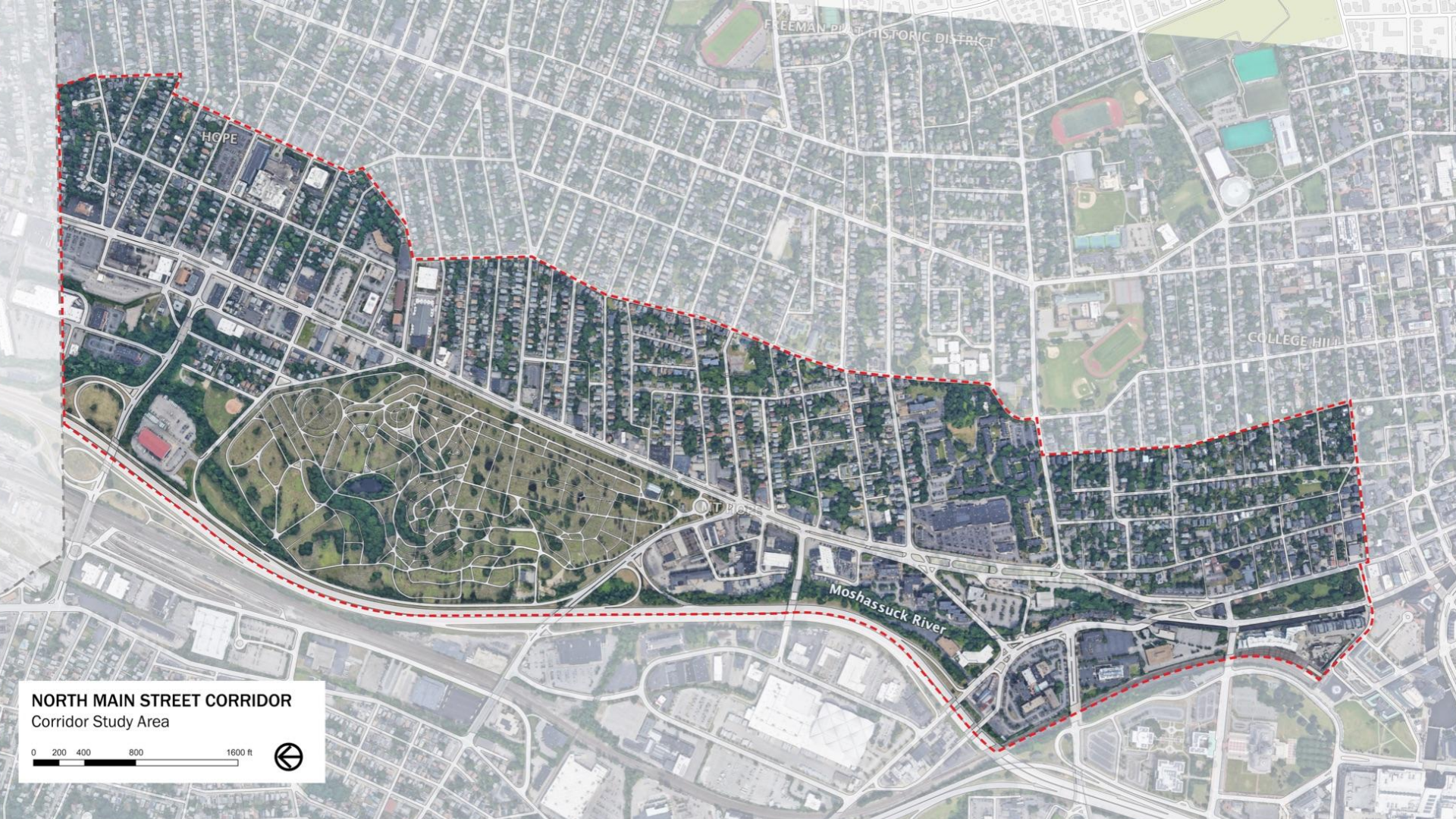


Prioritize Housing Production

Create Homes for People of All Income Levels



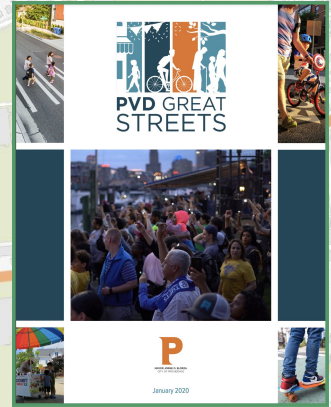
North Main
with Trolleys



NORTH MAIN STREET CORRIDOR
Corridor Study Area

0 200 400 800 1600 ft





LEGEND

- Proposed Urban Trail
- Proposed Urban Trail - Neighborhood Greenway
- Proposed Urban Trail - River Greenway
- Existing Facility with Upgrade Due
- Proposed Intersection Improvements

NORTH MAIN STREET CORRIDOR PVD Great Streets Master Plan Trails





HOPE
(SUMMIT)

MIRIAM HOSPITAL

BLACKSTONE

MOSES BROWN SCHOOL

HOPE HIGH SCHOOL

MT. HOPE

NORTH MAIN STREET

UNIVERSITY HEIGHTS
APARTMENTS

COLLEGE HILL

NORTH BURIAL GROUND

ROGER WILLIAMS
NATIONAL MEMORIAL

NORTH MAIN STREET

TRAIN STATION

DOWNTOWN

STATE HOUSE

CHARLES

SMITH HILL

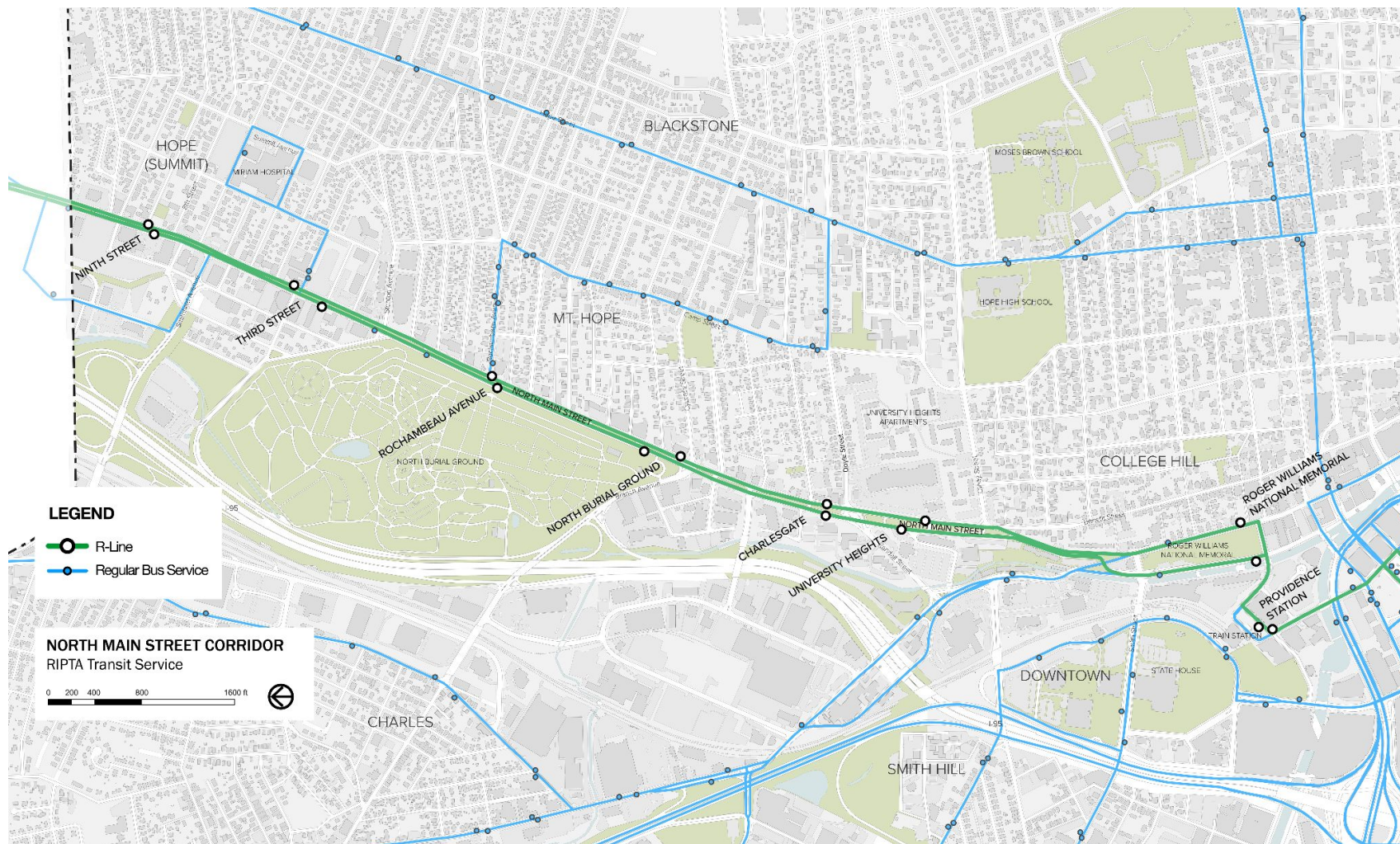
Start with the Obvious

1

**Improve
Accessibility and
Mobility for All**



Make North Main Street safe to walk and bike for people of all ages and abilities.



Increase the number of
signalized intersections



Implement Great Streets
recommendations to
make biking safer



Implement Great Streets
recommendations for
walkability



Increase the number of
pedestrian crossings

Ensure all crossings are
ADA compliant and well
maintained

Road Diet & Activation



Short Term

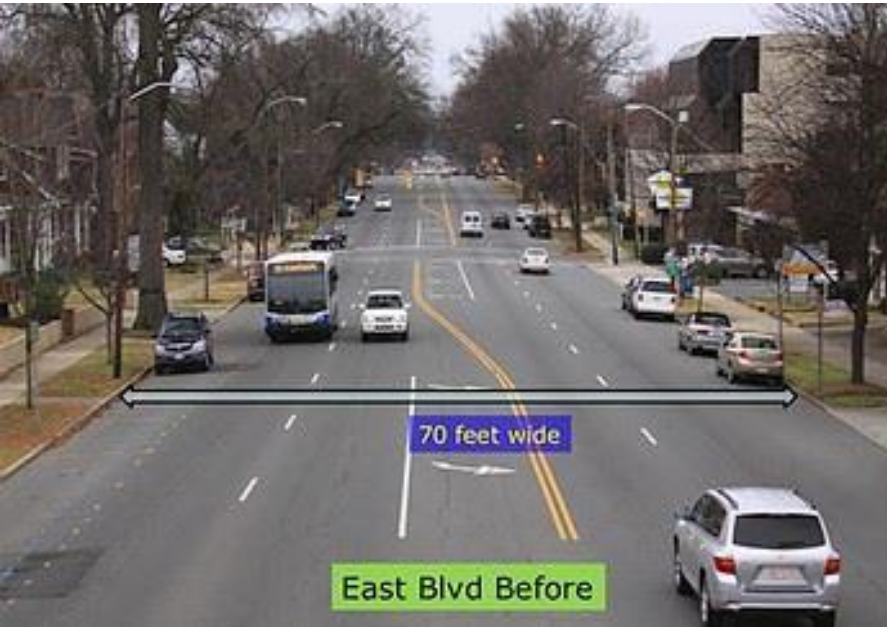


Long Term

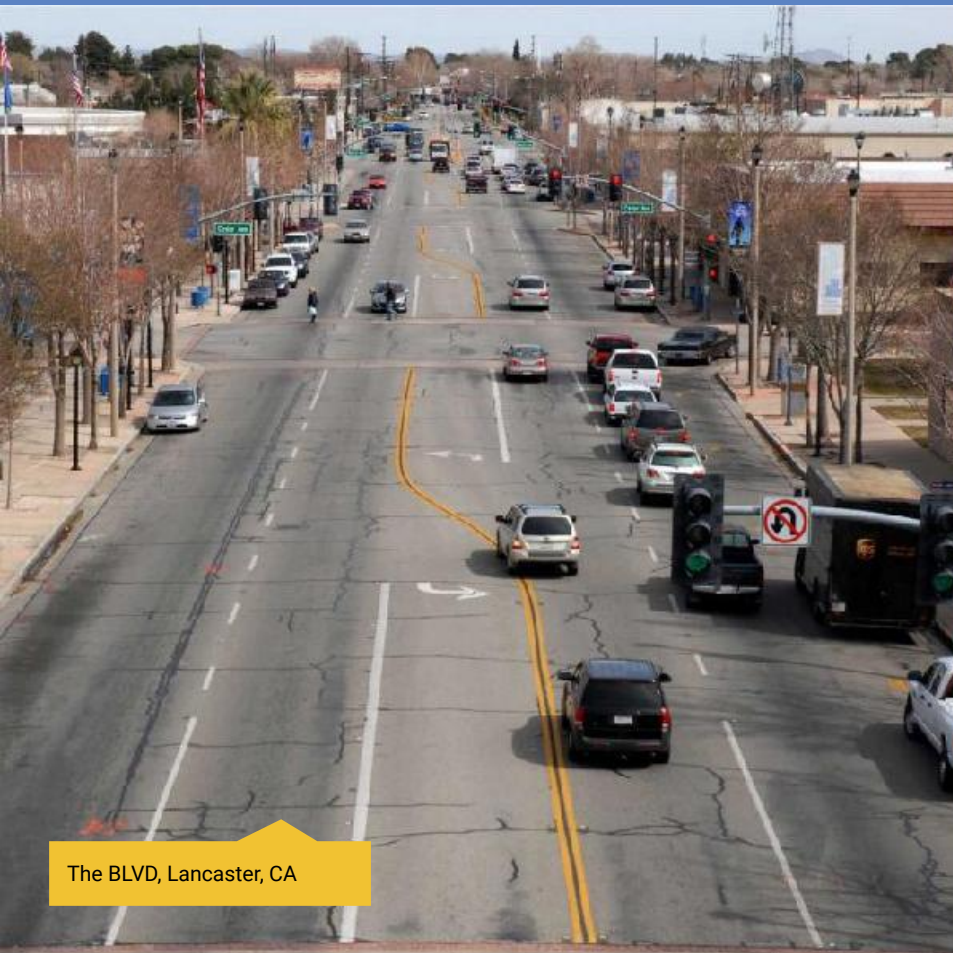


Remove the Barrier

East Boulevard Road Diet,
Charlotte, NC



Remove the Barrier



The BLVD, Lancaster, CA



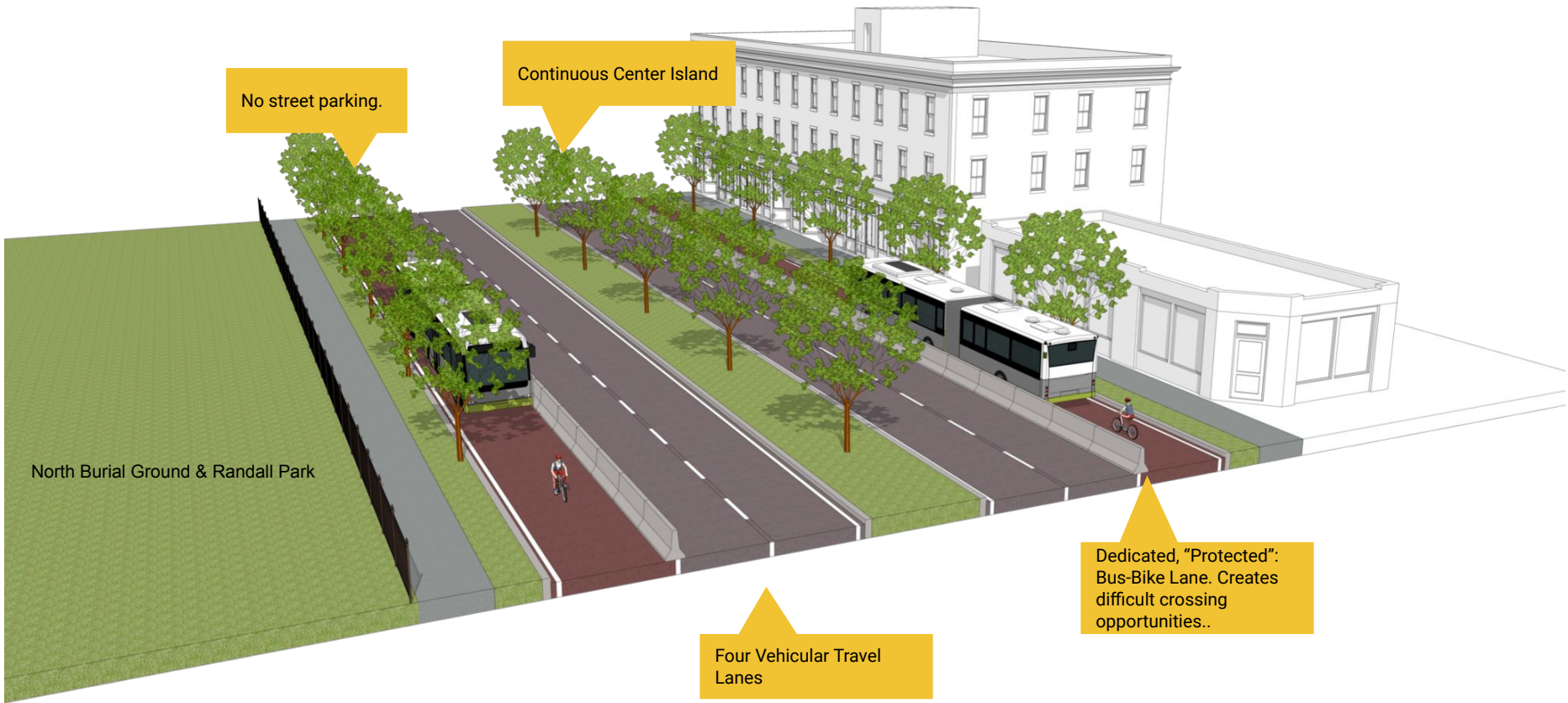
Existing Conditions



North Burial Ground & Randall Park

4 vehicular travel lanes
with on street parking

Bus Bike Lanes



No street parking.

Continuous Center Island

North Burial Ground & Randall Park

Four Vehicular Travel Lanes

Dedicated, "Protected":
Bus-Bike Lane. Creates
difficult crossing
opportunities..

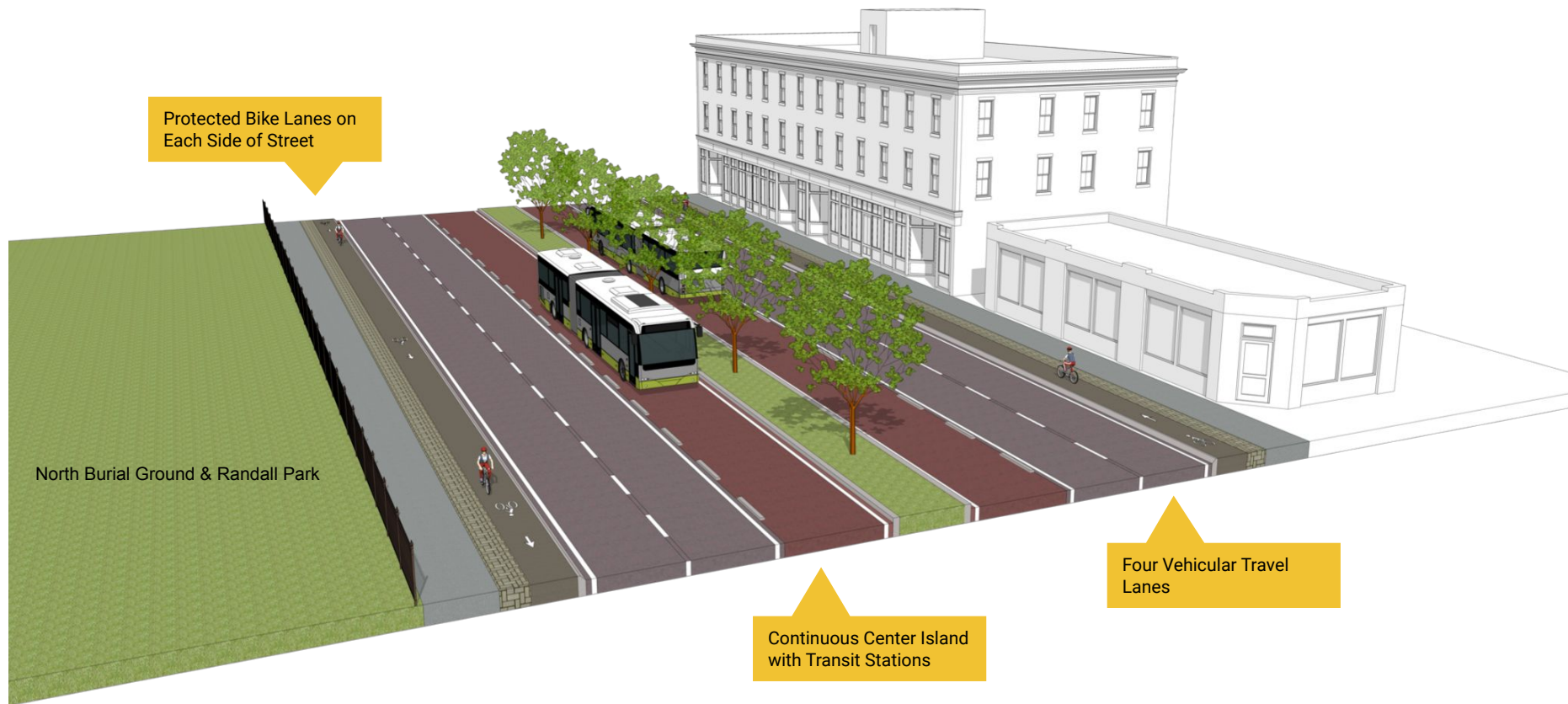
Center Island Bus Lanes

Protected Bike Lanes on
Each Side of Street

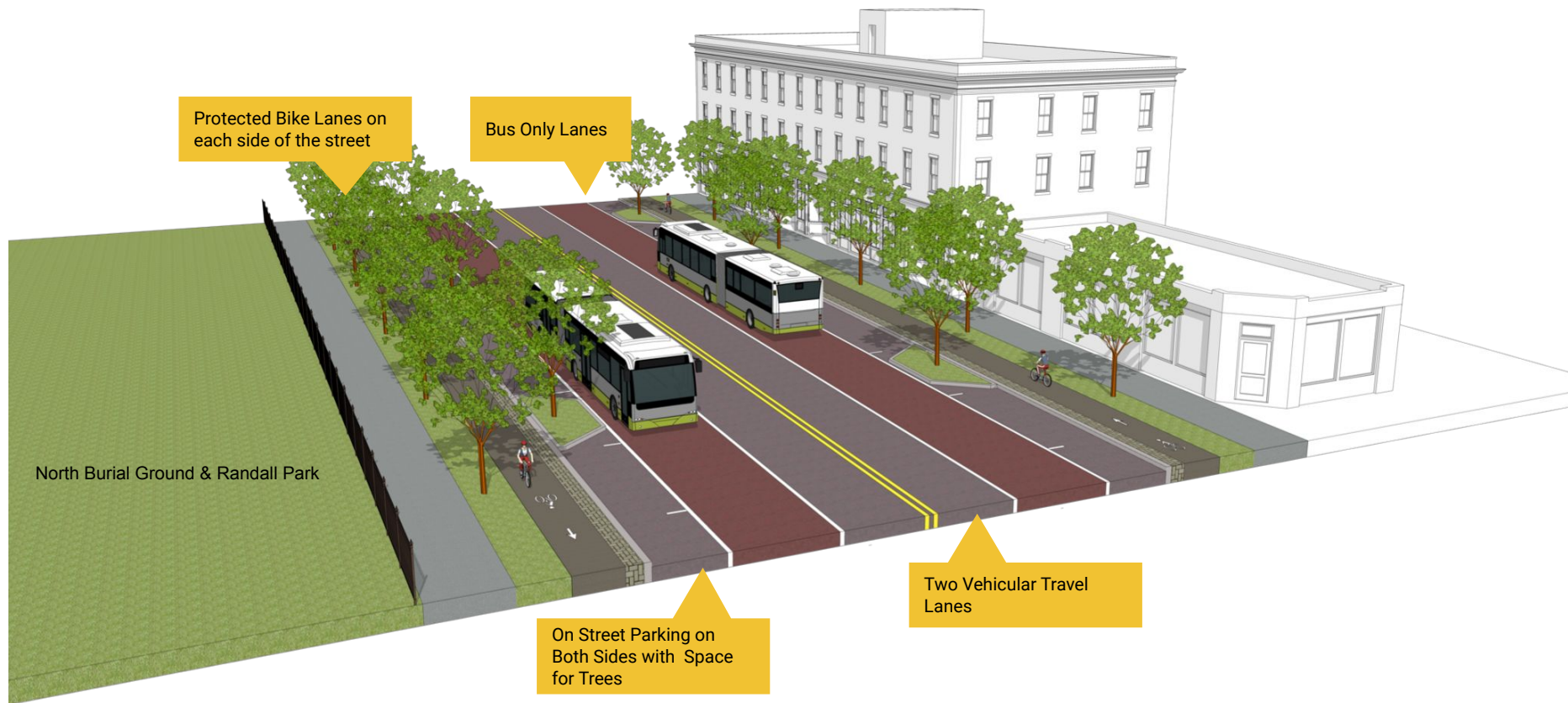
North Burial Ground & Randall Park

Continuous Center Island
with Transit Stations

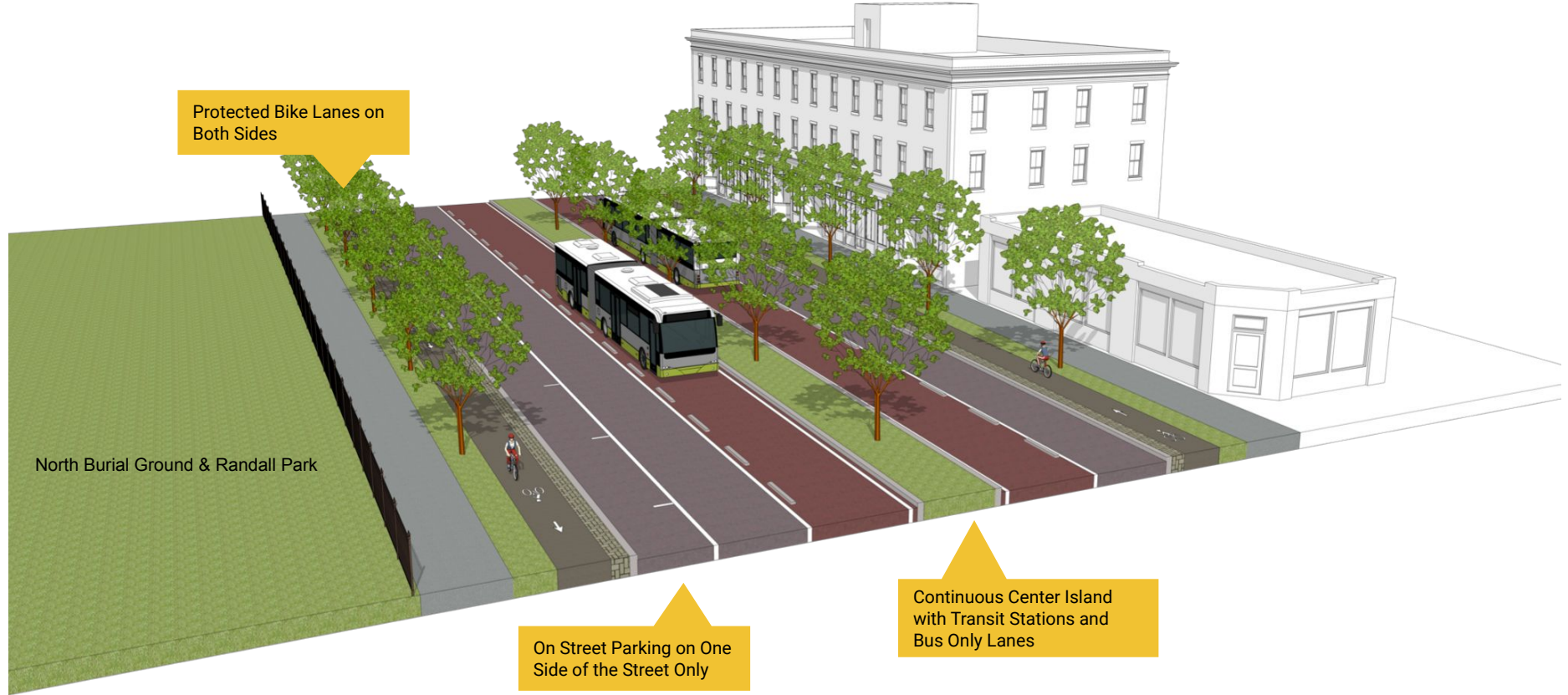
Four Vehicular Travel
Lanes



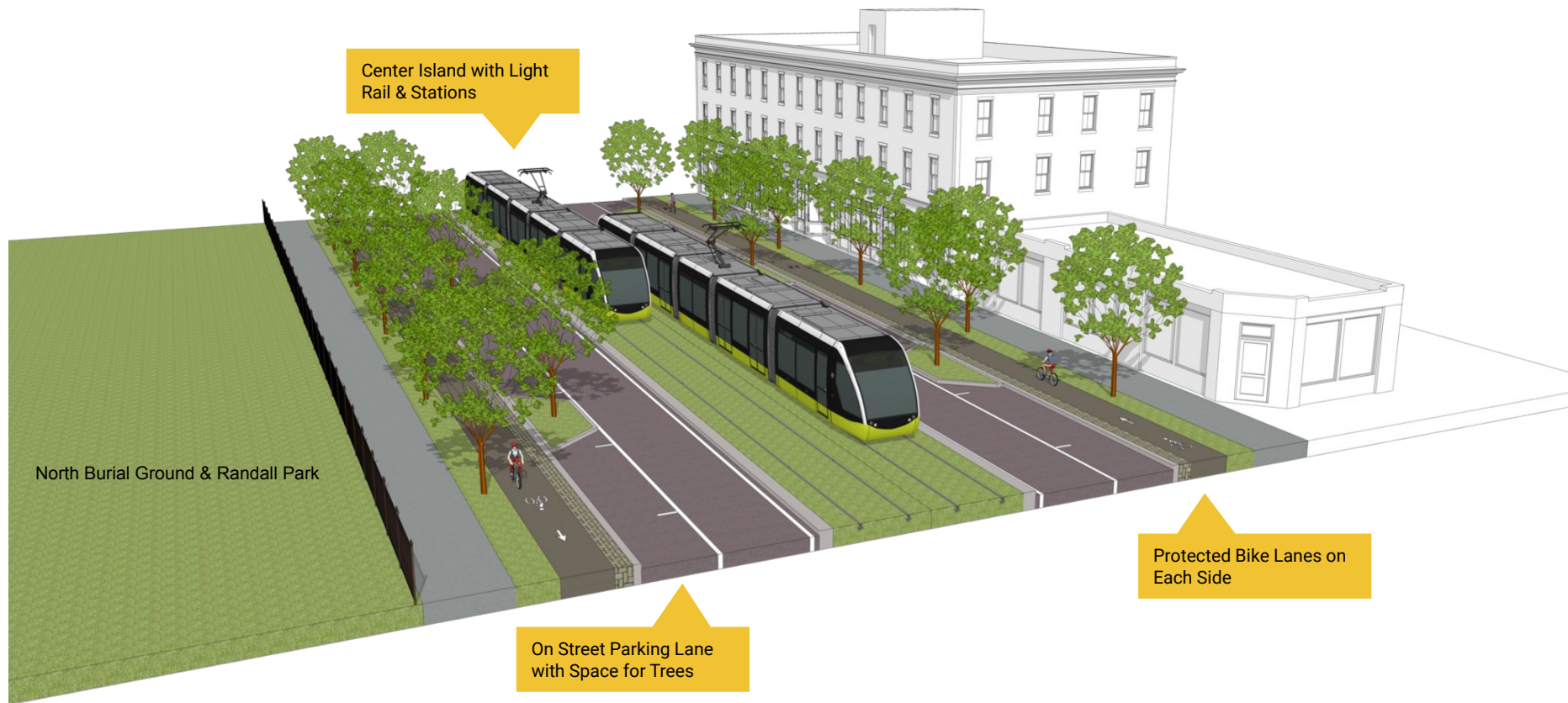
Road Diet with Bike Lanes



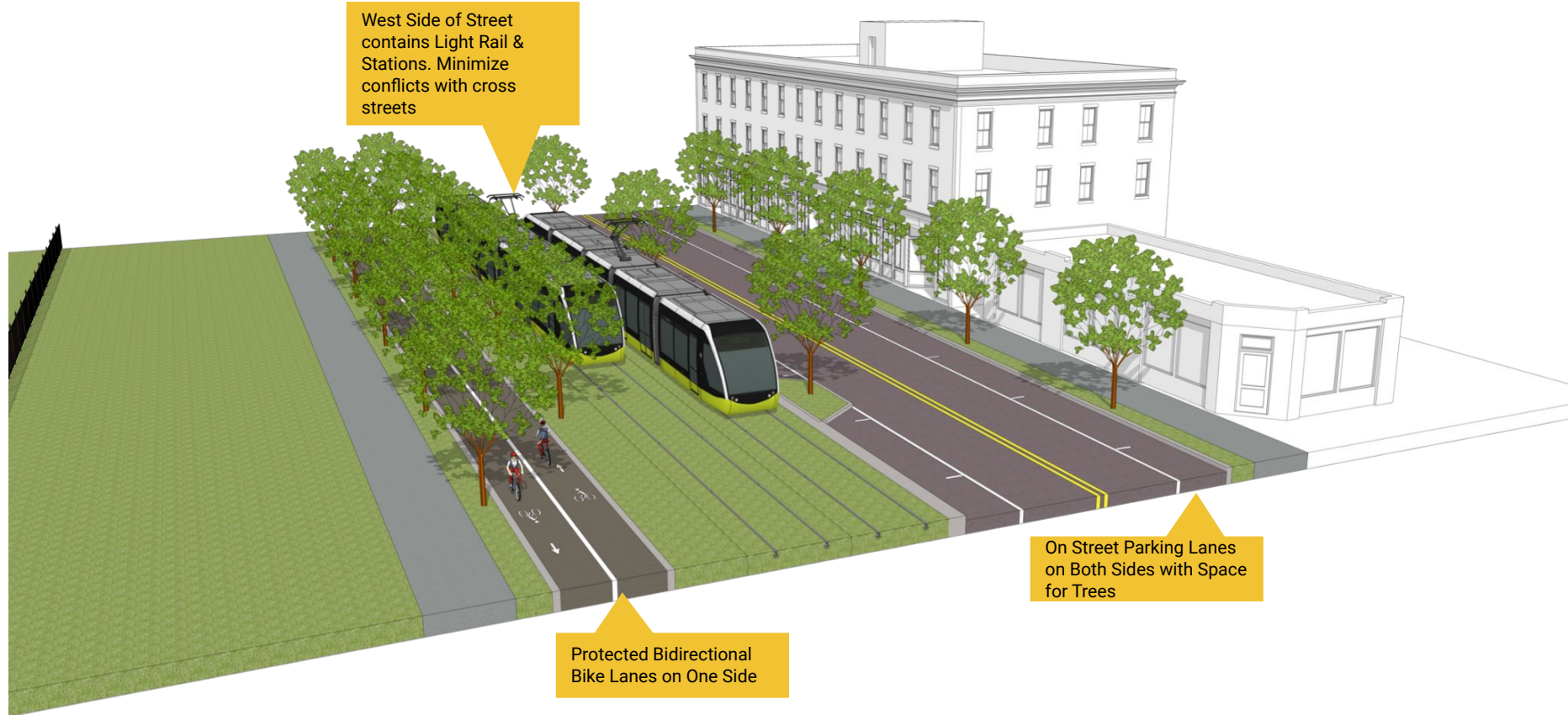
Urban Boulevard



Urban Boulevard with Rail



Transit Greenway on Western Edge

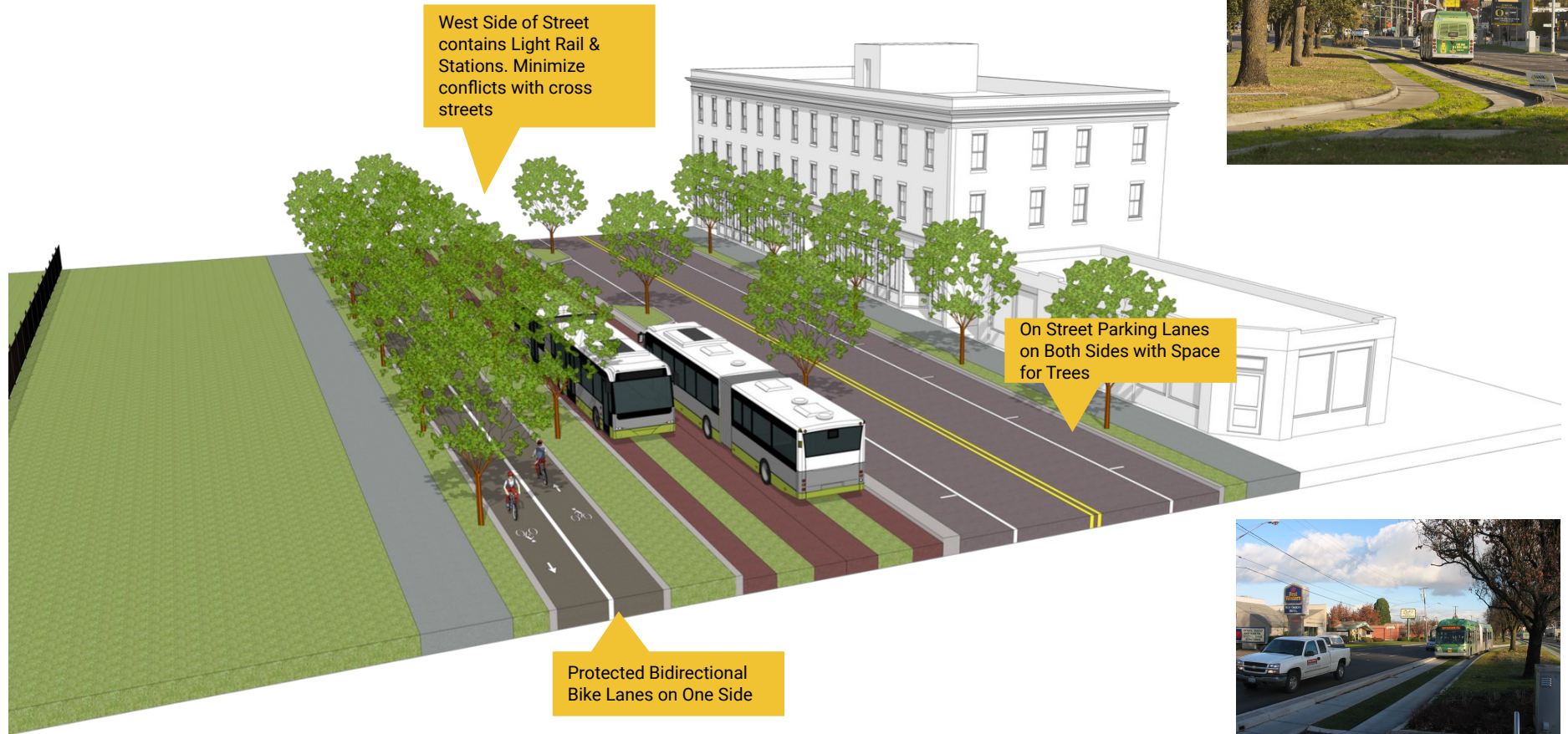


West Side of Street
contains Light Rail &
Stations. Minimize
conflicts with cross
streets

Protected Bidirectional
Bike Lanes on One Side

On Street Parking Lanes
on Both Sides with Space
for Trees

BRT Greenway on Western Edge



2

**Build Housing That
Is Attainable To
People of All
Income Levels**

“The Street has lots of pedestrians, but is unfriendly with no development and no sense of place.” - *Survey Response*



A considerable amount of housing development can occur on the land around North Main Street. Especially sites to the west between North Main and the River.

Between 2010-2020, there was a $<0.5\%$ increase in number of housing units.

At the same time, the population grew by 6.2%



Large curb-cuts & lots of paving

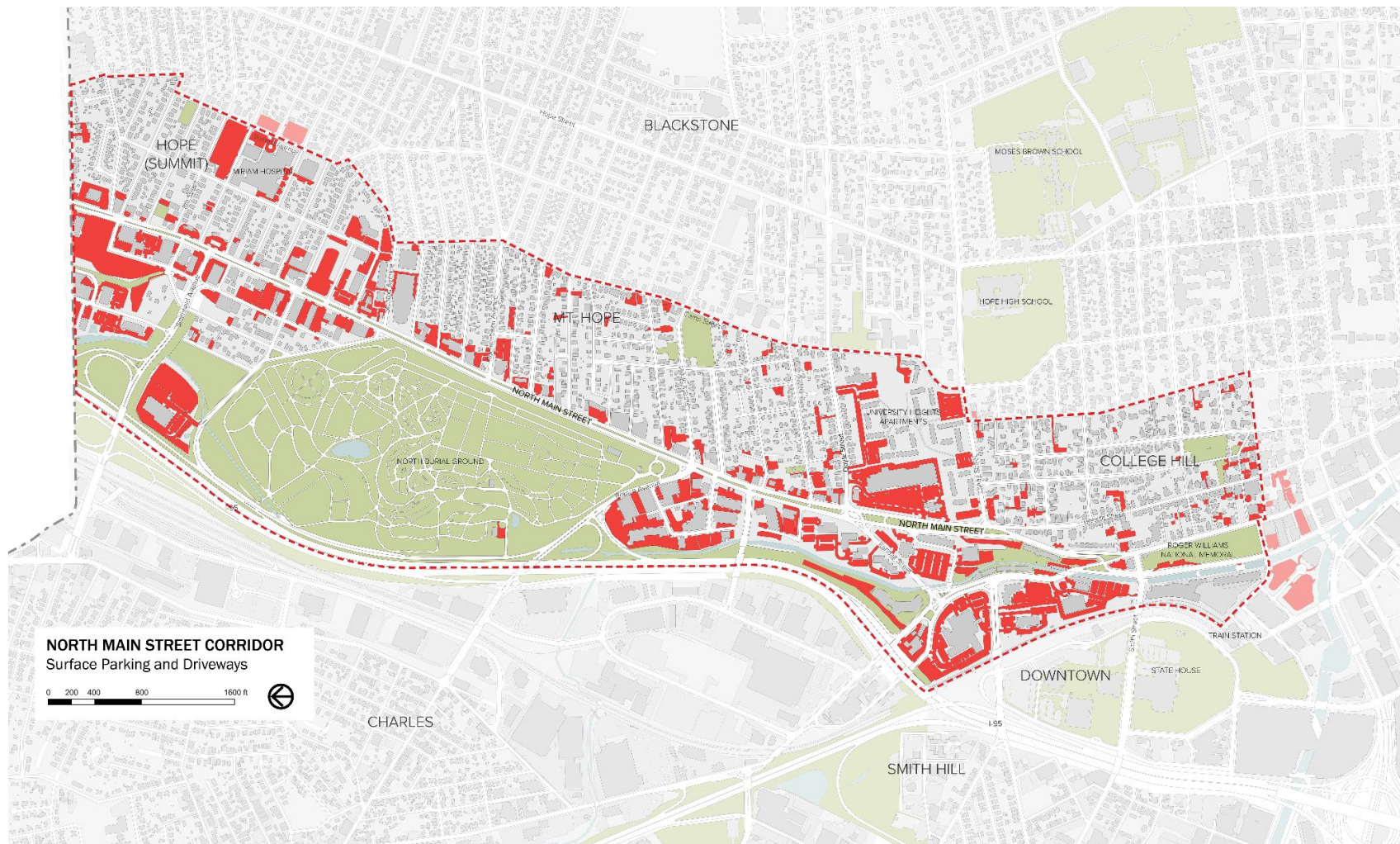


Highly auto-oriented and unfriendly to humans who are not in vehicles.



Hard to cross the street because of oversized lane widths





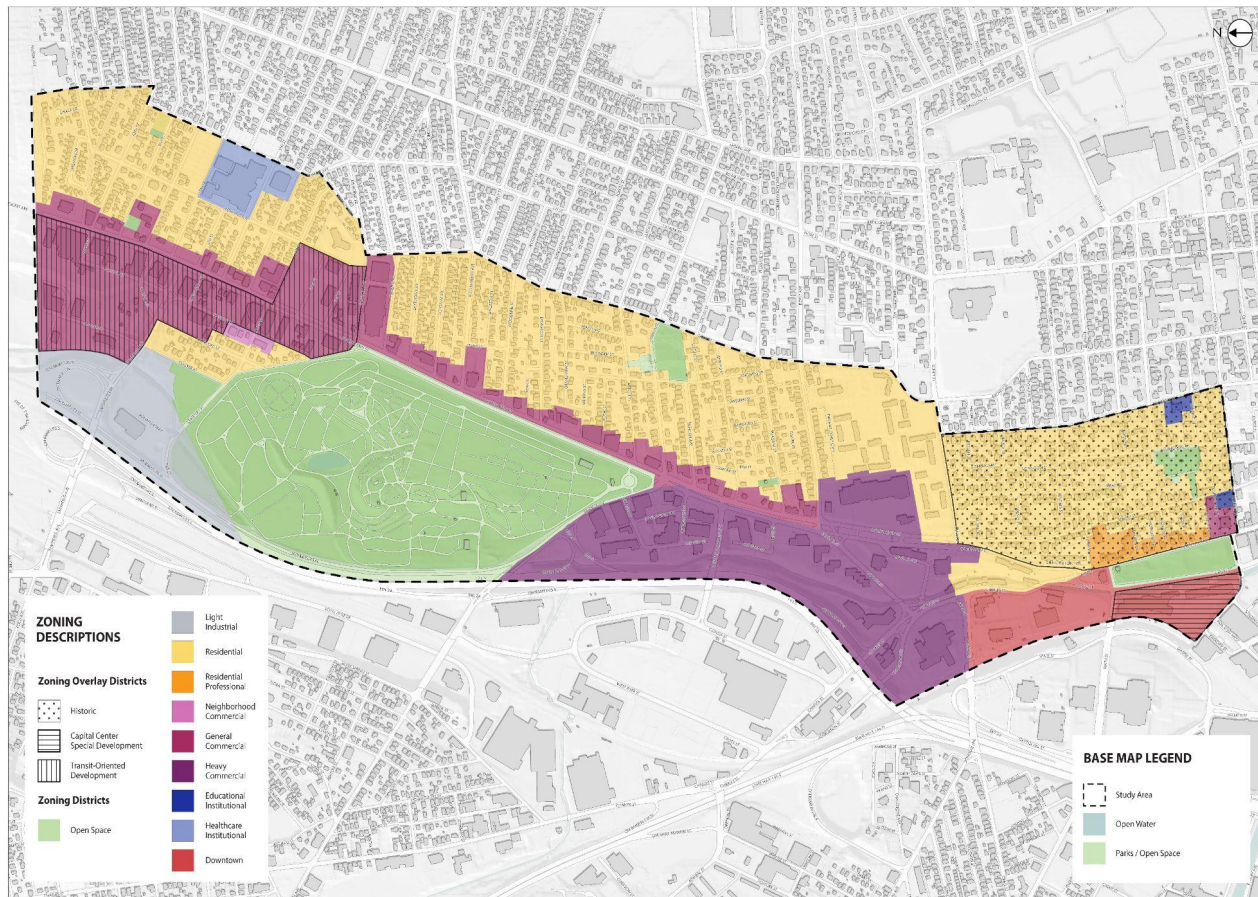


From 2018-2021, rent increased by 19% in Mt. Hope, by 7% in College Hill, by 1% Summit (Hope)

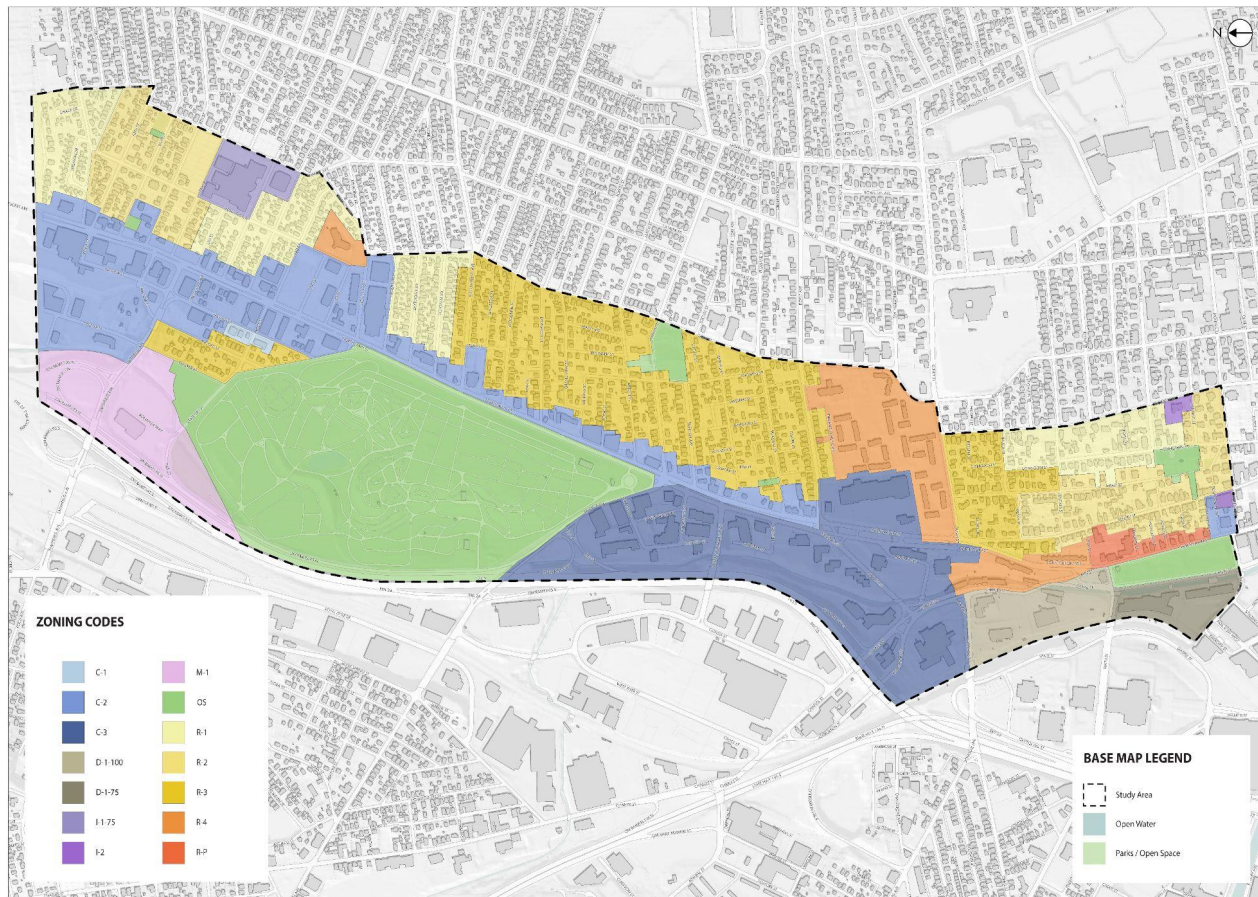
College Hill is ~25% more expensive than Mt Hope or Summit

Market Conditions

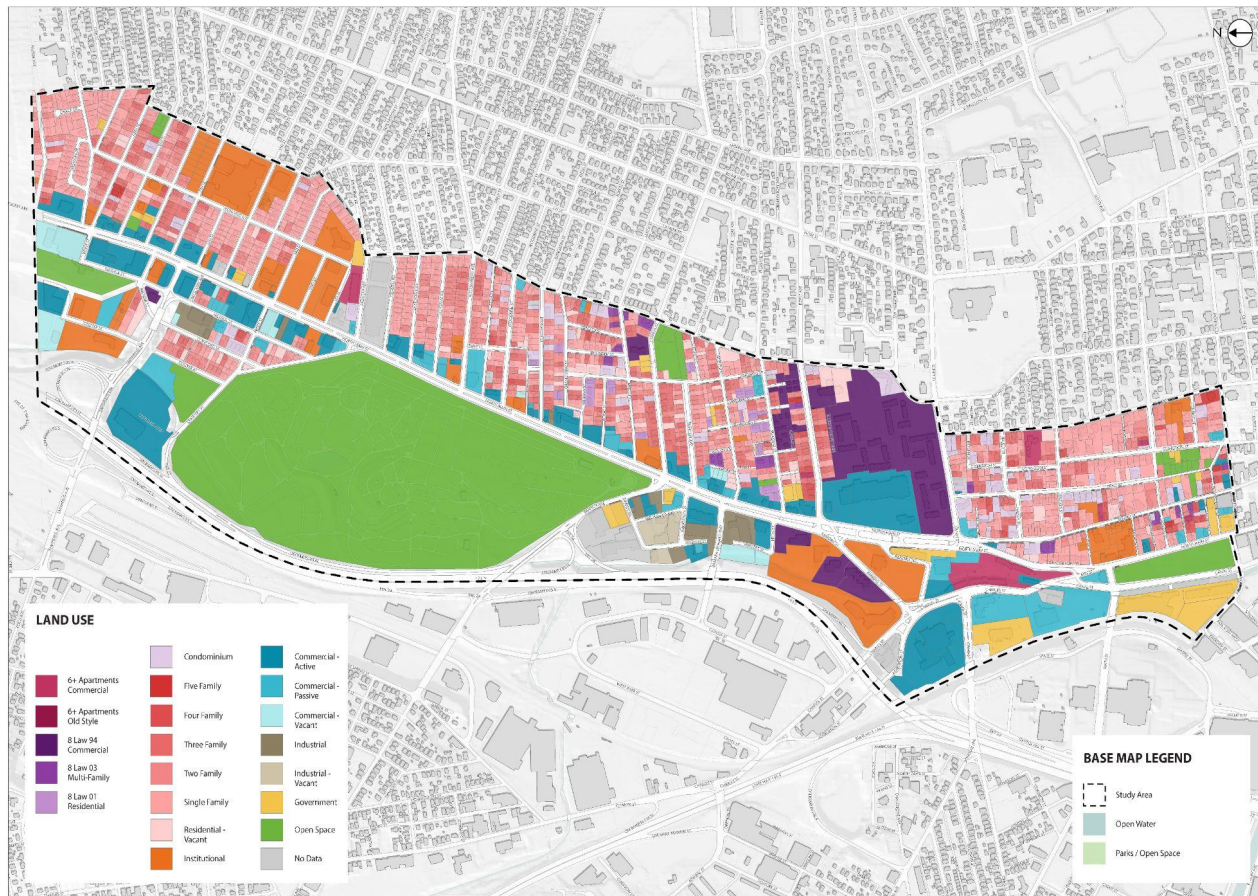
- Larger commercial projects do not pencil out financially
- Construction is expensive -> unlikely without assistance (at least at first)
- Investing in smaller 1,2,3+ unit buildings does see a return
- Opportunity to add density through Accessory Dwelling Units (ADUs) and additions



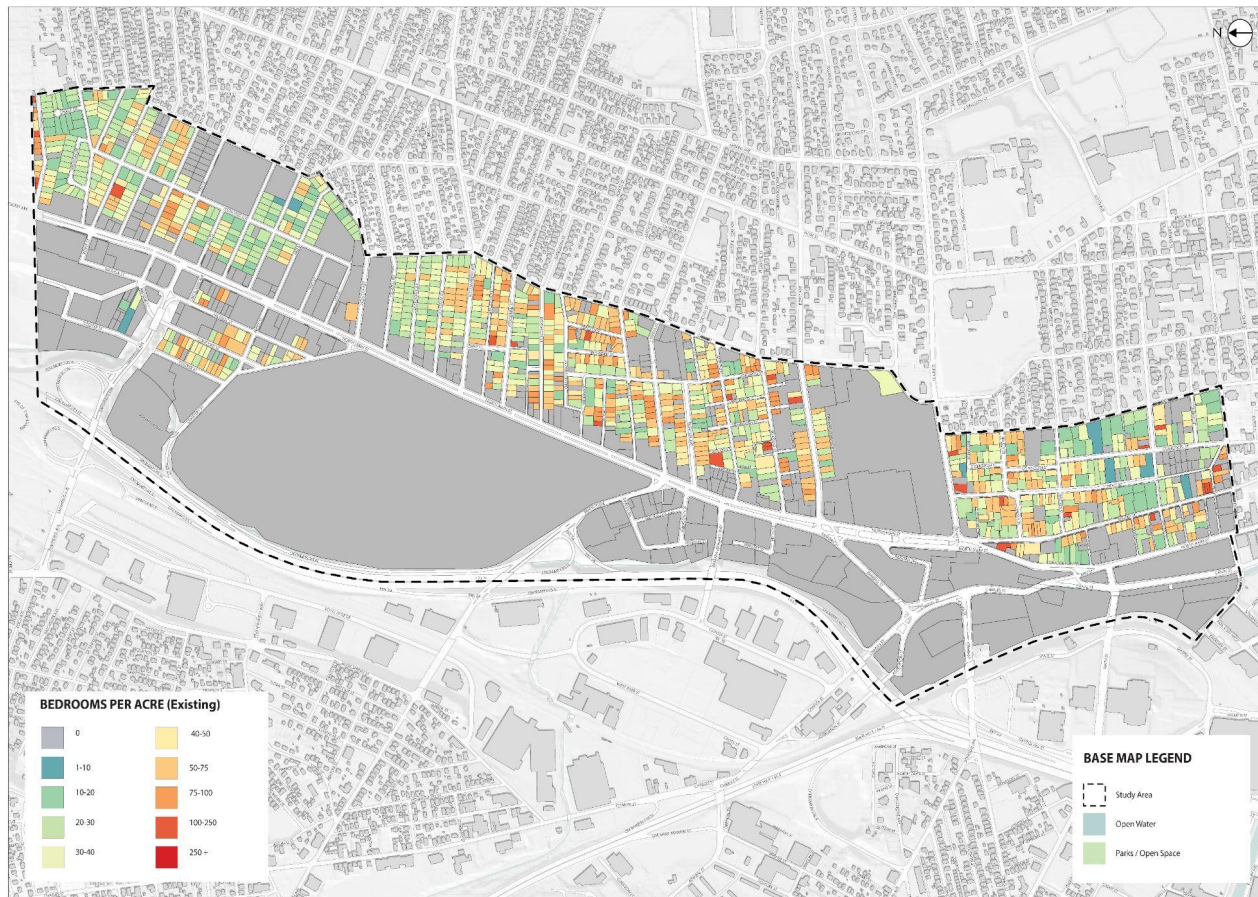
North Main St. Corridor: Zoning Descriptions — Providence, RI



North Main St. Corridor: Zoning Codes — Providence, RI



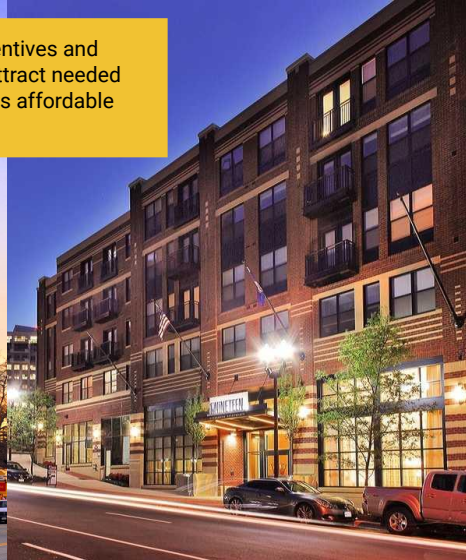
North Main St. Corridor: Land Use — Providence, RI



North Main St. Corridor: Bedrooms Per Acre (Existing) — Providence, RI

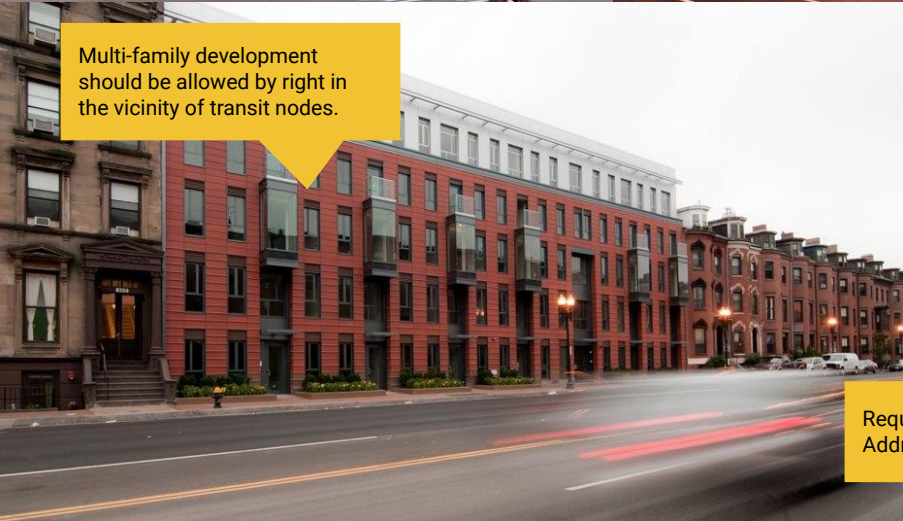


Provide financial incentives and density bonuses to attract needed housing types such as affordable housing



Implement Great Streets Recommendations for Walkability

Ensure that zoning allows and encourages denser housing near neighborhood centers.

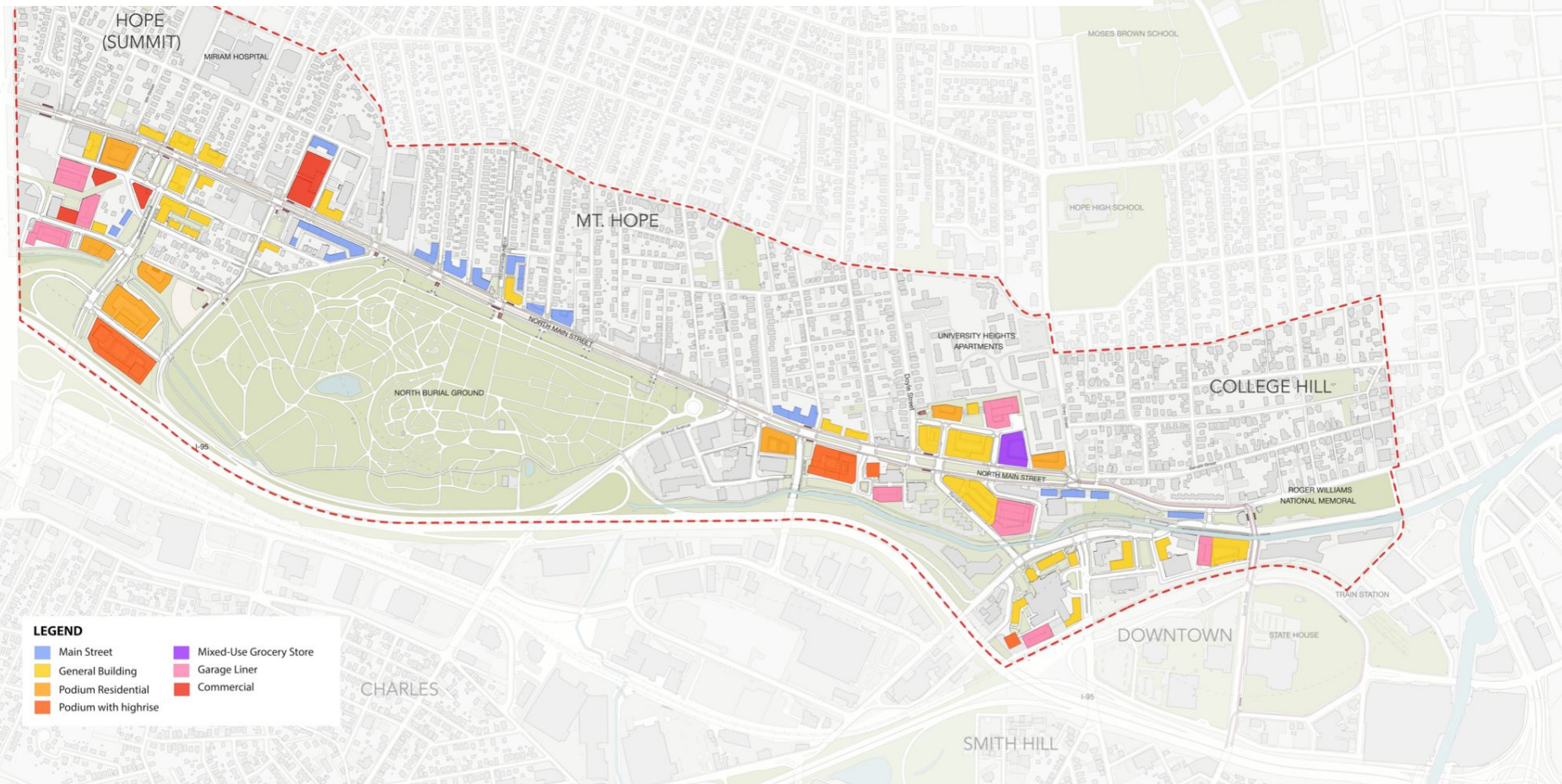


Multi-family development should be allowed by right in the vicinity of transit nodes.

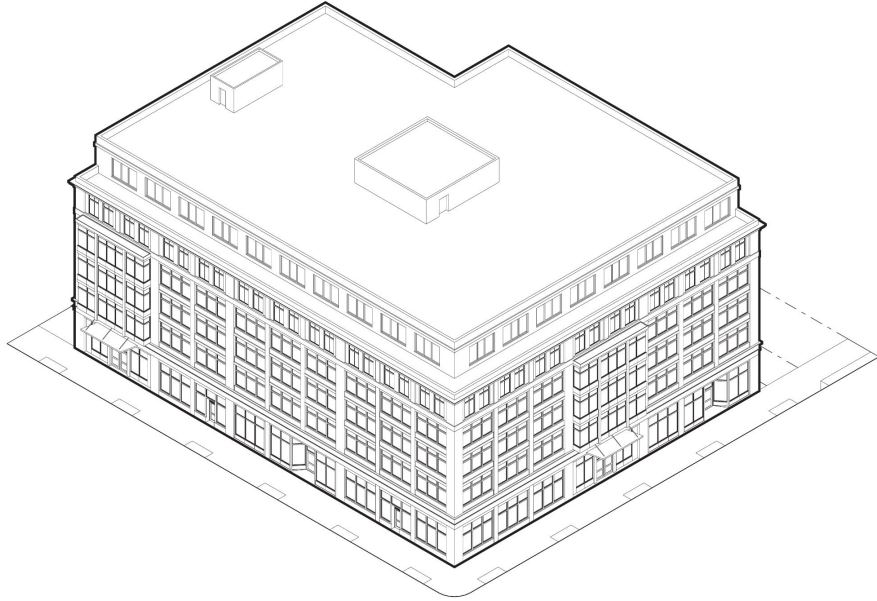


Require Site Design That Addresses The Street

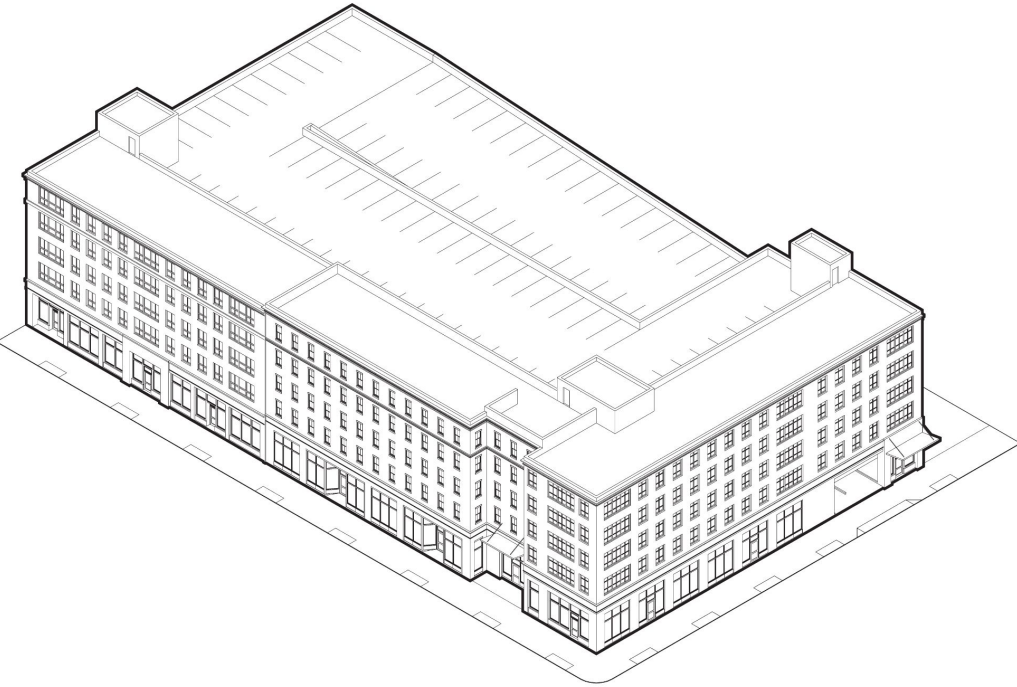
Potential Building Types



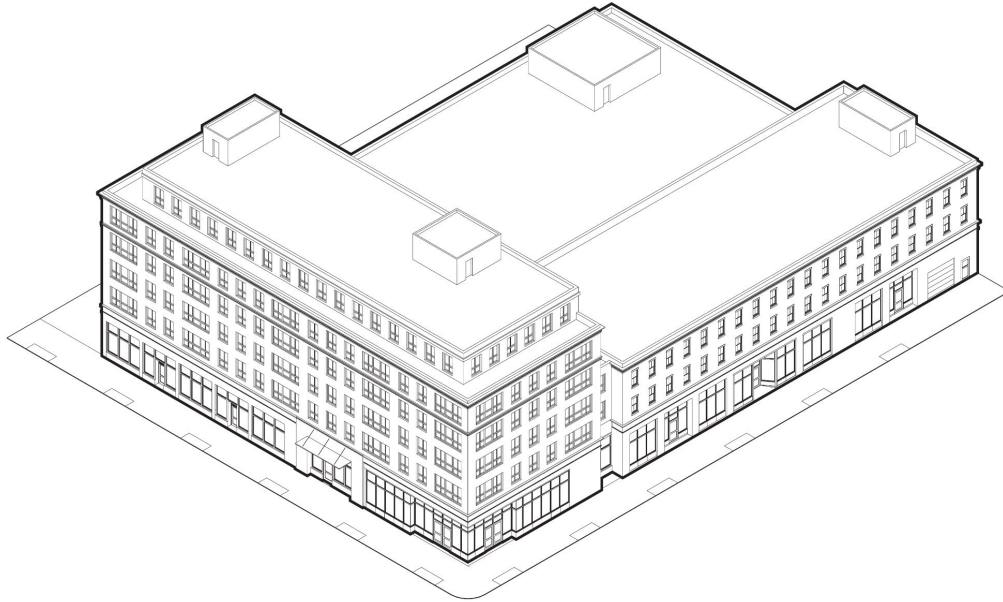
General Building



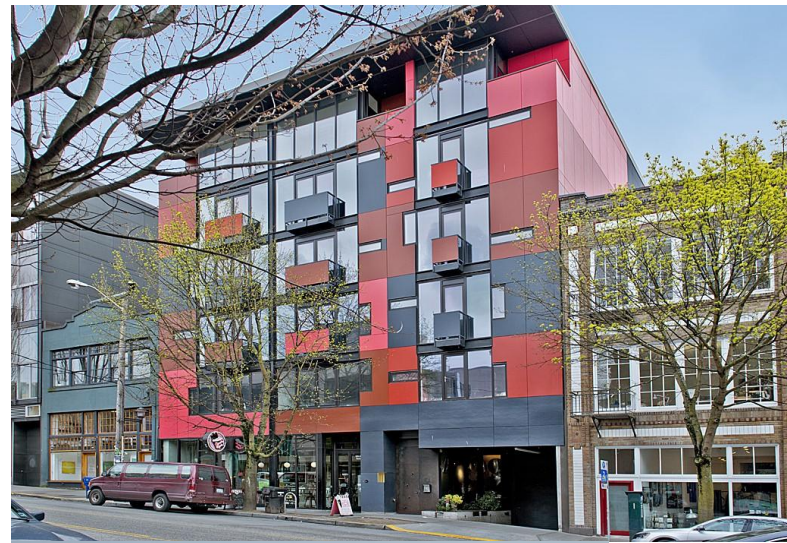
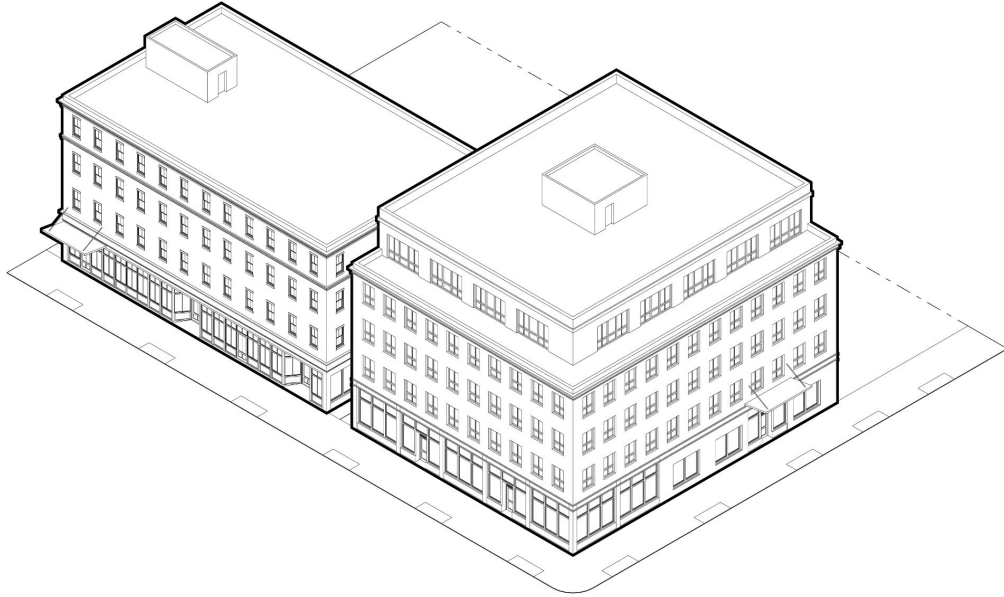
Garage Liner Building



Mixed-use Grocery Store



Main Street Buildings



3

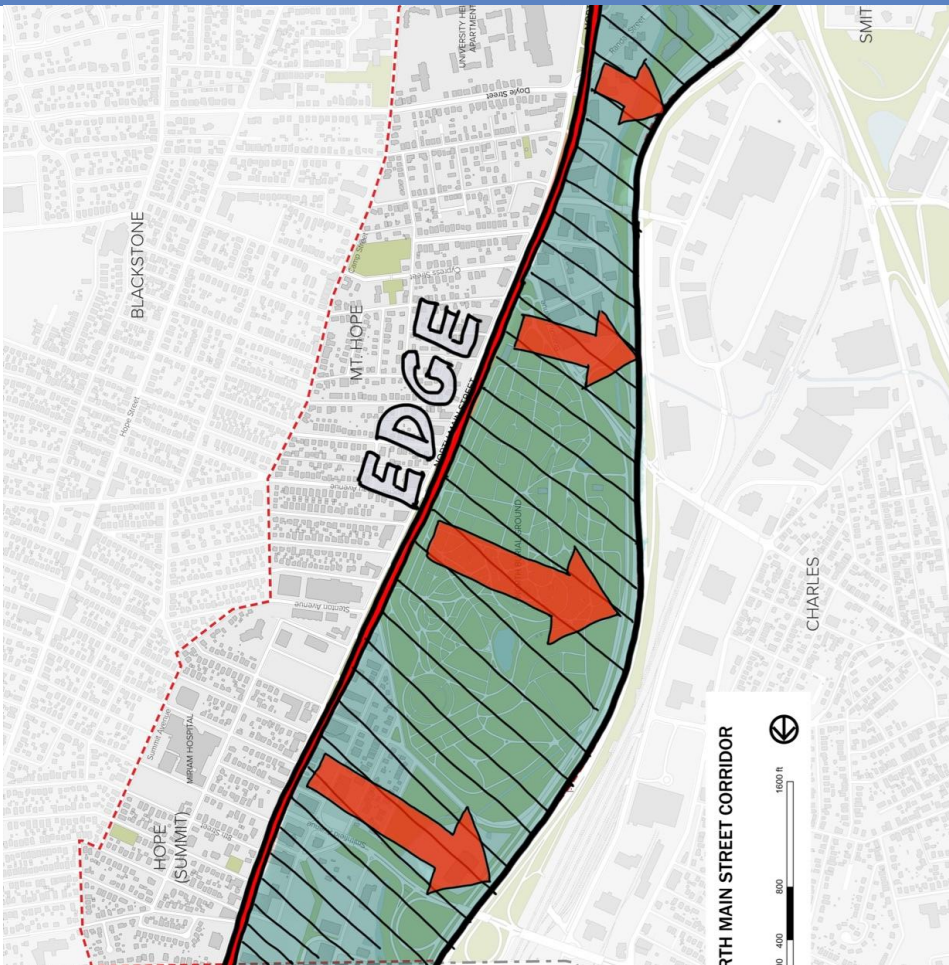
**Create a
Welcoming and
Hospitable Street**



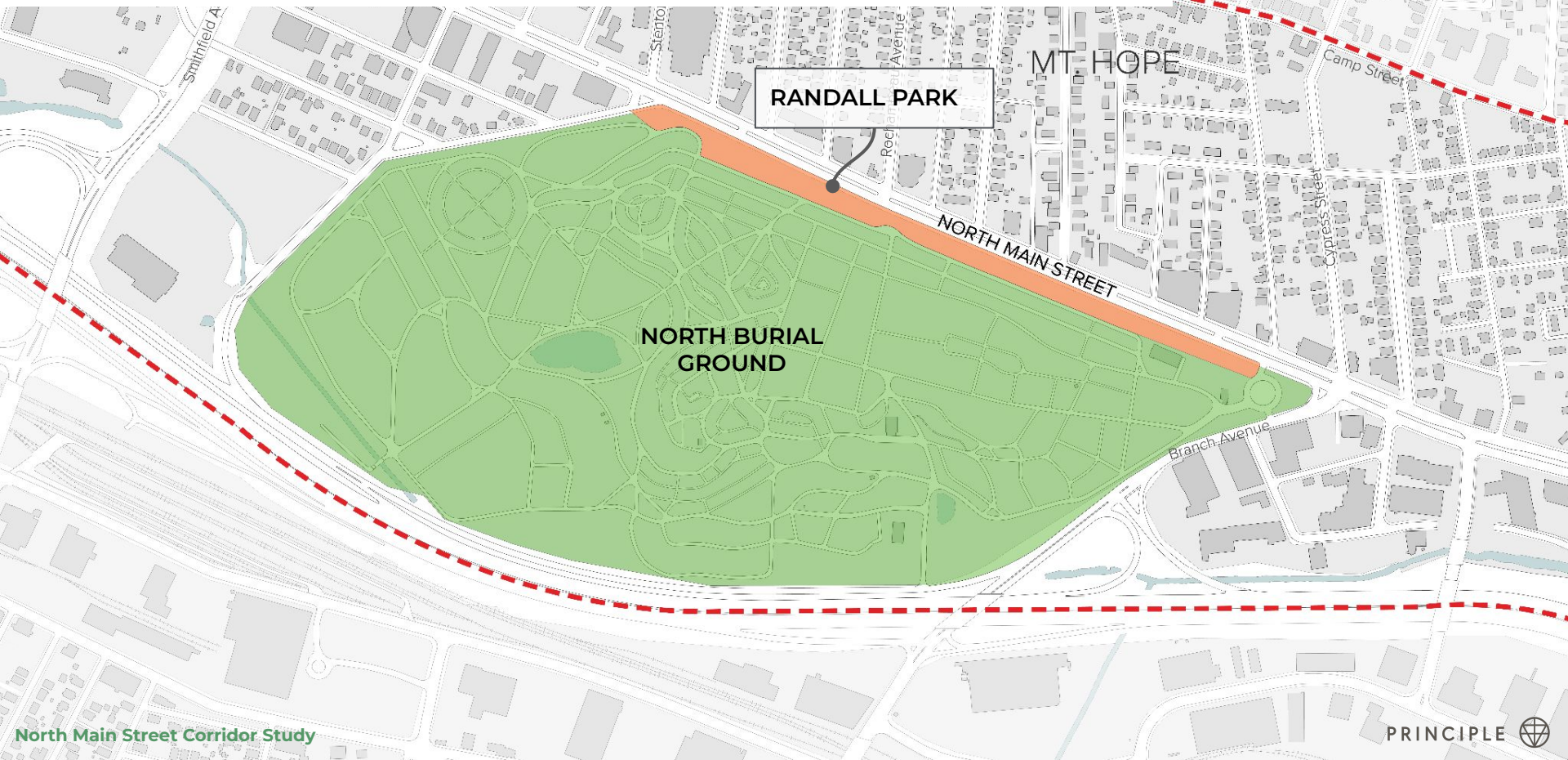
Calm the traffic. Develop a corridor-wide intersection standard that prioritizes people walking and biking.

“It already is [a transit corridor] - and should continue to be a key transit network spine. And it should become more bike friendly as well.”

North Main Street Is A Barrier



North Burial Ground /Randall Park



RANDALL PARK

MT HOPE

NORTH MAIN STREET

NORTH BURIAL
GROUND

Branch Avenue





Make North Main Street a Great Street



Higher density
housing abutting a
neighborhood park

Invest in local businesses
& their operators to create
unique neighborhoods

Shopfront and wide
sidewalks for pedestrians
and public life.



DO NOT
ENTER

“I believe it is best to make N Main St serve the adjacent neighborhoods as the commercial parallel to the non-commercial blackstone blvd.”

4

**Develop Complete
Neighborhoods
with Clear Centers**

Neighborhood Centers



NORTH MAIN STREET CORRIDOR
Corridor Nodes. 1/4 mile buffers



How Can Your Favorite Places Anchor Neighborhood Center?





Develop unique identities for each of the four neighborhood centers.

Passionate people how
run neighborhood scaled
businesses



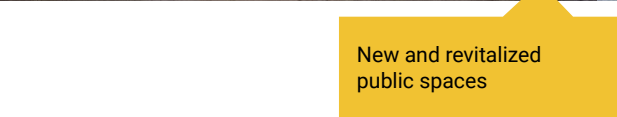
People are behind the
success of great
neighborhoods



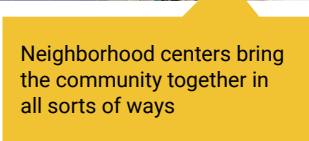
Celebrate the third places



New and revitalized
public spaces



Neighborhood centers bring
the community together in
all sorts of ways



“People can rely less on cars if their housing is on a rapid bus line that takes them to places where all amenities are met (pharmacy, grocery, etc).”

Mt Hope / Charlesgate



...To Neighborhood Main Street



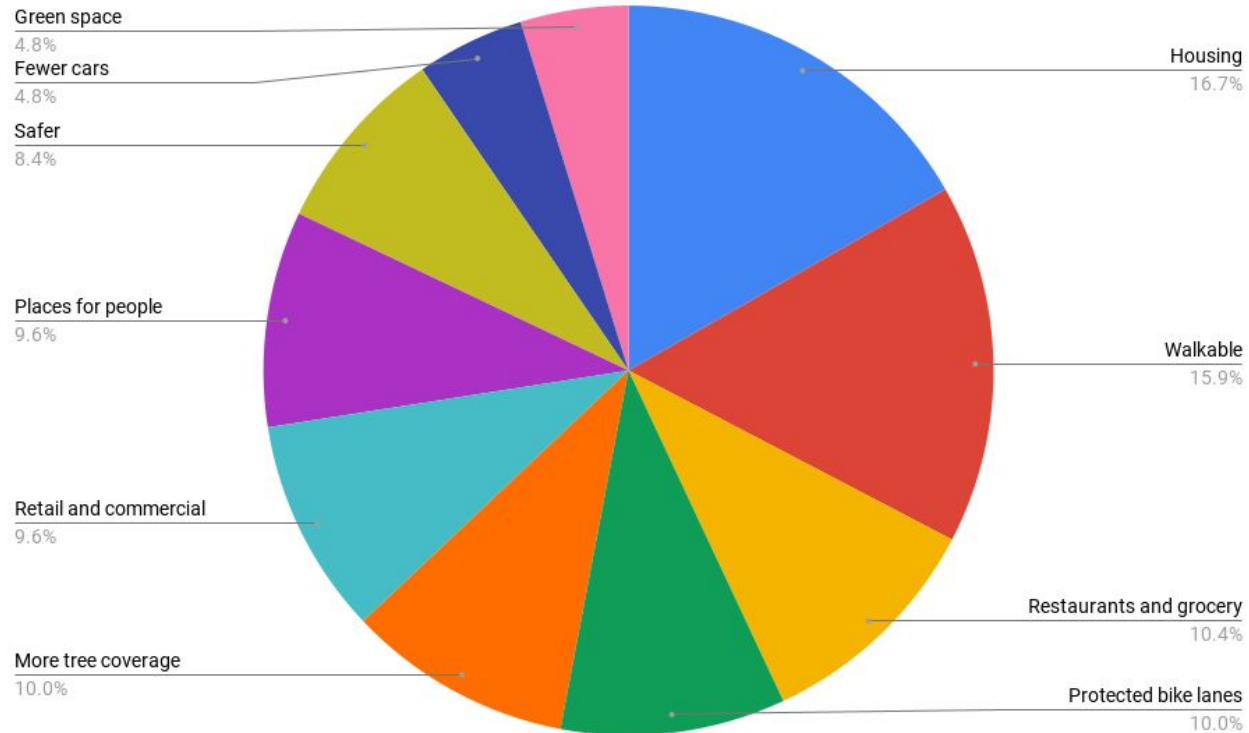
5

**Give People
Reasons to Come
and to Stay**

“The existing fencing feels forbidding. With so many walkable residential areas nearby, this could be amazing, convenient and well-used green space”

You want North Main Street to be a welcoming place for people.

Q: In 10 years, what should be ***different*** about the North Main Street corridor?



If the street is friendly,
any street seat will be
tolerated



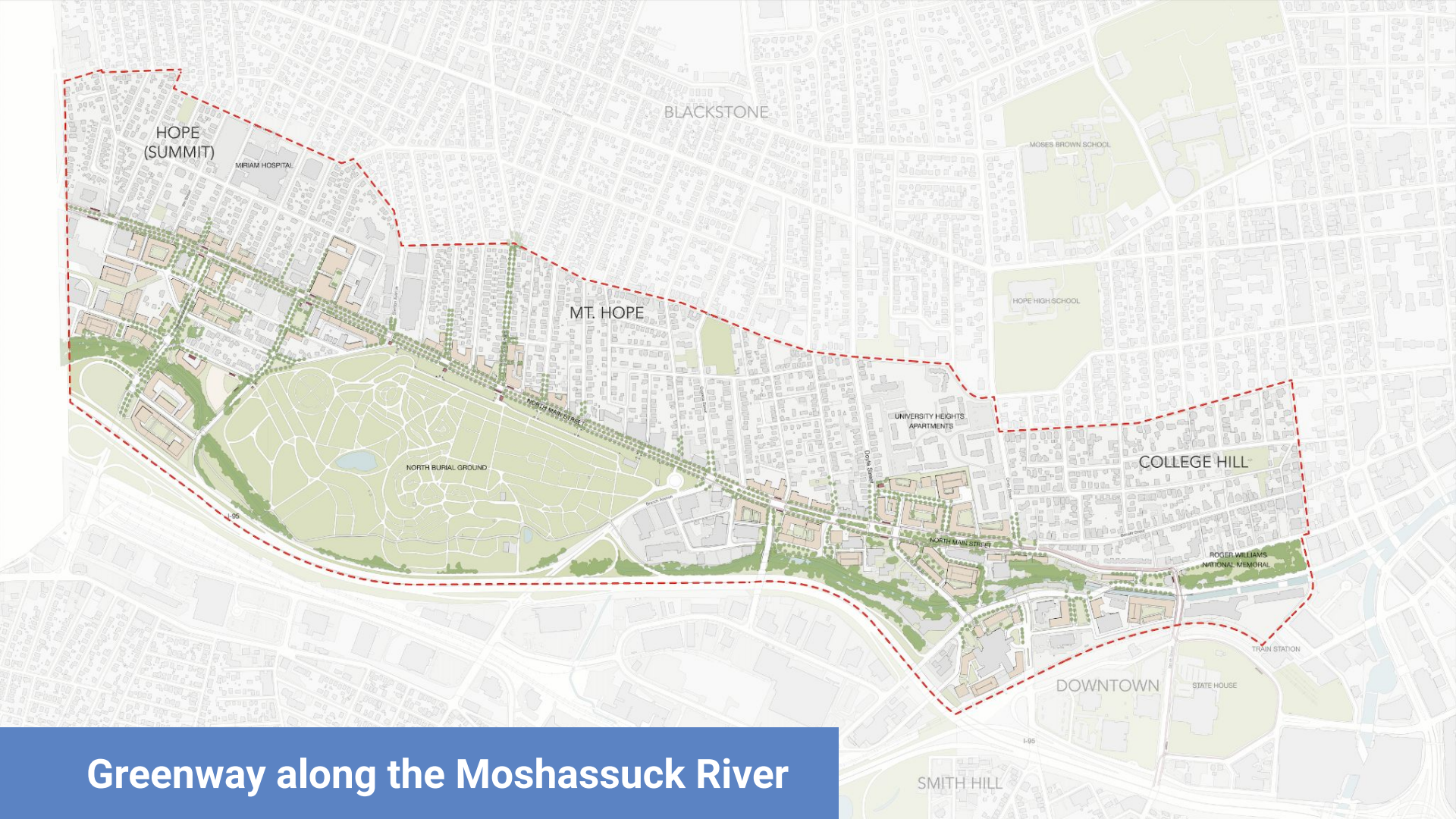
Sitting is an essential
part of the public life of a
neighborhood



There needs to be places
to gather & linger with
friends

Did you know the Moshassuck River is Beautiful?





Greenway along the Moshassuck River

Connect the Neighborhoods
to the River with Public
Realm & Landscape
Enhancements

HOPE
(SUMMIT)

ABRAM HOSPITAL

BLACKSTONE

MOSES BROWN SCHOOL

HOPE HIGH SCHOOL

MT. HOPE

UNIVERSITY HEIGHTS
APARTMENTS

COLLEGE HILL

NORTH BURIAL GROUND

NORTH MAIN ST

ROGER WILLIAMS
NATIONAL MEMORIAL

TRAIN STATION

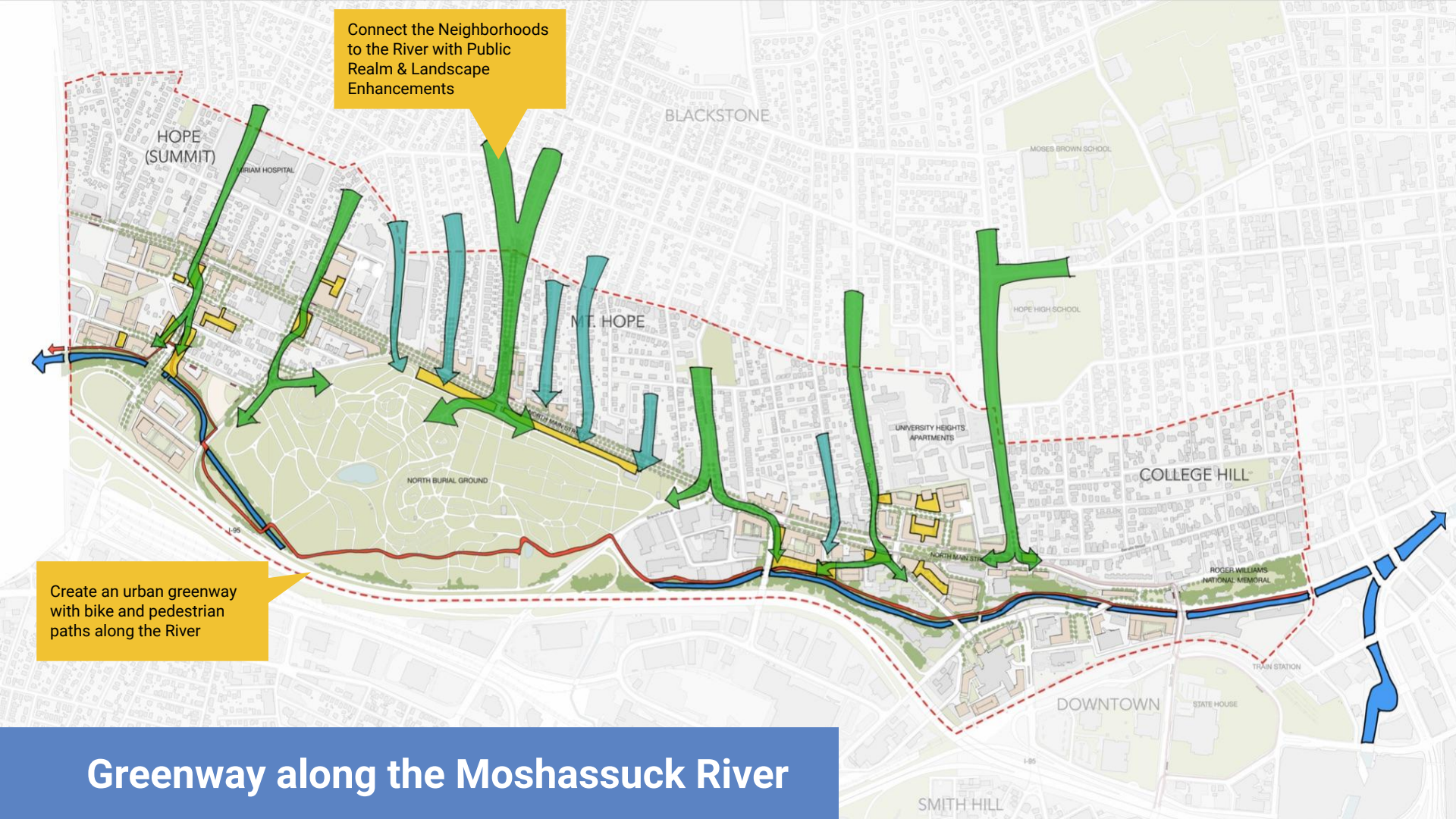
STATE HOUSE

DOWNTOWN

SMITH HILL

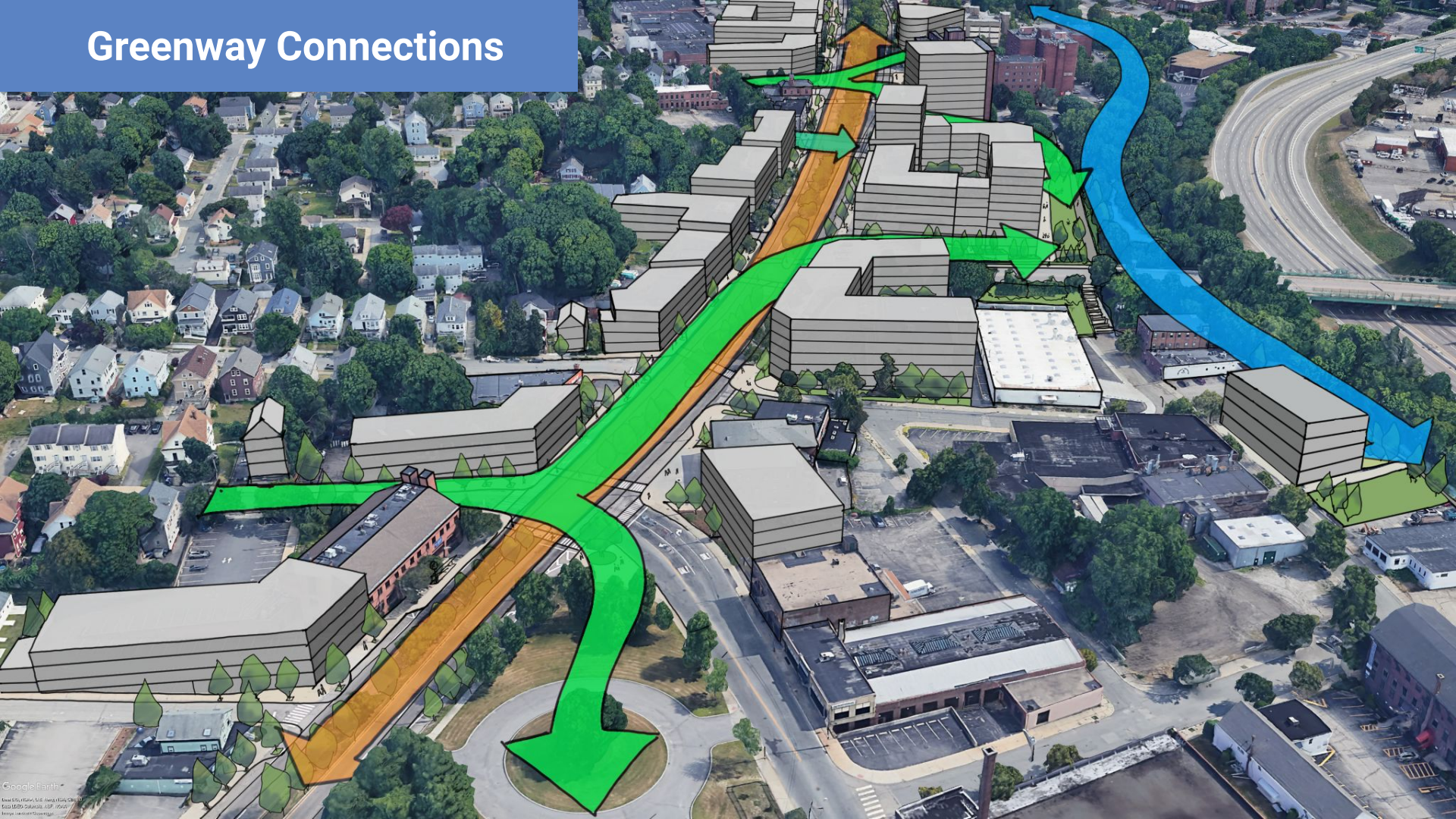
Create an urban greenway
with bike and pedestrian
paths along the River

Greenway along the Moshassuck River





Greenway Connections



Create a Compelling Reason to Live on North Main Street

Roger Williams National Memorial



Roger Williams National Memorial

LEGEND

1. Unsafe & uncomfortable intersection
2. Gateway to Downtown



Roger Williams National Memorial

LEGEND


1. Rebuild Intersection
2. Create gateway moment with connection to River
3. Potential for two-way traffic
4. Infill on surface parking
5. Shared parking program



Mill Street at North Main

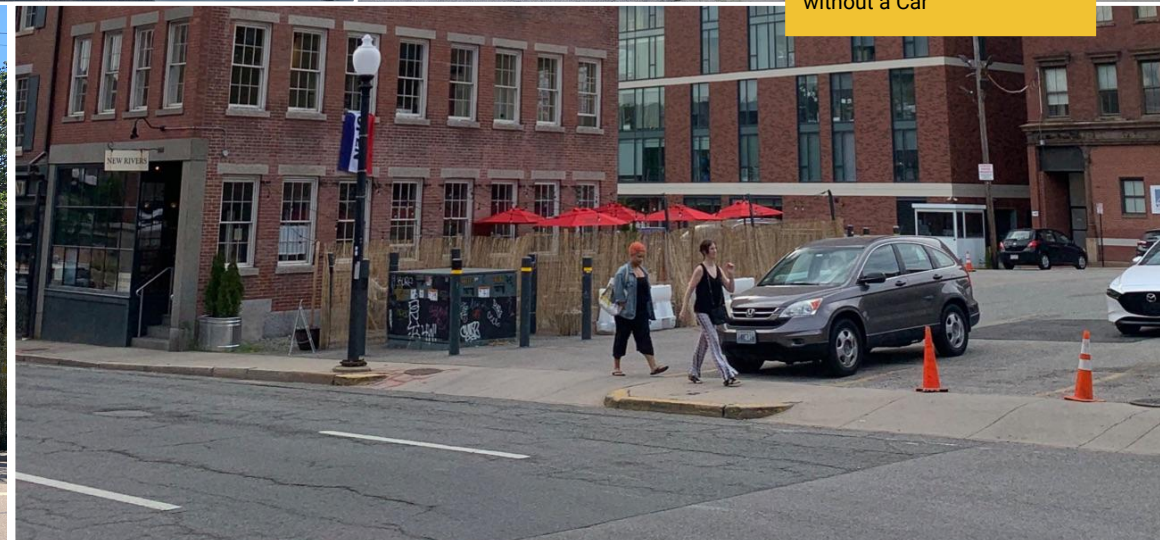




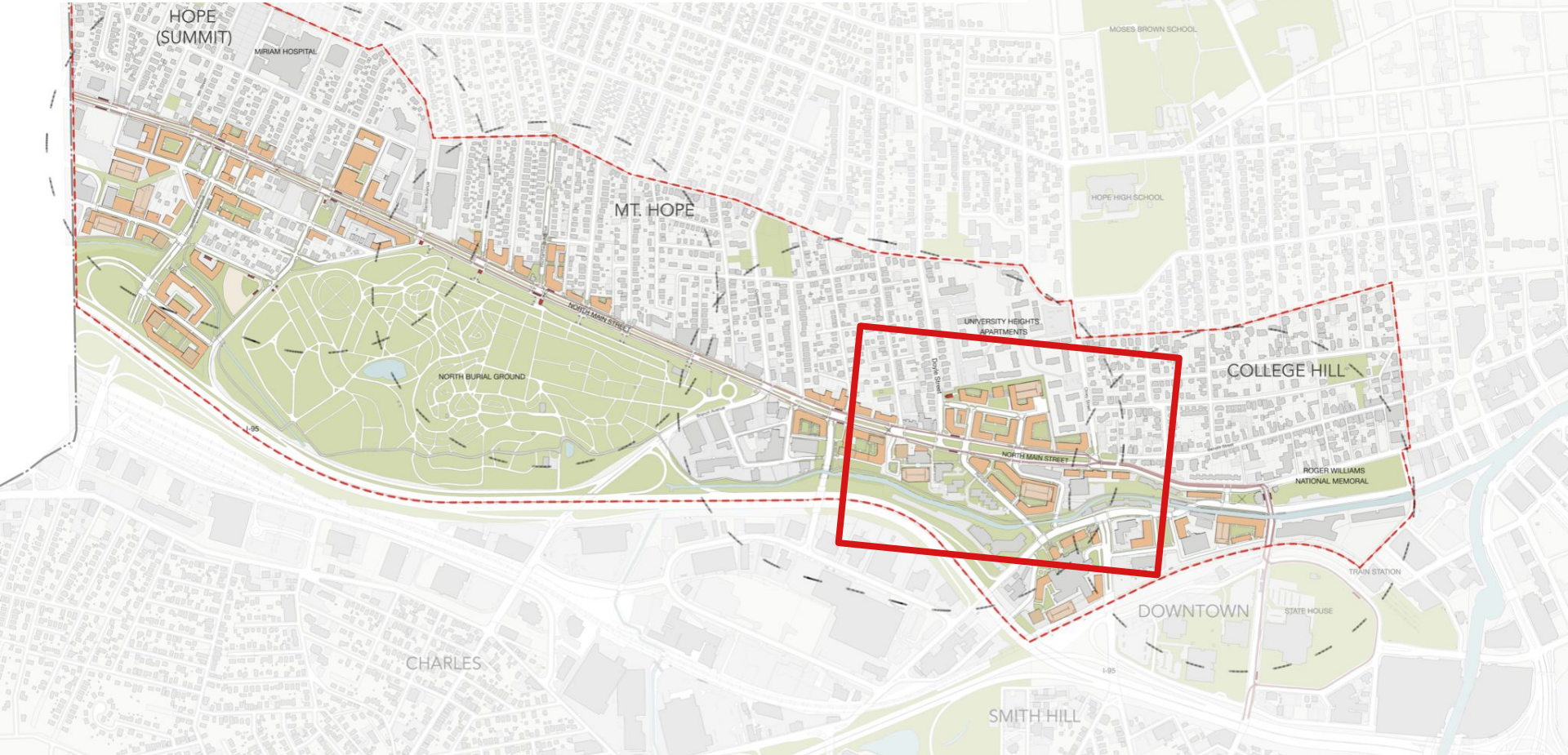


Infill building at existing parking lot. Landmark for trailhead of the Greenway

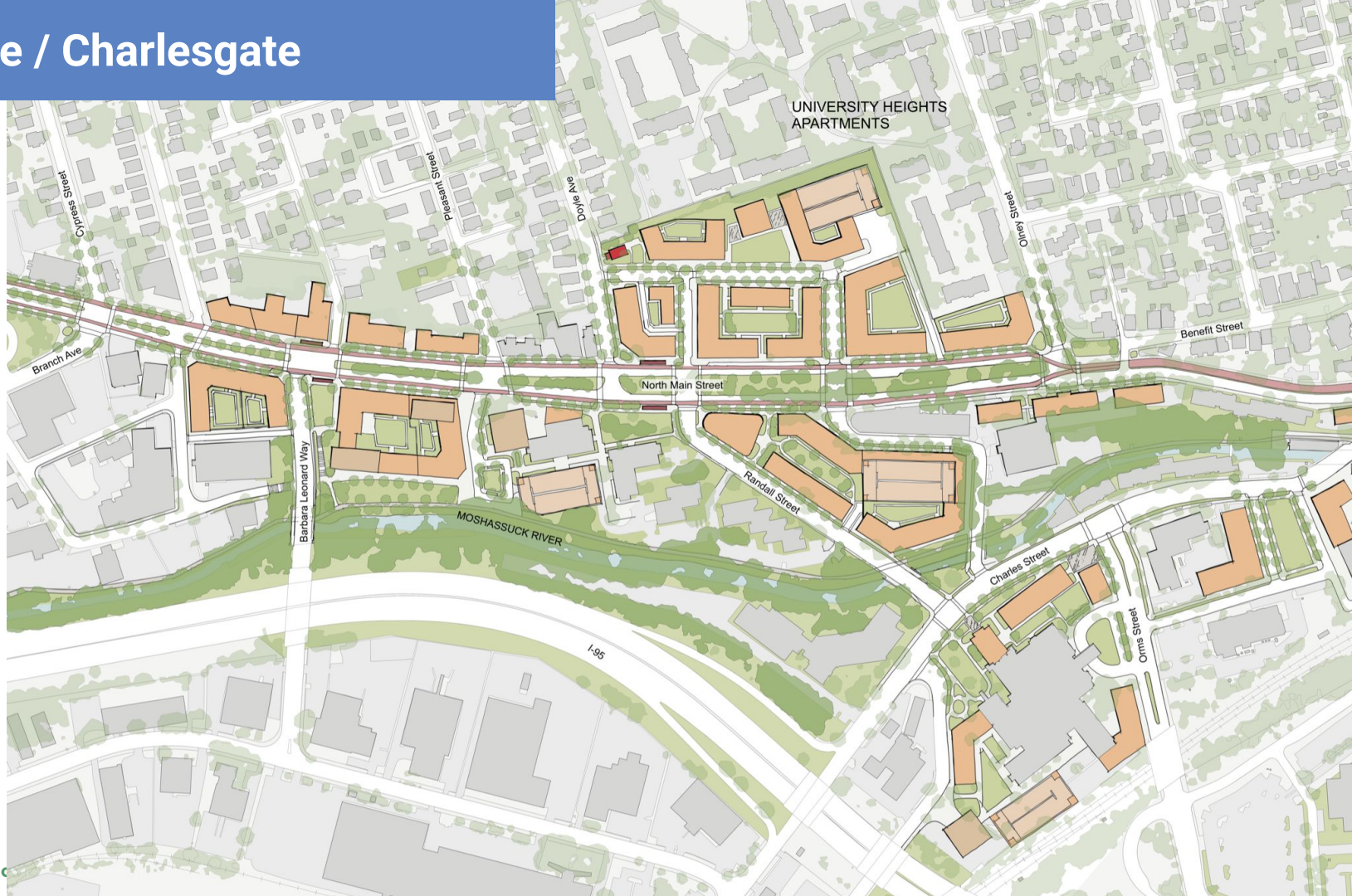
New park created from excess street right of way. Reclaimed vehicle becomes public space



Randall Street at North Main



Mt Hope / Charlesgate



This could be a wonderful space to enjoy if the street did not ruin it



Vehicles speed and make the environment unfriendly



Essential uses, but in an unattractive form that is disconnected from the surrounding neighborhoods

Randall Street at North Main



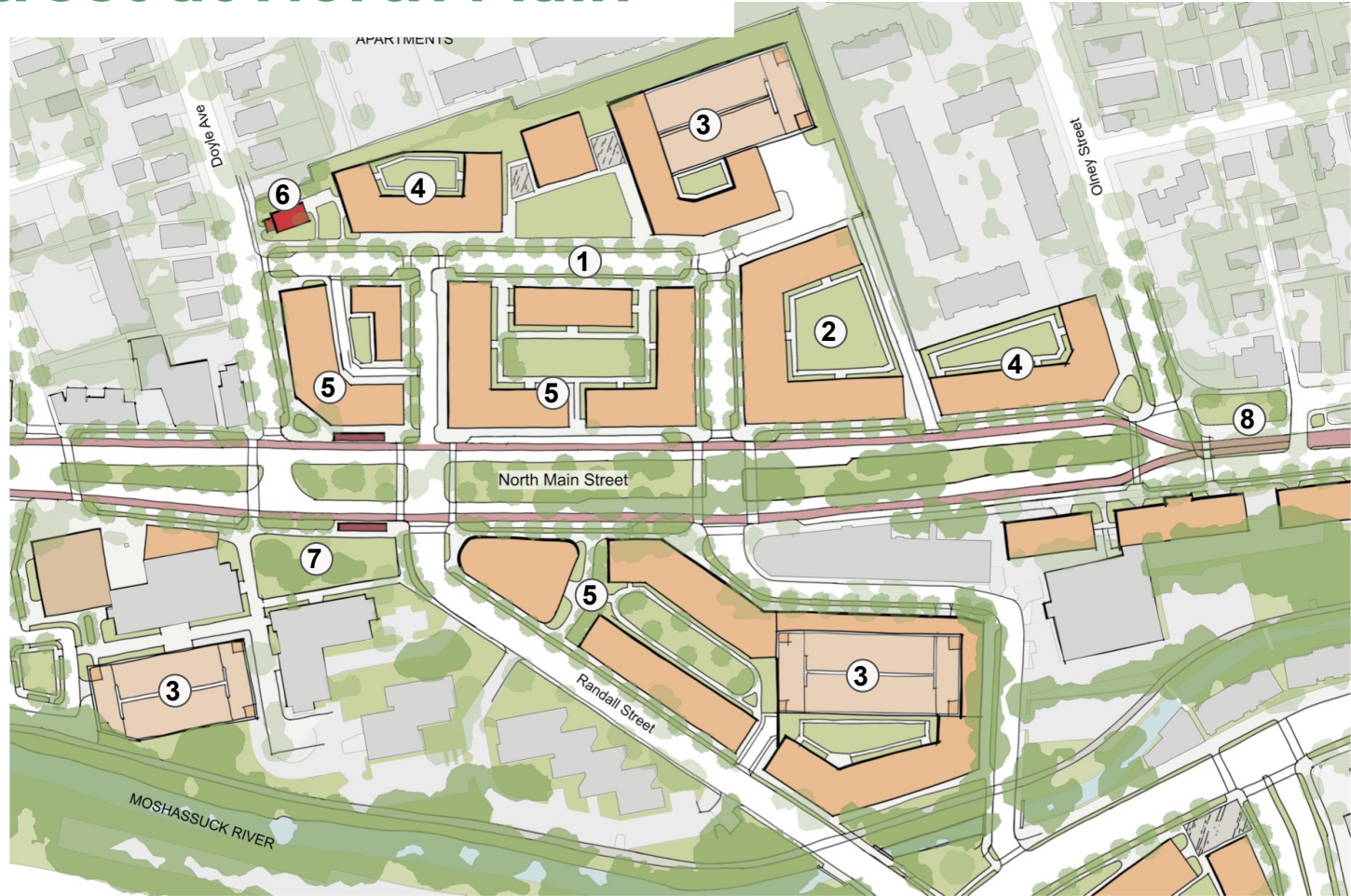
LEGEND

1. Auto-oriented form of development. Greater density and sense of place is possible with a retrofit of the shopping center
2. Large parking lots degrade street wall and create no sense of place on the street
3. Unfriendly intersection for walkers and cyclists

Randall Street at North Main

LEGEND


1. Long-term retrofit of University Market Place
2. First in-fill block. Grocery store in the ground floor + mixed use residential building
3. Shared parking structure lined with mixed use building
4. Mixed use building with shared parking structure and active ground floor
5. Mixed use buildings, potential for greater density
6. 3 Story Apartment House in Character with Doyle Ave
7. New park
8. Reconfigured intersection with Benefit street.



North Main Existing





An architectural sketch of a city street scene. On the left, a multi-story building is partially obscured by large, stylized green trees. Several cars are parked along the curb in front of the building. A yellow callout box points to the building with text. The street has a yellow line down the center. On the right, a person is riding a bicycle on a designated path. Another yellow callout box points to this path with text. The background shows more trees and a clear sky.

Mixed-use development lining
shared parking garage and
grocery store.

Protected bike path on linear
park.

Barbara Leonard Way





What is special about this area of North Main that would make it a great place to call home?

Barbara Leonard Way Existing

LEGEND

1. Large front yard setbacks discourage walking and create no sense of place along the street wall
2. Single use, one story buildings could be redeveloped into mixed use helping to establish a neighborhood center
3. No public access to the river
4. Difficult intersection for walkers and bicyclists
5. Useful Grade Change



Barbara Leonard Way Potential

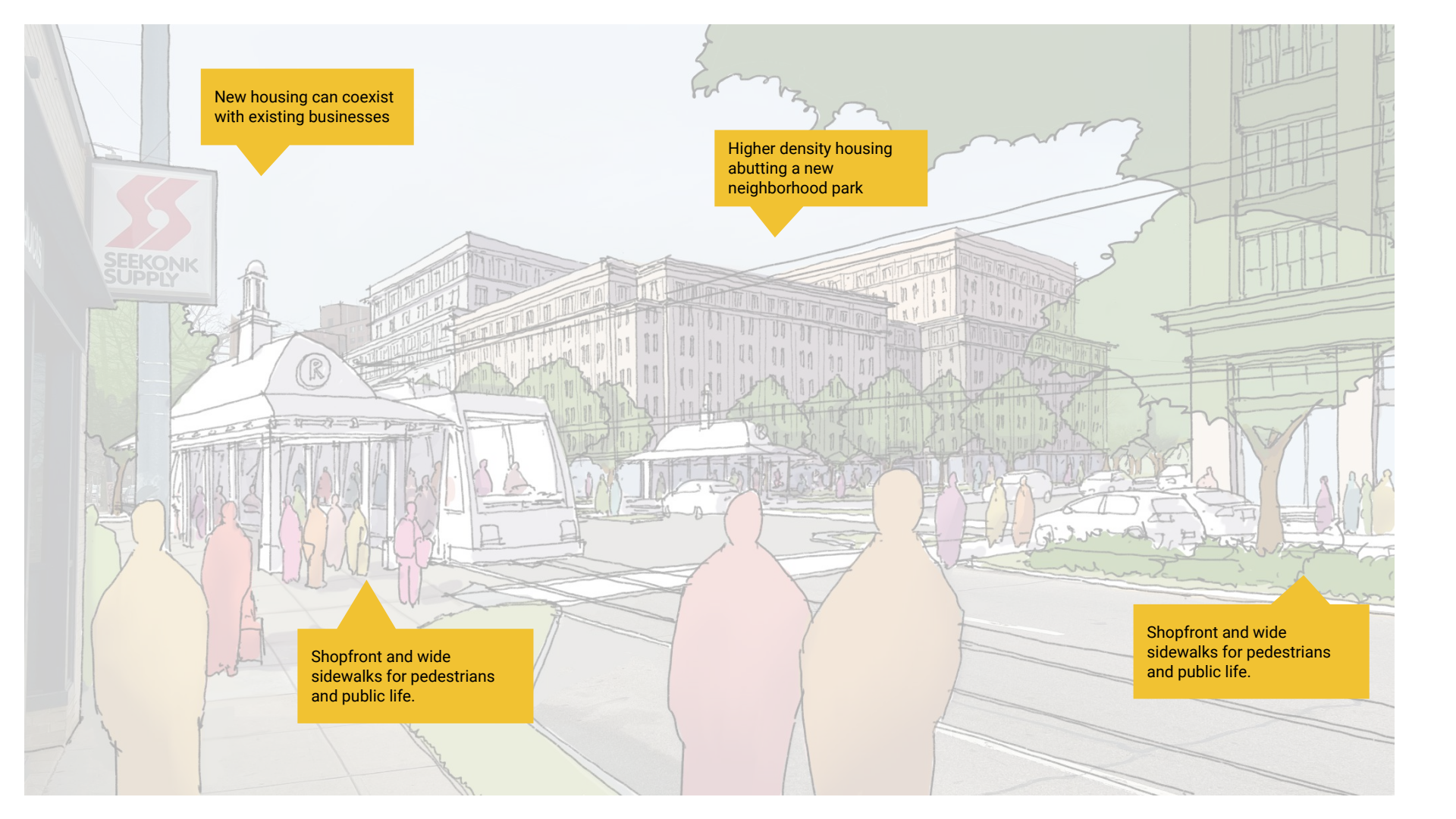
LEGEND

1. New river-side park
2. Active uses facing new open space.
3. Multiple points of access
4. Taller Development to Add Housing to the Charlesgate Community
5. Shared Garage for Neighborhood Center
6. Pocket Park
7. Ground Floor Retail Addition to repair the Street Wall with Shopfronts
8. Shopfronts on both sides of North Main to create a neighborhood main street sense of place
9. Mixed-use Development







An architectural sketch of a city street scene. In the foreground, several stylized human figures in various colors (yellow, orange, pink, purple) are walking on a wide sidewalk. To the left, a building has a sign that says 'SEEKONK SUPPLY' with a red logo. Next to it is a white food truck with a circular logo containing the letter 'R'. In the background, there are large, multi-story buildings, trees, and parked cars. Four yellow callout boxes with black text are overlaid on the sketch, pointing to specific features: 'New housing can coexist with existing businesses' (top left), 'Higher density housing abutting a new neighborhood park' (top right), 'Shopfront and wide sidewalks for pedestrians and public life.' (bottom left), and 'Shopfront and wide sidewalks for pedestrians and public life.' (bottom right).

New housing can coexist with existing businesses

Higher density housing abutting a new neighborhood park

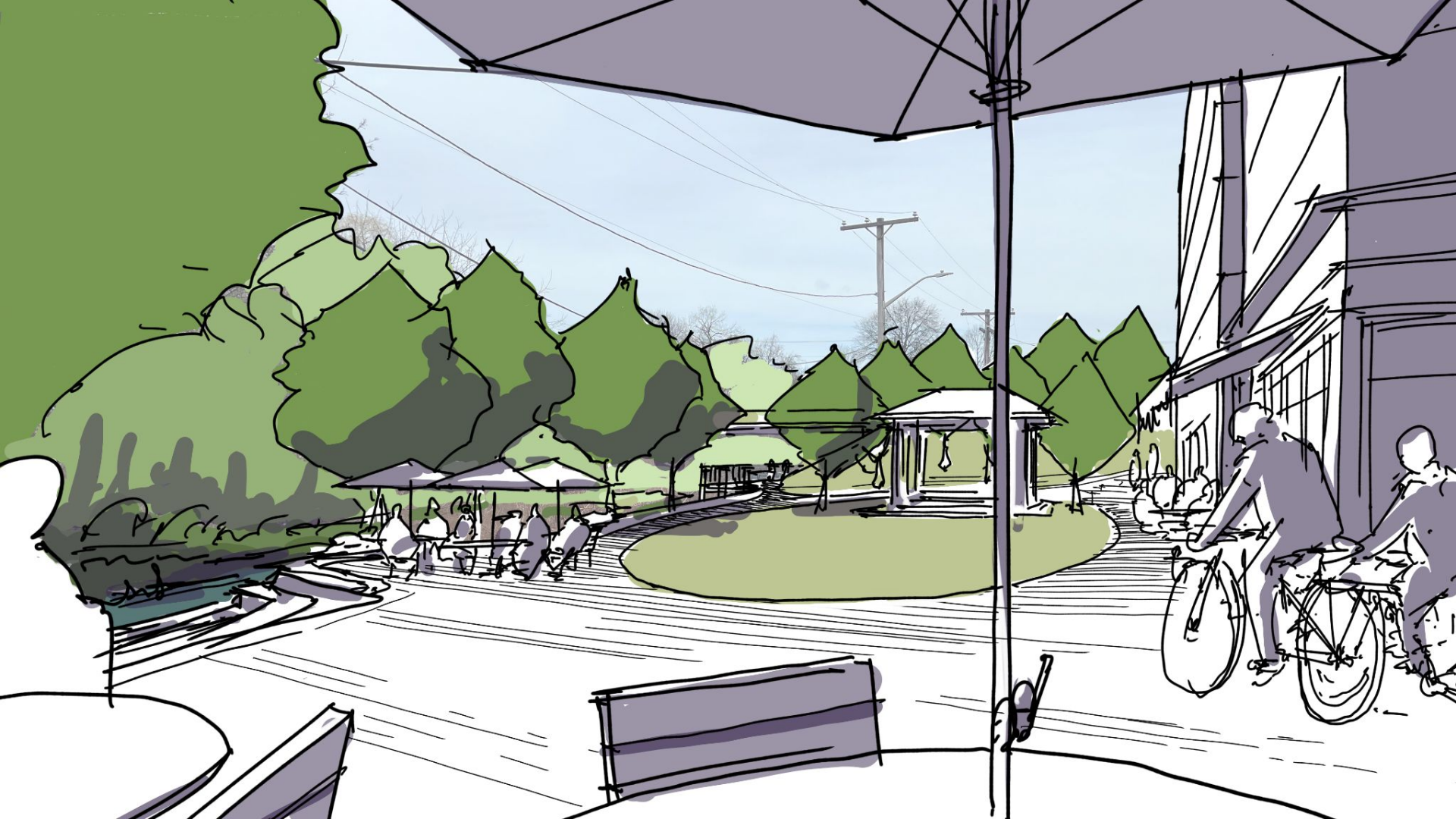
Shopfront and wide sidewalks for pedestrians and public life.


Shopfront and wide sidewalks for pedestrians and public life.

Pettis Street Existing

This is the Moshassuck River







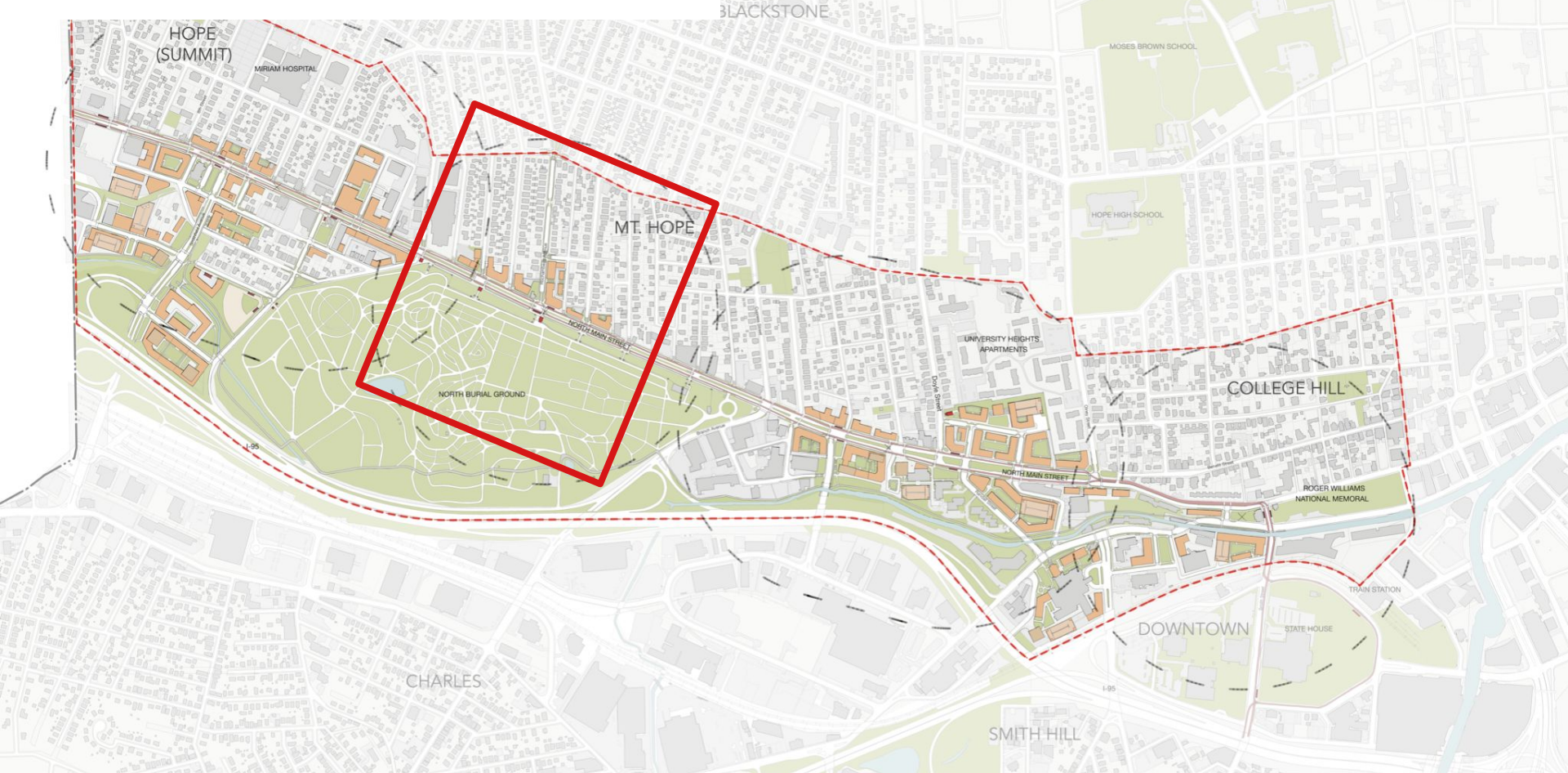
Create opportunities to see
and enjoy the water of the
River

Path travels below the
bridge along the River

Neighborhood scale
restaurant or cafe enjoys
being on the Greenway

New park and
performance venue

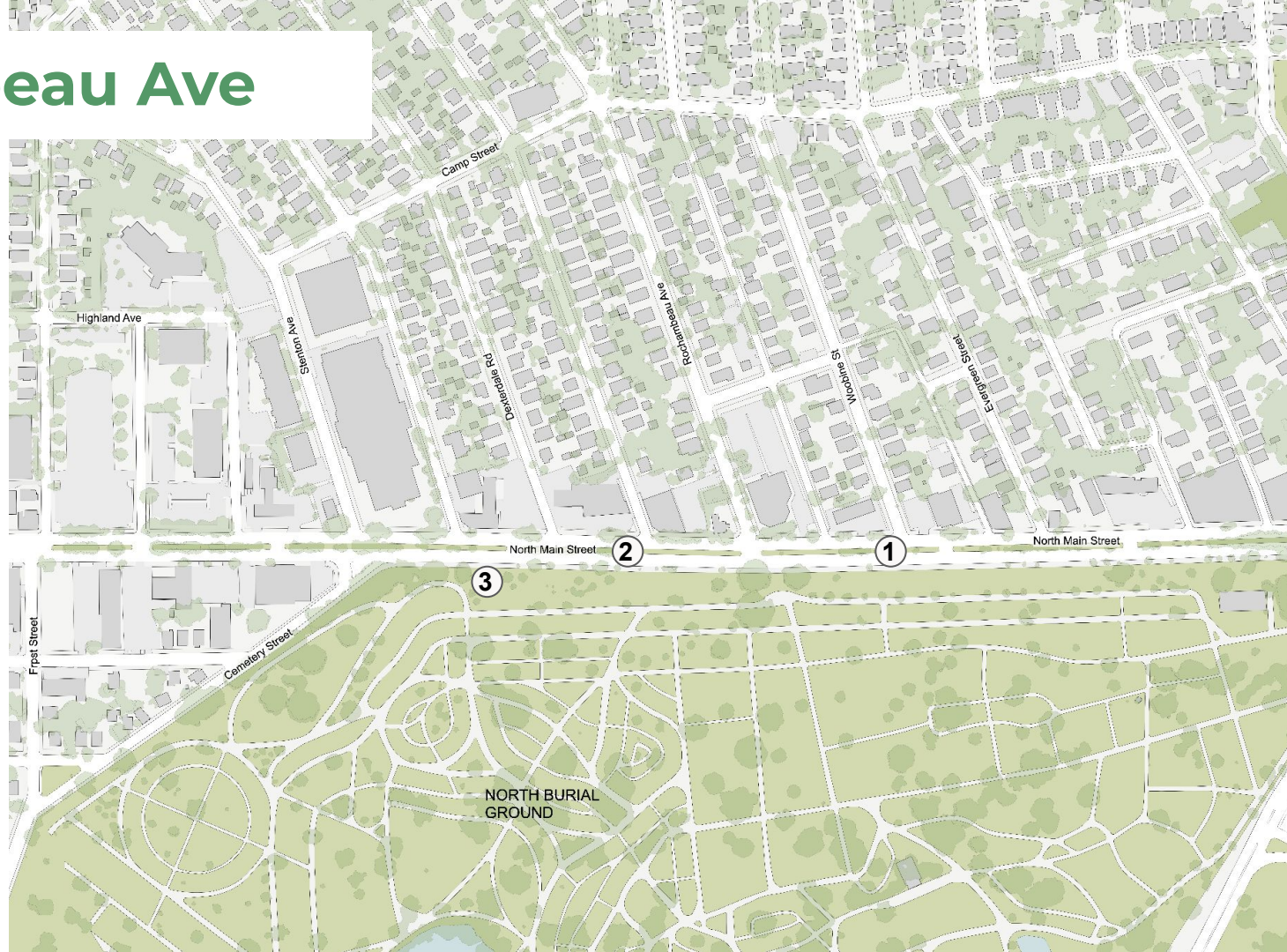
Rochambeau Ave



Rochambeau Ave

LEGEND

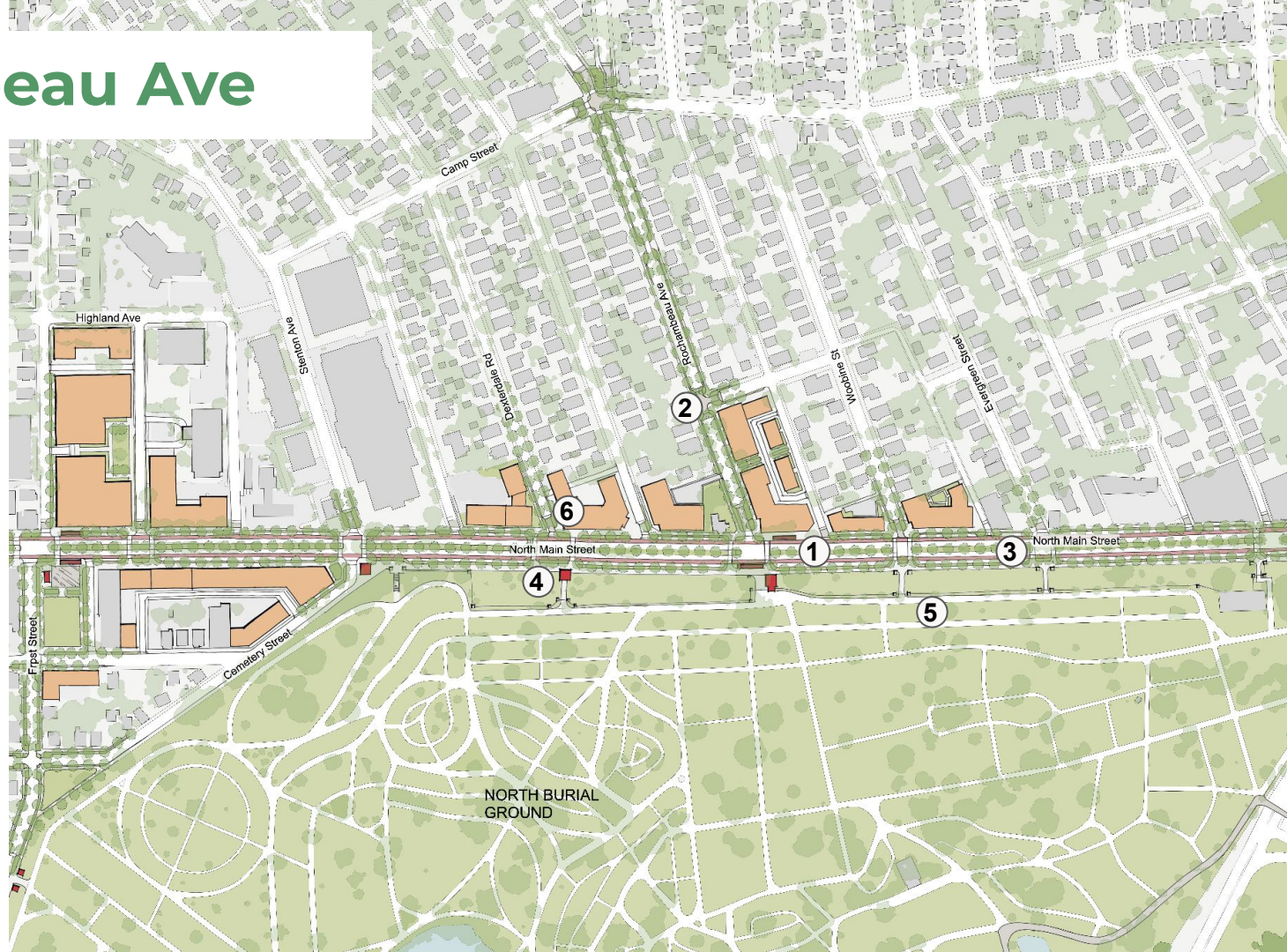
1. Infrequent crossings
2. Fast vehicle speeds
3. Fence disconnecting Burial Ground from neighborhoods



Rochambeau Ave

LEGEND

1. New transit stations
2. Traffic calming landscape improvements
3. Additional crosswalks
4. Added access points to Burial Ground
5. Relocated fence
6. Standardized intersection design




Rochambeau Ave



Rochambeau can
be friendly to
people walking
and biking



A conceptual sketch of a neighborhood street scene. The image features a street with a crosswalk, sidewalks, trees, and houses. Overlaid on the sketch are four yellow callout boxes with black text, each pointing to a specific area of the scene. The sketch is done in a simple, hand-drawn style with black outlines and some color fills for trees and buildings. The background is a faded photograph of a real street scene, showing a similar layout with trees, houses, and a street.

Open more entries to the green space & celebrate these with pavilions & monuments

Invest in transit stations as landmarks for the neighborhood

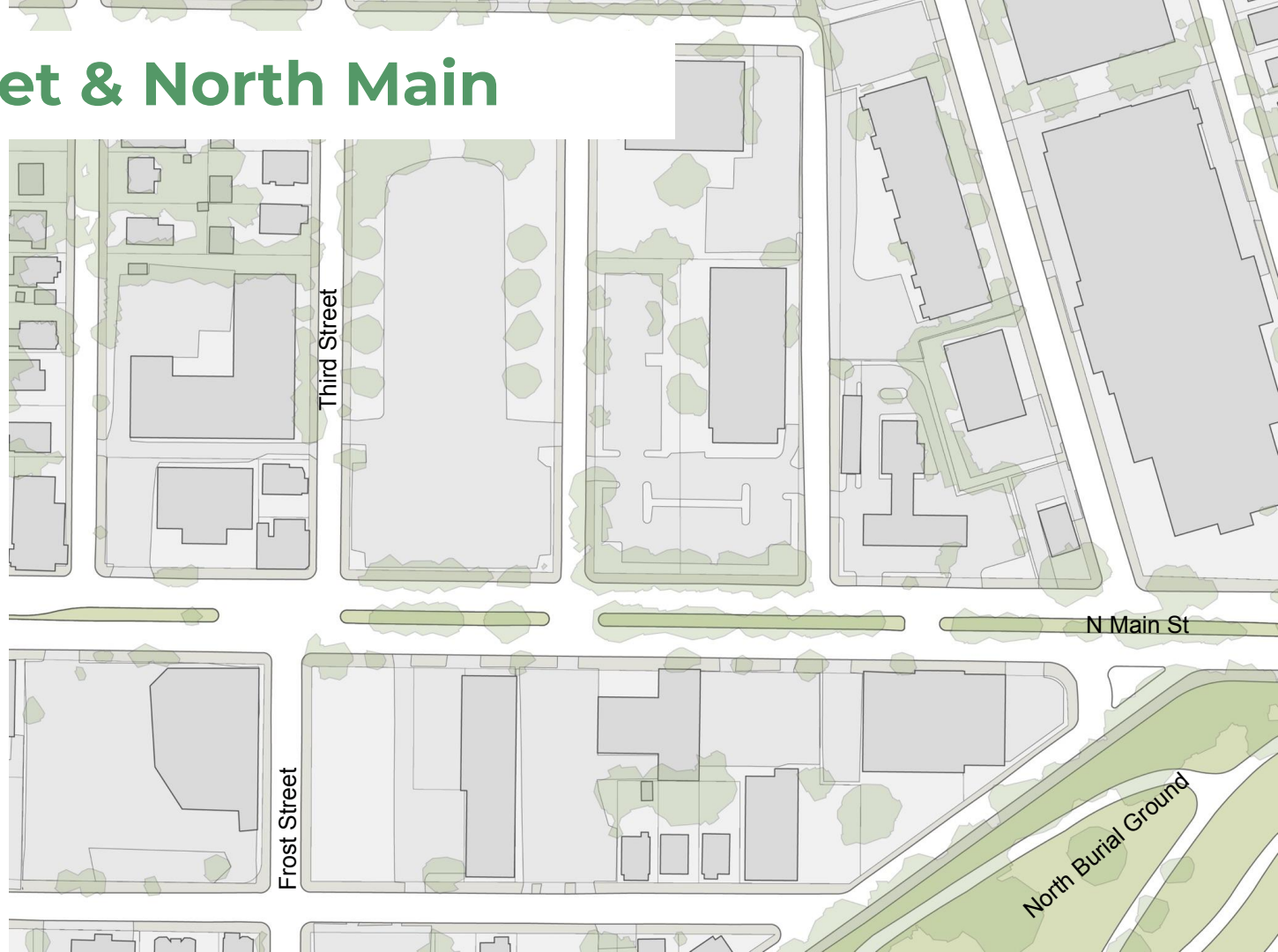
Reduce vehicle speeds & enhance tree canopy

Elevate crossing for people walking and biking

Frost Street & North Main



Frost Street & North Main



Third Street

N Main St

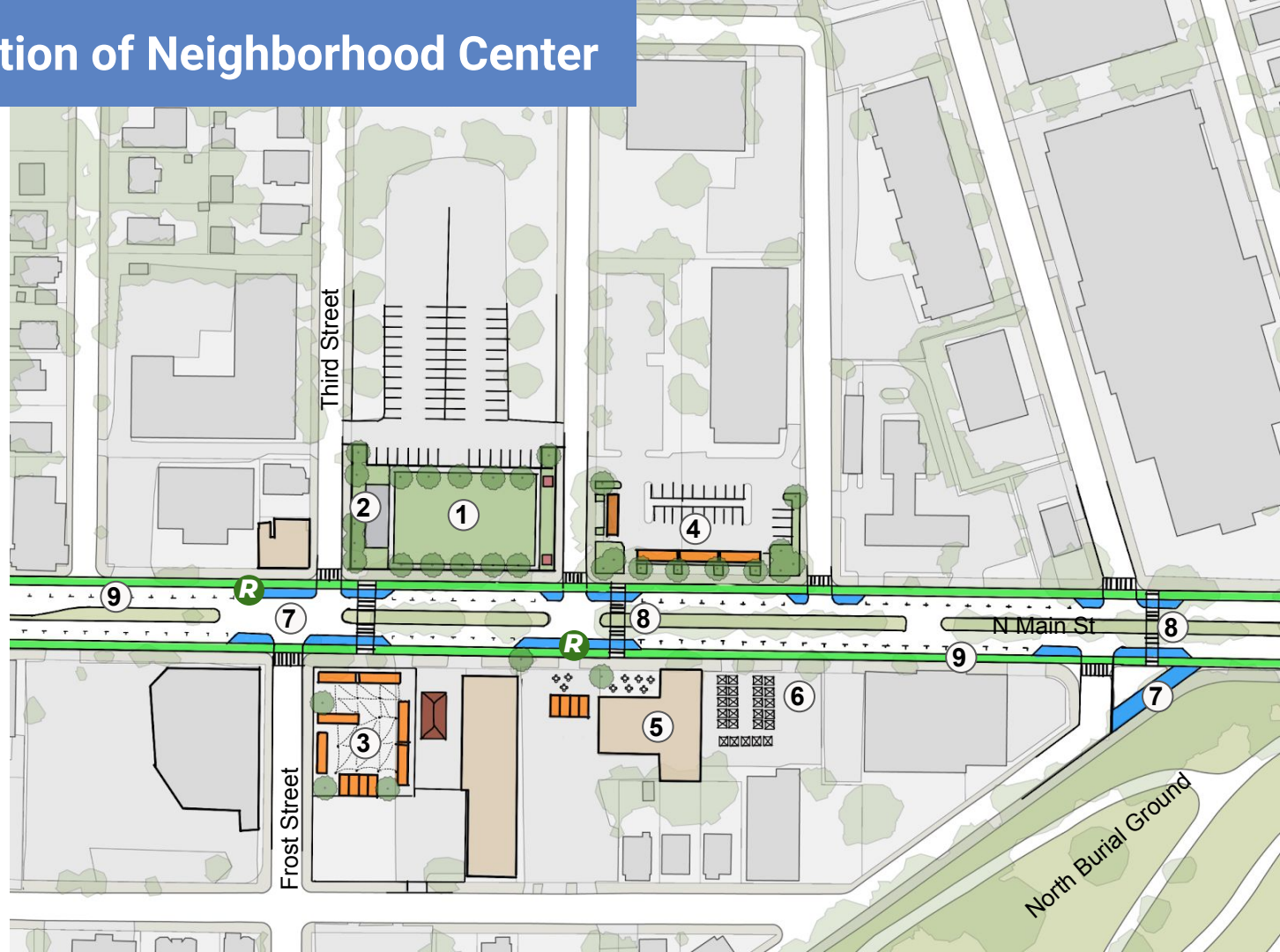
Frost Street

North Burial Ground

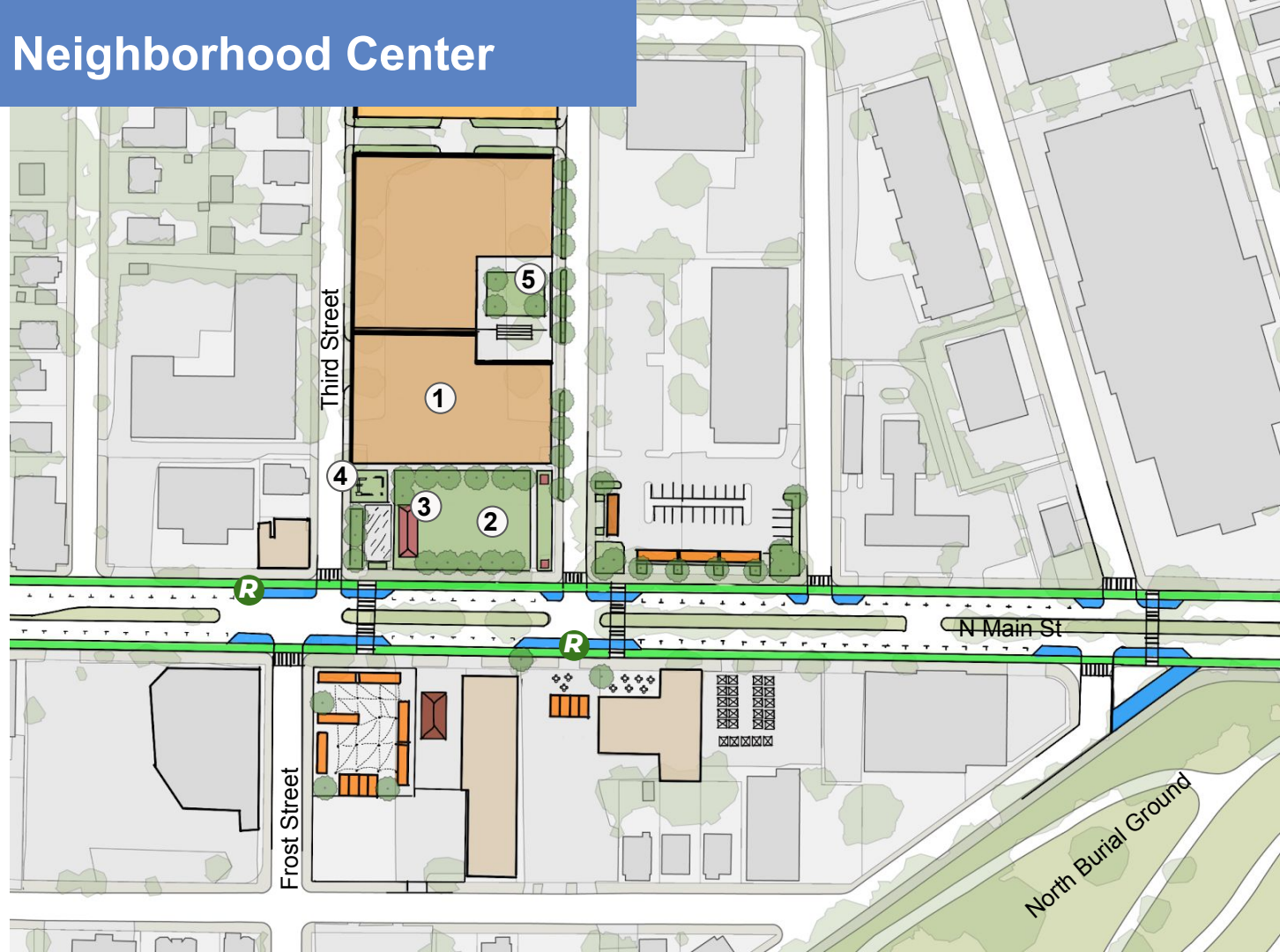
Tactical Activation of Neighborhood Center

LEGEND

1. Tactical Open Space
2. Band Stand
3. Food Vendors + Container Retail
4. Container Retail
5. New Uses in Garage Building
6. Pop-up Market
7. Intersection Tactical Intervention / Road Diet
8. New Pedestrian Crossing
9. Defined Street Parking + Tactical Bike Lane



Developing of Neighborhood Center

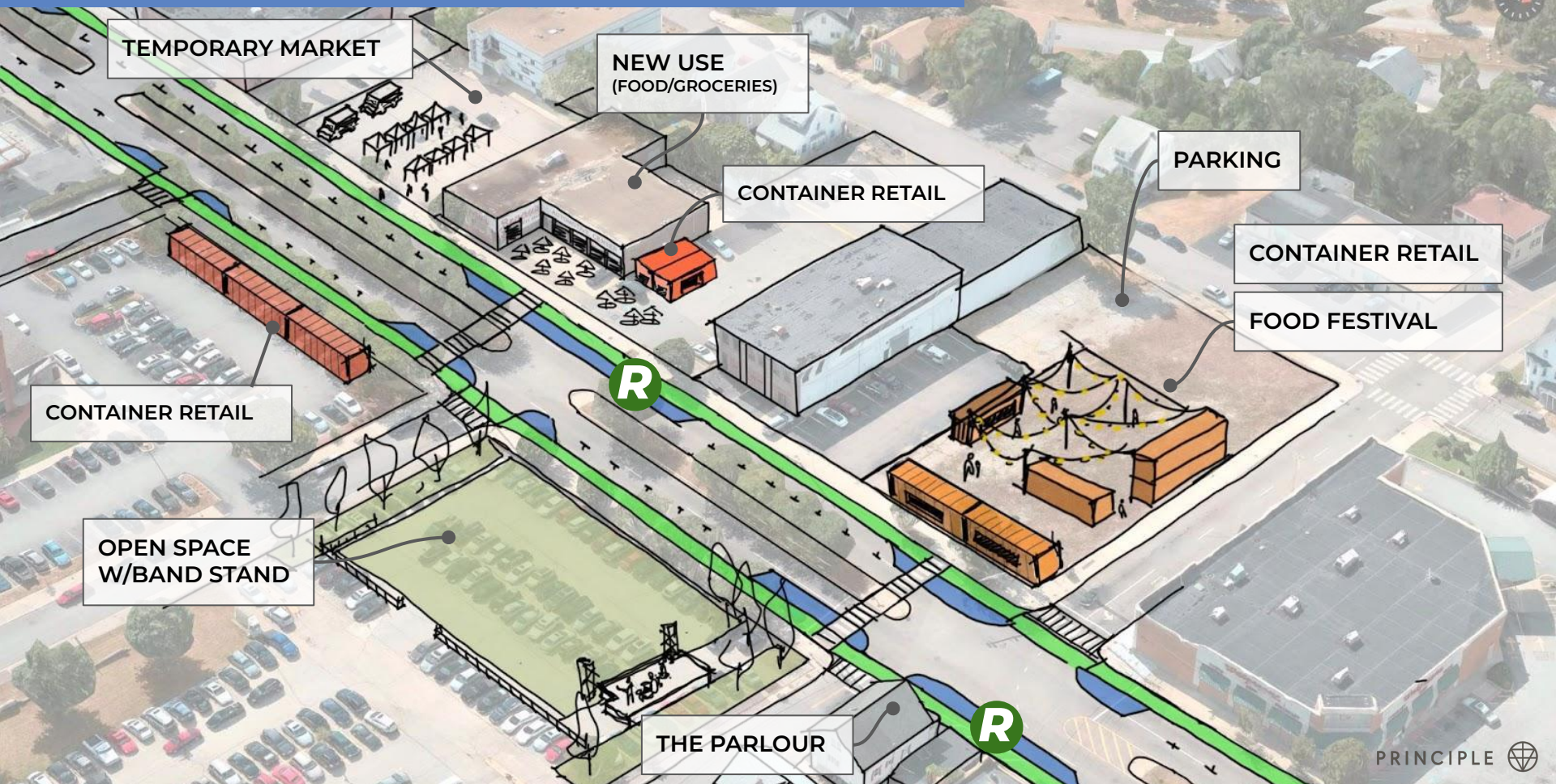


LEGEND

1. Commercial development with active ground floor
2. Flex Open Space
3. Pavillion
4. Playground
5. Pocket Park

Tactical Activation of Neighborhood Center

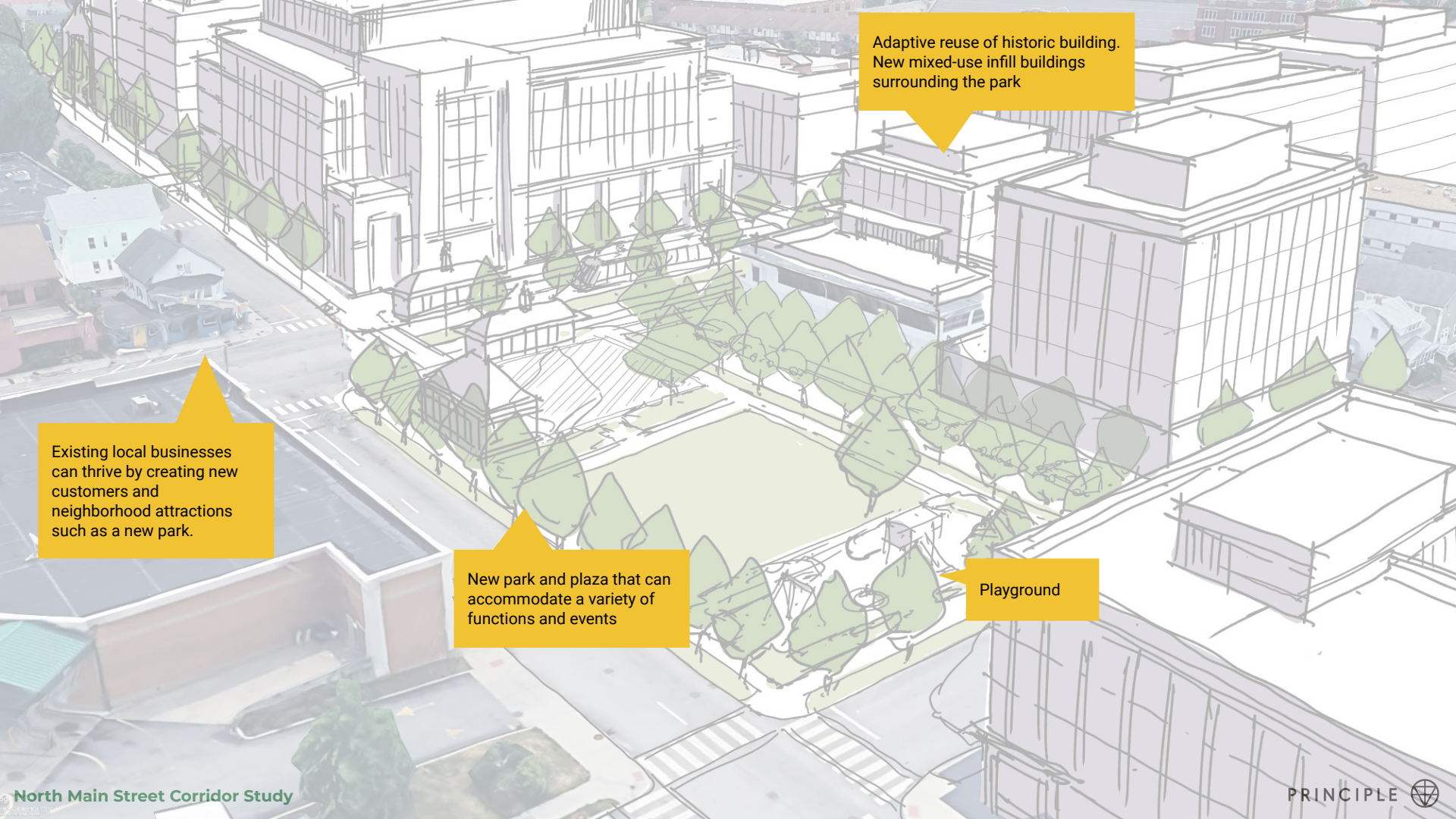
2D



Frost Street & North Main







Adaptive reuse of historic building.
New mixed-use infill buildings
surrounding the park

Existing local businesses
can thrive by creating new
customers and
neighborhood attractions
such as a new park.

New park and plaza that can
accommodate a variety of
functions and events

Playground

Smithfield Avenue



Smithfield Avenue Existing

LEGEND

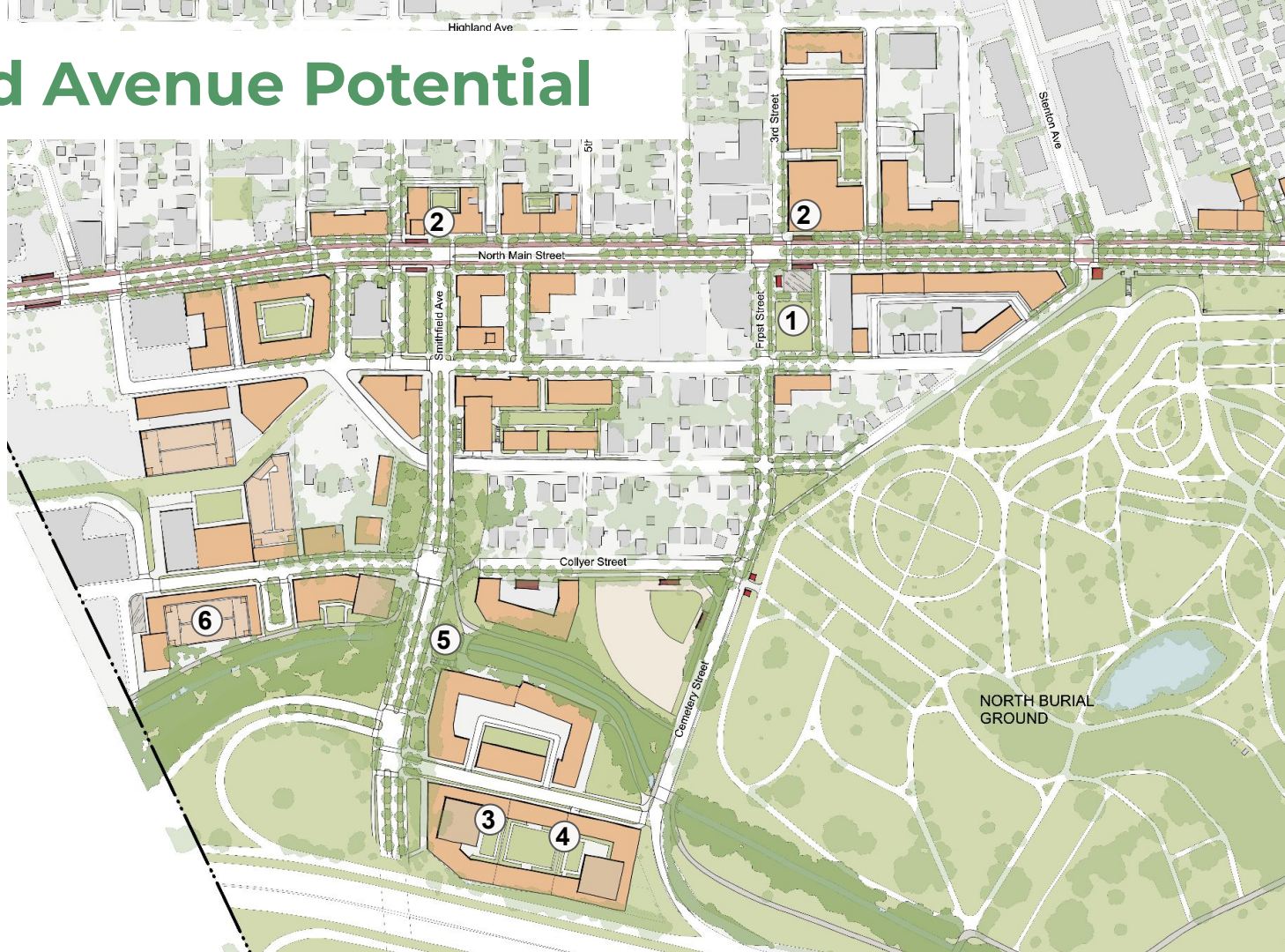
1. Auto-oriented buildings ripe for redevelopment
2. More in character with highway
3. Disconnected from surroundings
4. Large surface parking limiting potential of the River



Smithfield Avenue Potential

LEGEND

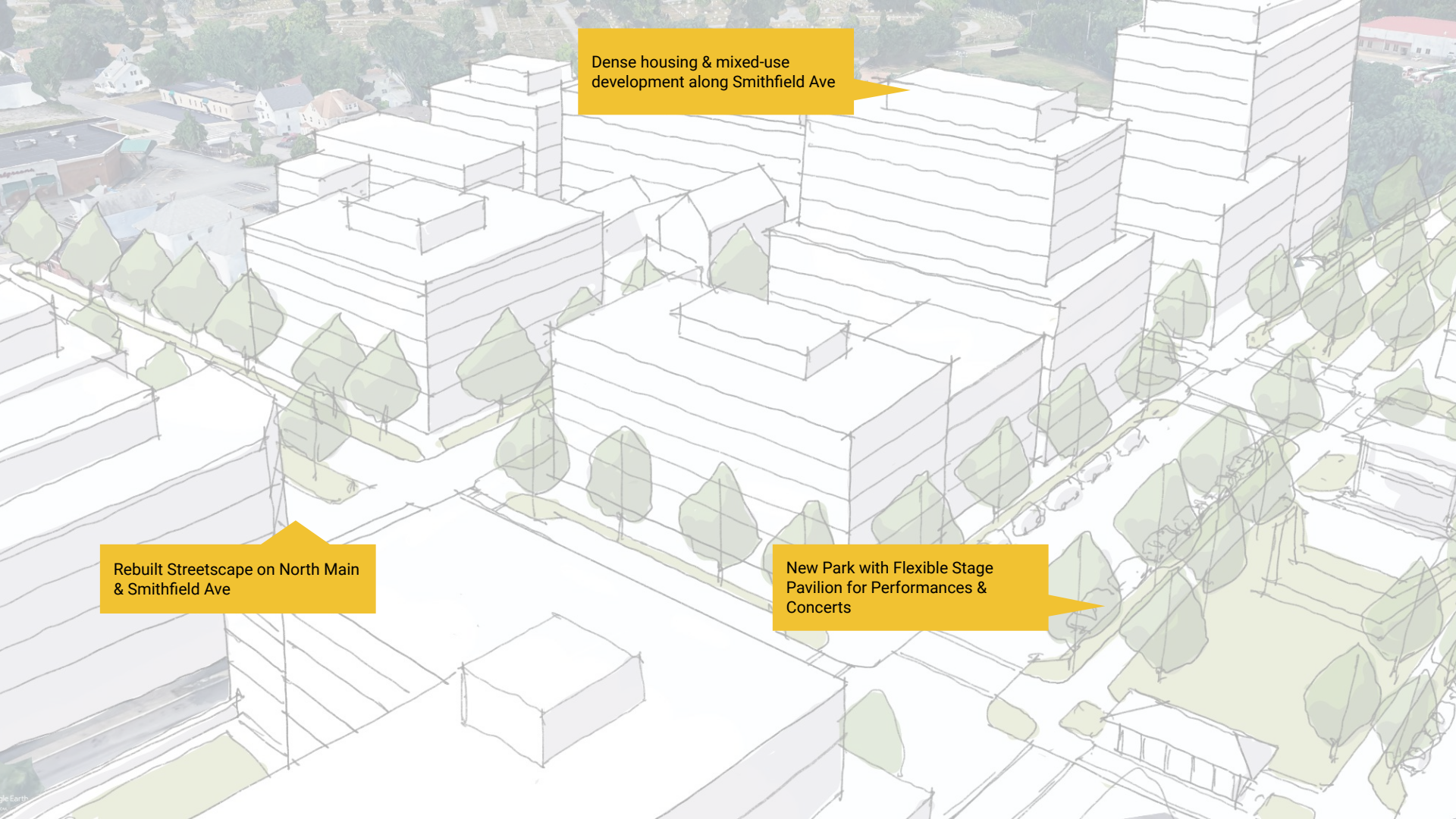
1. New flexible park & plaza
2. Improved transit stations
3. High density mixed-use city blocks
4. Incorporates bus terminal + storage under housing
5. Pedestrian & cycle ramp
6. Shared parking to unlock redevelopment



Smithfield Ave







Dense housing & mixed-use
development along Smithfield Ave

Rebuilt Streetscape on North Main
& Smithfield Ave

New Park with Flexible Stage
Pavilion for Performances &
Concerts

Collyer Street







An aerial sketch of a city block redevelopment project. The central focus is a large, multi-story building with a flat roof and numerous windows. To its left is a green space with trees and a path, labeled 'Moshassuck River Greenway'. Below the green space is a rectangular area with a green lawn and a path, labeled 'Memorable Park with access to the Greenway'. To the right of the central building is a parking lot with several cars, labeled 'Mixed-use redevelopment of current parking lots.' In the foreground, there is a street labeled 'Rebuild Collyer Street to be more walkable and pedestrian friendly'. To the right of the street is a large, multi-story building with a flat roof and numerous windows, labeled 'Shared parking garage lined with mixed-use development.' The sketch is rendered in a light, airy style with soft colors and visible pencil lines.

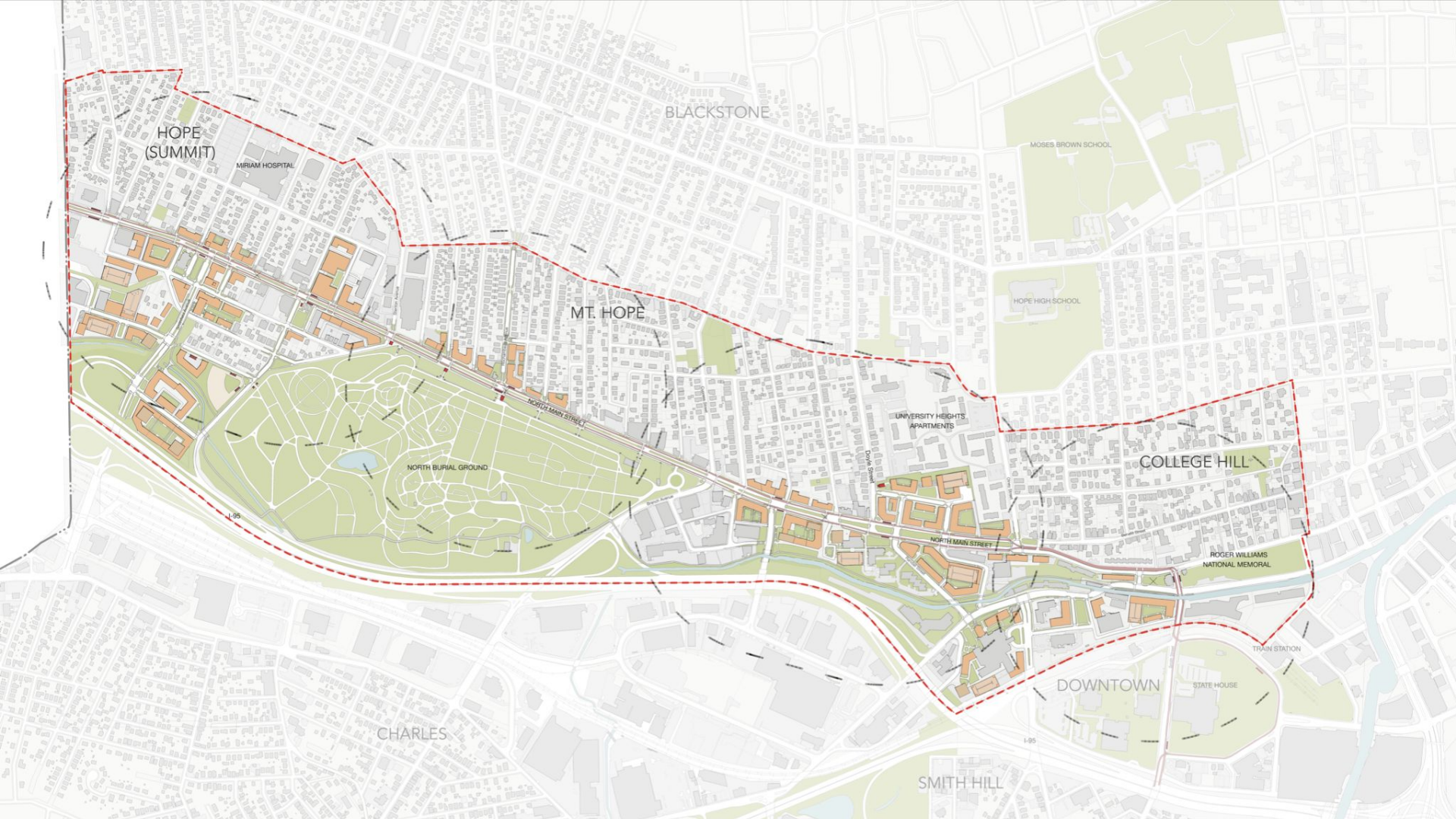
Moshassuck River Greenway

Mixed-use redevelopment of current parking lots.

Memorable Park with access to the Greenway

Rebuild Collyer Street to be more walkable and pedestrian friendly

Shared parking garage lined with mixed-use development.



HOPE
(SUMMIT)

MIRIAM HOSPITAL

BLACKSTONE

MOSES BROWN SCHOOL

HOPE HIGH SCHOOL

MT. HOPE

UNIVERSITY HEIGHTS
APARTMENTS

COLLEGE HILL

ROGER WILLIAMS
NATIONAL MEMORIAL

DOWNTOWN

STATE HOUSE

TRAIN STATION

SMITH HILL

CHARLES

NORTH BURIAL GROUND

NORTH MAIN STREET

NORTH MAIN STREET

**GREAT PLACES ARE
MADE BY PEOPLE**



North Main Street

CORRIDOR STUDY

**View the draft report on our
website:**

www.providenceri.gov/planning/north-main-street-corridor-revitalization-study/

**Submit comments until May 24th
by emailing Jess Lance at
jlance@providenceri.gov**

Deteriorating Physical Environment

Underutilized
buildings +
empty lots



Auto-oriented
building uses



CHURCH ST

ONE WAY

Good

Pi



Build off of the Places You Love



Activate Existing Buildings with New Business



Activate Public Spaces



Road Diet & Activation



Long Term



Long Term

