



Dike Street Area Plan

SUMMER 2016

CITY OF PROVIDENCE
DEPARTMENT OF PLANNING AND DEVELOPMENT



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Plan Overview

Tucked between the Olneyville Square and Routes 6 and 10 lies an 11-block pocket of historically-designated industrial buildings and a diverse mix of businesses (see study area map at right). The area has the potential to become a lively hub for entrepreneurial arts activity and small-scale manufacturing; but in order to do so several challenges need to be overcome.

The study area is just one block from Olneyville Square, yet the streets that connect it to the square are challenged. Stokes, Bough, and Troy suffer from narrow and non-accessible sidewalks, dumping, illegal parking, poor lighting, and other conditions that deter people from walking to the study area. Improvements are needed to enhance the experience of people on foot and thereby the connectivity between the study area and Olneyville Square.

Even though most of the buildings in the study area are historically designated, at least at the local level, designation alone has not resulted in widespread reinvestment. Several buildings are in danger of “demolition by neglect” due to years of weather damage, vandalism, and/or fire. Local, state, and federal redevelopment incentives are readily-available, but catalytic action is needed to jumpstart the use of these resources.

The study area, once a fulcrum for surrounding neighborhoods, today is physically isolated. This condition is the result of the construction of Routes 6 and 10, under which blocks of homes and businesses were razed and replaced by the highways that encircle the study area. Now more than a century old, the highway infrastructure is in a dire state of repair, and

PLAN OBJECTIVES

1. Articulate a clear vision to potential investors and grantors
2. Identify resources, mechanisms, and actions for implementing the vision
3. Identify barriers to implementation, and formulate strategies for overcoming them
4. Catalyze thoughtful redevelopment of vacant and underutilized properties
5. Protect and preserve historic architecture
6. Improve connectivity with Olneyville Square

its future is under consideration by the Rhode Island Department of Transportation (“RIDOT”). This presents a strategic opportunity to establish a unified vision for the study area, prior to RIDOT’s conclusions, in which the future of Routes 6 and 10 impacts the study area in a positive way.

These challenges can be overcome, and the Department of Planning and Development (“DPD”) is creating a Special Area Plan (the “Plan”) to guide the City’s approach. The Plan will establish a vision for the study area that is both aspirational and realistic. It will lay out discrete actions that can be taken toward the fulfillment of the vision, and it will identify and charge public and private partners to carry out those actions. Lastly, the Plan will identify how to channel readily-available funding and investment tools to the study area. The key goals of the Plan are to:





DIKE STREET AREA PLAN



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CONFIDENTIAL DRAFT

THE OLNEYVILLE EXPRESSWAY MEETS A NEED

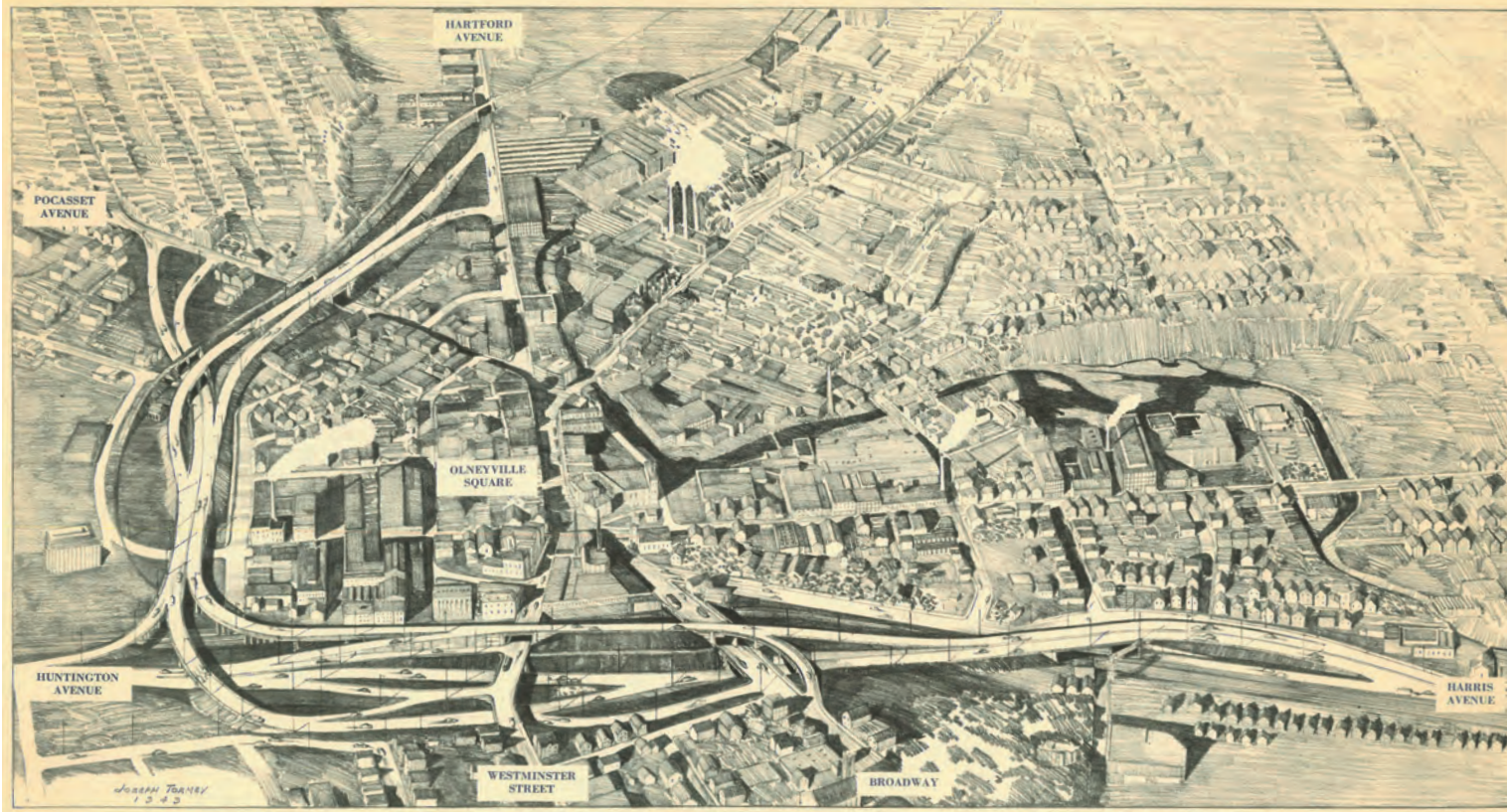
Olneyville Square is thriving

In the Olneyville Square shopping area live nearly half the City's people, plus thousands more in Cranston and communities westward. Four out of ten people in Providence industry work within a few hundred yards of the Square. Thousands commute to and from their jobs here daily.

... but congested

Packed solid with shops and services, the Olneyville Square business district has outgrown its original area. And Olneyville Square traffic volumes have far outgrown the size and pattern of its pavement. Shoppers go where it's easy to drive and park. Traffic congestion hurts business.

THE EXPRESSWAY MAKES IT EASIER FOR PEOPLE TO SHOP IN OLNEYVILLE



DIKE STREET AREA PLAN



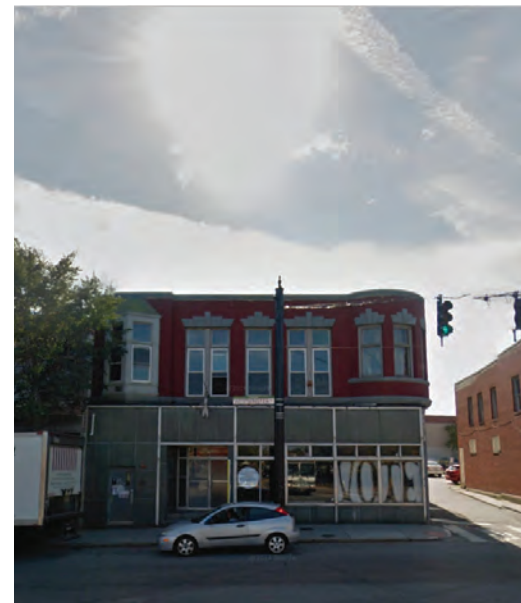
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“Keep it raw, keep it cool”

“A grid should be established to alleviate traffic [and to] eliminate cut-thrus to Route 6”

“...Connect the Washington Secondary to the Woonasquatucket River Greenway”

“Reconfigure Westminster & Troy intersection to pass through to Valley Street”

“I envision a vibrant and well-lit pedestrian area”

“...Need to keep some buildings old and not fixed up so there are [sic] a mix of rents”



ISSUE/OPPORTUNITY	STRATEGY	LEAD ORGANIZATION
<p>Catalyze reinvestment in the Dike Street area and restore historic buildings.</p>	<p>1. Reach out to owners of key sites to open a dialogue about redeveloping these sites in line with the Dike Street Area Plan. Raise awareness about existing reinvestment incentives.</p>	<p>DPD, Stakeholder Group</p>
	<p>2. Work with the City to craft a reuse plan for the city-owned property at 25 Bough Street</p>	<p>DPD, Stakeholder Group</p>
	<p>3. Explore the feasibility of creating a storefront improvement program, learning from similar initiatives of the past and working with partners such as ONE Neighborhood Builders and the Providence Revolving Fund.</p>	<p>Stakeholder Group</p>
<p>There is no community center in the immediate area.</p>	<p>1. Explore opportunities to bring back a community center and/or indoor recreation facility to the study area.</p>	<p>Stakeholder Group</p>

ISSUE/OPPORTUNITY	STRATEGY	LEAD ORGANIZATION
Work with businesses to ensure parking efficiency and address concerns about the availability of parking.	1. Amend on-street parking regulations to provide more short-term customer parking adjacent to retailers and more long-term employee parking on side streets.	DPD, DPW
Retrofit streets to “complete streets” standards to improve walkability and bikeability, enhance transit, and reduce traffic congestion.	1. Install curb extensions and automated pedestrian crossing signals, and repaint crosswalks at all intersections in Olneyville Sq (i.e. Plainfield, Hartford, Westminster, Broadway)	DPD, DPW
	2. Explore opportunities for additional bike infrastructure (lanes, racks, etc.) in the study area, especially east-west through Olneyville Square and north-south along Troy Street.	DPD, DPW
	3. Upgrade bus stops to RIPTA design standards, which include the provision of amenities such as bus shelters with seating, curb extensions, dedicated bus boxes, and wayfinding signage.	DPD, DPW, RIPTA
	4. Reconfigure the Westminster & Broadway intersection according to the Olneyville Circulator Study (2013), which proposes cross-movement between Valley and Troy Streets.	DPD, DPW

