



PROVIDENCE TOMORROW

our city ■ our neighborhoods ■ our future

COLLEGE HILL, WAYLAND, AND FOX POINT NEIGHBORHOOD PLAN

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Introduction

On May 31, 2006, Mayor David N. 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 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 2008, the fifth neighborhood "charrette," or detailed planning process, was held in the College Hill, Fox Point and Wayland neighborhoods. This report is a summary of the information that was collected from residents, business owners and other stakeholders over the course of an intensive week of many public meetings.

The report summarizes neighborhood history and demographics, illustrates the existing character of the neighborhoods through photos and 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 City boards and commissions, and will also help the City prioritize funding for projects and infrastructure improvements, as well as provide a guide for redevelopment efforts.



Contents

Introduction	3
Contents	4
Charrette Overview	5
Charrette Schedule	6
Neighborhood Overview	
The History - Neighborhood Backgrounds	7
College Hill, Fox Point and Wayland History Timeline	8
The People - Neighborhood Demographics	12
Development Patterns	
Neighborhood Typologies	14
Historic Districts	18
Neighborhood Issues	19
Neighborhood Action Plan Initiatives	24
Next Steps	38
Appendix - Neighborhood Data	A-1
Appendix - Neighborhood Plan Map	B-1

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 ten neighborhood charrettes, or planning studies, will have been completed by the end of 2009.

College Hill, Fox Point and Wayland Charrette



The College Hill, Fox Point and Wayland Neighborhood Charrette took place May 5-8, 2008. Daytime sessions were held at the First Unitarian Church and evening sessions at the Lincoln School.

Some 178 people participated in the charrette, voicing their opinions on issues including appropriate use of the parcels created by the relocation of I-195, public access to and use of the waterfront, pedestrian and bicycle amenities, university/resident relations, preservation of neighborhood-scale commercial areas, and protection of historic fabric and neighborhood character. The planning team compiled all the information and input generated and presented a summary of preliminary goals and actions at a follow-up meeting November 12, 2008 at Lincoln School. After additional comment and review, this neighborhood plan was developed.

What is a Charrette?

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



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

The Benefits of Charrettes in Planning

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

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

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

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



Charrette Schedule

	Monday 12.3.07	Tuesday 12.4.07	Wednesday 12.5.07	Thursday 12.6.07
Morning	Studio Set Up 9:00am - 11:00am	Parks, Open Space and Recreation 9:00am - 11:00am	Historic Preservation 9:00am - 11:00am	Team Work Day 9am to 4pm
	No public sessions	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 protect and program existing parks and recreation areas, create better linkages from parks to the neighborhood as well as goals for the creation of new open space.	There are several Local Historic Districts and National Register Districts in this area. Do they need to be expanded? Are there vulnerable properties that should be expanded? What does it mean to be in a historic district?	Charrette Team Work Day. The studio will be open from 9:00am to 4:00pm. Stop by and see the progress!
Midday	The Nuts, Bolts and Finishing Touches 11:30am - 1:30pm	Commercial Areas and Local Business 11:30am - 1:30pm	Town / Gown Relationships 11:30am - 1:30pm	
	Streets, Trees, Sidewalks, Drainage, Sightlines and Safety: Join us for a discussion the essential infrastructure nuts, bolts and finishing touches in your neighborhoods. Tell us what works, identify problem areas in the neighborhoods and goals for improvement	Thayer Street, Wickenden Street, Ives Street, and Wayland Square are a few of the commercial corridors that run through this area and add to its vitality. However, there are also some negative impacts that are associated with commercial expansion. Join us for a discussion on how commercial corridors and areas in your neighborhoods can be improved for both residents and businesses. For local business owners: join us for a concurrent discussion on City programs available for small business support!	Your neighborhoods are home to several major educational institutions: Brown University, Rhode Island School of Design, The Wheeler School, Moses Brown School, and The Lincoln School. These institutions are tremendous community resources, but also have impacts on the surrounding neighborhoods. Join us for a discussion about what issues and concerns you have about institutions in the neighborhood, and creative ideas and solutions to address some of these concerns.	
Afternoon	Mobility and Circulation 2:00pm - 4:00pm	Neighborhood Character and Land Use 2:00pm - 4:00pm	Open Studio 2:30pm - 4:30pm	
	Walking, Biking, Transit, Cars, Parking: How do you get around your neighborhood? Let us know what works and what doesn't about getting around and through your neighborhoods. Learn about the schedule for creating bike paths, both on and off-road in the area.	What makes your neighborhood unique? What is the right mix of uses for this area? Join us for a discussion on the important characteristics of your neighborhoods that should be preserved and maintained. Share your ideas as to how we can realize a new vision for your neighborhoods while preserving and enhancing their current character.	Open Session: Stop by the charrette studio and see what has been discussed earlier in the week and tell us what we've missed.	
Evening	Neighborhood Visioning 6:00pm - 8:00pm	Elected Officials Forum and Neighborhood Visioning 6:00pm - 8:00pm	I-195 Relocation and the Waterfront 6:00pm - 8:00pm	Final Presentation 6:00pm - 7:30pm
	What's your vision for what you want your neighborhood to be like in 20 years? What obstacles exist to achieving that vision? In what ways are these neighborhoods changing? Learn about upcoming potential new developments, and share your thoughts and ideas with your neighbors.	Join your elected officials in an interactive visioning session and discussion on how make your neighborhood a better place to live. Housing, jobs, safety, recreation opportunities, transportation-we want to hear from you about your neighborhoods.	This is an area in transition in the neighborhood. There are opportunities for new developments, new linkages, and improvements. What is your vision for how this area should be developed? What uses are best? We will gather input to contribute to the citywide waterfront charrette coming up in June and hear ideas that have been discussed by the Head of the Bay Gateway group.	Come and see how this week's sessions have been translated into guiding principles and a action plan for the future of these neighborhoods. It's not too late for your input, come tell us what your priorities are and what we missed!

Neighborhood Overview

The History - Neighborhood Backgrounds

College Hill

College Hill was the site of the first permanent colonial settlement in Rhode Island. The area contains perhaps the most extensive and distinguished collection of historic architecture in the city. Located on a steep hill rising from the east bank of the Providence River, College Hill has long been primarily residential in nature and is home to Brown University and Rhode Island School of Design, from which it acquired its name. Benefit Street, Providence's "Mile of History," was established in 1756 and became home to many wealthy Providence businessmen.

The foot of College Hill provides an important commercial and residential transition point between the neighborhood and downtown Providence. The most recent addition to the architectural fabric of the city, at the interface of Downtown, is RISD's Chace Center, which opened in 2008, and houses part of the RISD Museum.

Major thoroughfares in the neighborhood include Thayer Street, North and South Main Street, and Waterman and Angell streets, which run perpendicular to North and South Main and provide many East Side residents with access to the rest of the city.

From its founding by Roger Williams in 1636 until the late eighteenth century, much of the settled area of Providence occupied land on College Hill. By the time of the American Revolution, the narrow stretch of land at the river's eastern shore by the foot of the hill was already densely populated with wharves, warehouses, shops, public buildings, and houses. When it was constructed in 1770, University Hall (Brown University) stood alone at the intersection of College and Prospect streets at the top of College Hill. Other important historic public buildings include the Old State House (1762), the Brick School House (1767), Market House (1773), and the iconic First Baptist Church in America (1775).

After the American Revolution, the residential areas of Providence expanded as merchants, artisans and professionals began to move farther up the hillside along Benefit, Congdon, George, Thomas, Power, Williams, John, Arnold, and Transit streets. College Hill became a popular location for elaborate mansions of the area's wealthiest merchants. The earliest of these is John Brown House (1786), described by President John Quincy Adams as "the most magnificent and elegant private mansion that I have ever seen on this continent." Other notable homes include Nightingale-Brown House (1792) and Sullivan Dorr House (1809), both on Benefit Street.

By the first half of the nineteenth century, College Hill was still growing, but at a slower rate than the "Weybosset Side," which is what the downtown area and the west side of the city was then called. During the 1820s, the Weybosset Side surpassed College Hill in population. The College Hill area, however, saw significant institutional growth. Several churches, the Providence Athenaeum (1839), the Rhode Island Historical Society (1844) and Friends School (1819, later renamed Moses Brown School) were all established during this period.

Although concentrated in a few areas, commercial growth was significant and Main Street became a center for jewelry and other metal trades. During and after the Civil War, land in the northern and eastern sections of College Hill was developed and Brown University gradually expanded. By that time, the area closer to downtown had



already been settled, along with Prospect and Hope streets. The Hope Reservoir was created in 1875 (the present site of Hope High School) as part of the city's water supply system. The reservoir provided a view that invited houses to be built around its perimeter.

Brown University's expansion increased after World War II, entering residential areas. In the early 1950s, nearly 100 houses were moved or demolished for the construction of two residential quadrangles. RISD, which by 1892 occupied a section of Waterman Street, also expanded to occupy three more large blocks and scattered individual buildings.

Parts of College Hill and Fox Point experienced a decline in the mid-twentieth century, followed by the rediscovery of historic houses along Benefit Street during the 1950s and 1960s. Some of these houses had been divided into apartments, and many were dilapidated and targeted for demolition under one of the City's proposed urban renewal projects. Due largely to the efforts of Antoinette Downing and the Providence Preservation Society, the plans were modified and the area became one of the first urban renewal projects in the country to emphasize rehabilitation over outright demolition and redevelopment. Today, nearly all of the buildings on or near historic Benefit Street have been renovated, and the area is home to one of the finest cohesive collections of restored eighteenth and early nineteenth century architecture in the United States. The fabric is intact largely as it was two hundred years ago.

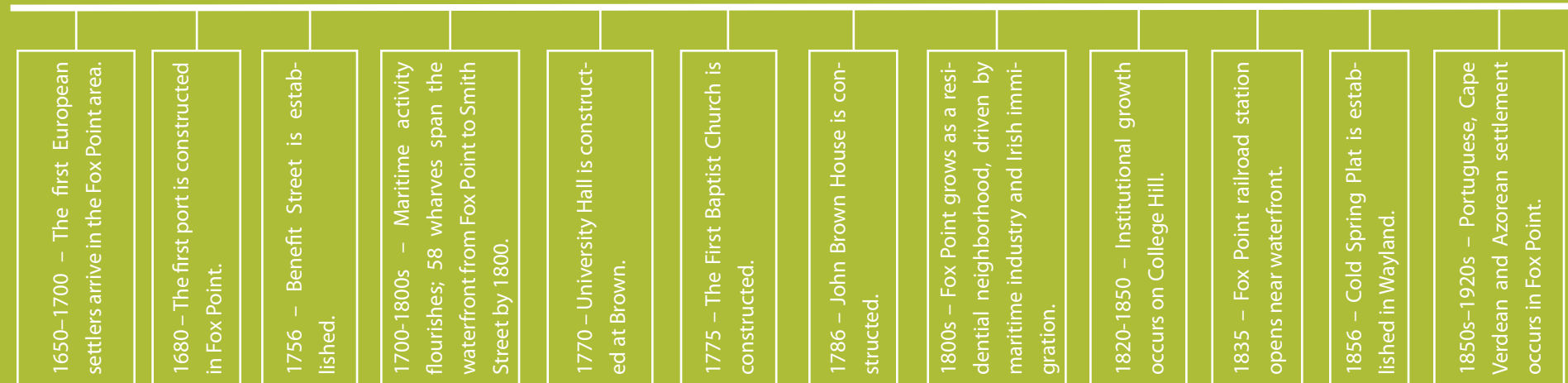
The College Hill neighborhood remains one of the city's most attractive and affluent neighborhoods.

Fox Point

Located east of Downtown Providence and the Jewelry District is Fox Point, a dense residential neighborhood that has long been home to a large segment of Providence's Portuguese population. Fox Point is bounded by the Providence and Seekonk rivers; Interstate 195 on the south; and the College Hill neighborhood on the north. Once the city's major seaport and home to a large working-class Irish-American population, Fox Point now has a mix of lower, middle and upper middle-income residents, including a sizable population of students and recent graduates. The housing primarily consists of a mix of single-family and two- and three-unit houses.

The Fox Point community is among the oldest neighborhoods in the city. Settlers began arriving in the first half of the seventeenth century, not long after Roger Williams and his followers came to the area via the Seekonk River. Originally the area was used as farmland by those who settled east of Hope Street. In 1680, when the city's first

College Hill, Fox Point and Wayland History Timeline





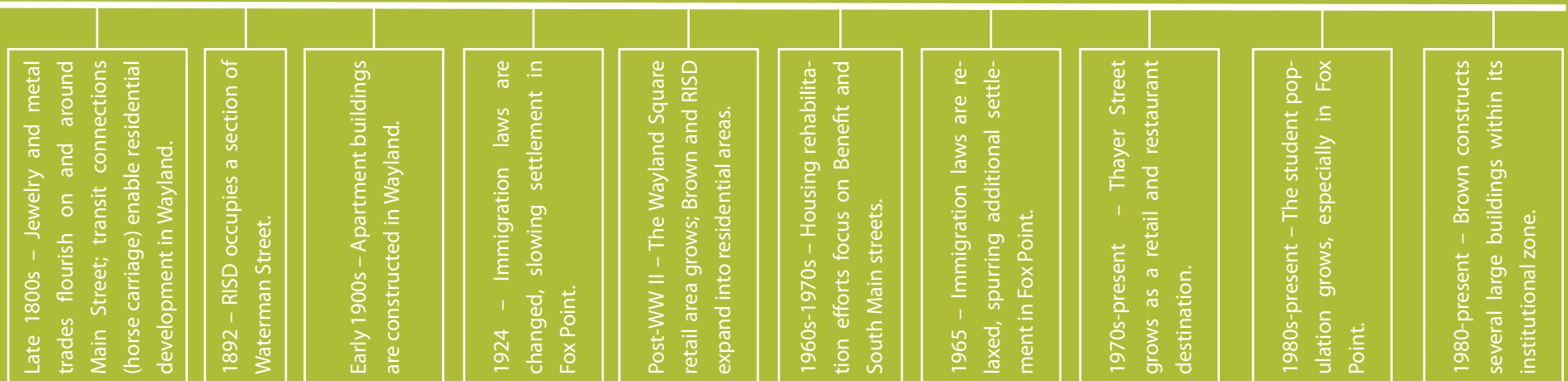
port was constructed at Transit Street, the area became a hub for maritime activities. The waterfront at India Point derived its name from the “Indiamen” trading ships that traveled to and from the West Indies.

For the next 100 years, settlers worked almost exclusively on Fox Point’s waterfront. By 1800, 58 wharves spanned the waterfront from Fox Point to Smith Street. Despite the vitality of this maritime area, Fox Point was not a distinct neighborhood within Providence until the late 1700s/early 1800s. Upon the establishment of street patterns, residential development occurred within the area bounded by Hope and Benefit streets.

The growth of transportation facilities, along with an accessible harbor, drew newly developing industries to Providence. The Boston and Providence Railroad located its first station near the Fox Point waterfront in 1835. Another line, which ran from Providence to Stonington, Connecticut, completed a station in the western part of Fox Point just two years later. This relatively sophisticated transportation network for land and water brought various factories to the neighborhood, including Fuller Iron Works, constructed on Pike Street in 1840, and the Providence Tool Company, which was built on Wickenden Street in 1844.

Because of the booming maritime industry, the Fox Point area attracted a large number of Irish immigrants meeting the demand for skilled and unskilled laborers to construct both the Canal project in 1825-1828 and the Providence railroad in 1831-1835. Rhode Island’s first Roman Catholic Church was established in the neighborhood in 1813, followed by another, St. Joseph’s. By 1865, more than half the population of Fox Point was foreign-born, the majority being Irish immigrants concentrated in the waterfront section of “Corky Hill.”

The bluff known as “Corky Hill” was razed as a part of a city slum clearance project from 1876 to 1880; the earth was used to expand the neighborhood by filling in part of the Seekonk River. Large numbers of Irish were relocated to multi-family tenement houses on the newly constructed Gano Street.



Portuguese immigration was heavy, starting in the second half of the nineteenth century and continuing until 1924, when immigration laws were changed. The Fox Point area became home to many Portuguese, Cape Verdeans and Azoreans in search of factory and waterfront jobs. Our Lady of the Rosary Catholic Church was established by these immigrants in 1885.

By 1965, immigration statutes were relaxed and Portuguese immigration resumed. Today, the Portuguese population remains a large part of Fox Point's overall population. Even after the recent heavy influx of urban middle class residents and students from Brown University and Rhode Island School of Design, more than 32 percent of Fox Point residents claim Portuguese ancestry.

Since the beginning of the twentieth century, the Fox Point neighborhood has undergone significant changes. The waterfront area is no longer used as a harbor, and today much of it lies within India Point Park. Further, the construction of 195 resulted in slum clearance and the demolition of a great deal of the built environment that had been the southern section of Fox Point. Due to the changes on South Main Street resulting from urban renewal and historic preservation efforts, this area is now distinct from the core of the Fox Point neighborhood. Nevertheless, the neighborhood retains much of its history, in particular the influence of its immigrant populations.

Wayland

Wayland, a residential neighborhood architecturally similar to parts of the College Hill neighborhood, was developed in the early to mid-twentieth century. The neighborhood contains the city's most significant concentration of elegant apartment buildings, built shortly after 1900. It is also the home of the Red Bridge (now replaced), the first bridge over the Seekonk River to link Providence to East Providence, and Wayland Park, which will be linked with the surrounding area by a bicycle path.

The Wayland area was not geographically inviting for colonial settlement due to marshy land near the Seekonk River. During the mid-nineteenth century, Wayland began to develop as a middle- and upper-income residential neighborhood. The Cold Spring Plat, established in 1856, extended from the current Wayland neighborhood to include the area south of Angell Street, but the relative remoteness of the area limited growth.

The land south of Upton Avenue had been completely platted by the end of the Civil War, but only a few houses were built prior to the 1890s, as development continued to focus on College Hill. Before the 1880s, residents commuted between the Wayland area and downtown Providence by a circuitous route from downtown through Fox Point to Butler Avenue. In 1884, a second carriage line along Waterman and Angell Streets was completed.

In the early 1900s, the Wayland area became the site of a number of apartment buildings, the earliest being constructed along Medway Street. By 1940, there were apartment buildings on Waterman and Angell streets, and Lloyd and Wayland avenues. Some of these structures have survived architecturally intact.

One of the most significant characteristics of Wayland since World War II has been the continued development of commercial activity. Encompassing parts of Medway, Waterman and Angell streets, Wayland Square has been a prominent commercial center since the early twentieth century. In the 1970s and 1980s, more retail shops opened, and with increased commercial activity, Wayland Square merchants formed an association. In 1990, the merchant association began working with the Department of Planning & Development to improve the pedestrian experience and boost commercial activity by adding parking, landscaped sidewalks, and additional street lighting.





The People - Neighborhood Demographics

College Hill

According to the 2000 census, 9,951 people lived in the College Hill neighborhood, an 11 percent increase from 1990. Seventy-three percent of the population in College Hill was Caucasian. Approximately 90 percent of residents were native born and about 21 percent spoke a language other than English at home. In 2000, 33 percent of College Hill adults had received a bachelor's degree, while 41 percent had obtained a graduate or professional degree.

Management, professional and related occupations are the major source of employment for College Hill residents, accounting for 58 percent of jobs for neighborhood residents. Sales and office occupations (22%) were other prominent sources of employment. The unemployment rate in 2000 for College Hill residents was six percent, a 43 percent increase from 1990, though still lower than the citywide unemployment rate of 9.3 percent.

The median family income in College Hill income was \$121,521, an 18 percent increase from 1990. The percentage of people (34%) and families (5%) living below the poverty level in 2000 was 11 percent higher than the poverty rate reported in 1990. Of these families, 50 percent of all children under the age of 18 were living below poverty levels in 2000, while the elderly poverty rate (two percent), decreased 51 percent within the College Hill neighborhood, and 15 percent citywide.

In the College Hill neighborhood, 93 percent of homes were owner-occupied, with the remaining seven percent renter-occupied. Twenty-six percent of homes were single-family, 35 percent two- to four-family, and 39 percent of housing in College Hill was located in buildings with five or more units. Seventy percent of the houses in College Hill were constructed before 1939.

The median residential sales price in College Hill in 2000 was \$517,000 for a single-family, where the city wide median was \$130,000. About 25 percent of all residents had moved into their present home in the past five years, according to the 2000 Census, and approximately 27 percent of residents had lived in their homes for more than 10 years.

Fox Point

According to the 2000 census, 4,867 people resided in Fox Point, a slight drop (6%) from the 5,179 residents who called the neighborhood home in 1990. About four percent of Fox Point's residents were recorded as African American, 6.4 percent Asian, and 4.4 percent Hispanic. The majority of residents (76%) were Non-Hispanic White. Just over half of all Fox Point residents (52.6%) had a college degree or higher and almost 80 percent had a high school diploma. The unemployment rate in 2000 among Fox Point residents was six percent, slightly below the citywide rate of 9.3 percent.

Median family income in Fox Point was \$55,315, roughly 40 percent greater than the citywide figure. Despite this relatively high median income, more than one in four persons (30%) in Fox Point had an income below the poverty level, according to the 2000 census. About one in ten families (8%) were living below poverty, although the number of children living in poverty dropped significantly between 1990 and 2000 (down to 7.3%). Persons aged 65 years and older represented seven percent of persons living in poverty in 2000.

Housing tenure in Fox Point has remained fairly stable over the past decade. The proportion of owner-occupied housing units decreased slightly, falling from 24.1 percent in 1990 to 23.4 percent in 2000. In 2000, the housing stock in Fox Point was predominantly multi-family. Only 15 percent of all housing units were located in single-family units. More than two-thirds of all housing units in Fox Point were located in structures with three or more units.

The housing stock is old: nearly eight out of ten housing units were more than 40 years old as of the 2000 Census. In fact, many of the oldest existing houses in the city are in Fox Point. Many of these are on Sheldon, Transit, Arnold, and John streets. Housing values and median rent in Fox Point are higher than the citywide average; the median residential sales price in 2004 was 30 percent higher than the citywide median. Almost half (48%) of all Fox Point residents moved into their present housing unit within the previous ten years, according to the 2000 census.

Wayland

The 2000 Census recorded 3,356 persons living in the Wayland neighborhood, a rise of 1.6 percent from 1990. About 85 percent of Wayland residents were white, seven percent Asian, three percent African American, and three percent Hispanic, according to the 2000 census. Nearly all (94%) persons living in Wayland 25 years or older had received their high school degree and 79 percent had a college degree or higher. Two-thirds (68%) of all employed residents in Wayland worked in management, professional, and related occupations. The unemployment rate in 2000 for Wayland residents (2%) was a fraction of the citywide figure of 9.3 percent and a third of the 1990 Wayland unemployment rate.

Median family income in Wayland was \$95,697, almost three times the median reported for Providence. About one in five persons in Wayland was living below the poverty level in 2000. The proportion of families living in poverty increased from 2.7 percent in 1990 to four percent in 2000, and the percentage of children below poverty increased sharply from 2.2 percent to 9.8 percent. The poverty rate for elderly persons also increased slightly, rising from 6.8 percent in 1990 to 7.4 percent in 2000.

Housing tenure in Wayland remained stable between 1990 and 2000. The proportion of owner-occupied housing units increased 5.4 percent from 1990 to 2000, comprising 25.5 percent of all units. Rental units increased three percent, representing 74.5 percent of all units. Almost half (45%) of all housing units in Wayland were located in structures with five or more units. About one in five housing units in Wayland is a single-family unit. Despite its relatively recent development compared to other neighborhoods in the city, the housing stock in Wayland is fairly old, with nine out of ten housing units constructed more than 40 years ago.

Neighborhood Statistics	College Hill	Fox Point	Wayland	Citywide
Size (Square Miles)	0.77	0.81	0.48	18.2
Population				
Households	2,135	2,478	1,909	62,389
Individuals	9,951	4,867	3,356	173,618
Percent Under 18	4	8.2	10	26%
Diversity				
Percent White	75.7	78.6	86.7	55%
Percent Black or African American	4.4	4.3	3	15%
Percent Non-Hispanic White	73.3	76.4	84.7	46%
Percent Hispanic	5	4.4	3.1	30%
Percent Asian or Pacific Islander	13.6	6.4	6.9	6%
Percent Native American	0.2	0.6	0.1	1%
Percent Other	2.1	4	1	18%
Percent Claimed 2 or more races	4	6.1	2.2	6%
Percent of Public school children primarily speak a Language Other than English	5	24	10	54%
Income				
Median Family Income	\$121,521	\$55,315	\$95,697	\$32,058
Median Household Income	\$36,590	\$28,858	\$45,912	\$26,867
Families Below Poverty	5.10%	8.30%	4.30%	24%
Households on Public Assistance	0.80%	2.00%	1.00%	10%
Housing				
Total number of housing units:	2,304	2,658	2,040	67,915
Percent Owner-occupied housing units	32.4	23.4	25.5	35%
Percent Single-family units	26.3	14.5	17.8	26%
Percent Duplex units	10.4	21.6	11.6	22%
Percent Multi-family units	62.9	63.9	71.1	50%
Percent of Housing built before 1960	81.3	83	90	70%
Percent Vacant units	7.2	7.7	5.7	8%
Percent Overcrowded housing units	3.2	1.2	0.5	8%
Median Sales Value and Number of Sales by Year				
for Single-family residence	\$517,000	\$289,750	\$425,000	\$130,000
for 2 to 5-family residence	\$500,000	\$248,500	\$359,500	\$129,000

Development Patterns

Neighborhood Typologies

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

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

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

The neighborhoods of College Hill and Wayland have a fairly homogeneous range of housing styles and types, reflecting the middle to upper class history of their development. The housing stock as a whole is older in College Hill. Residential development patterns in College Hill and Wayland are generally marked by low to medium density, though scale varies according to housing type (single-family, 2-family, etc.), front and side yard setbacks, and regular distribution of street trees. Wayland also contains historic high-density apartment buildings that are unique to the Wayland Square area and distinct from other housing types in the neighborhood.

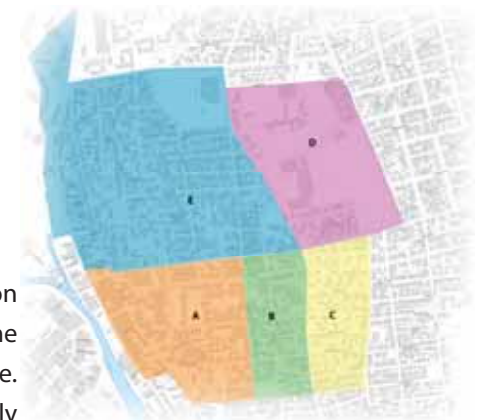
Fox Point has a distinctive range of housing styles and development patterns that reflect its working middle class history: generally development is of medium to high density, with smaller lots, limited front yard setbacks, small side yards, and sporadic street trees. Some of the oldest houses in the city are located in the section of Fox Point closest to College Hill.

College Hill

The residential development patterns and housing types in the College Hill neighborhood can be broken down into six distinct areas:

- A: The area bordered roughly by Angell and Thomas streets, Thayer Street, Williams and Planet streets, and North Main Street
- B: The area bounded approximately by Thayer, Williams, Hope, and Angell streets.
- C: The area roughly bounded by Williams, Hope, Angell, and Governor streets
- D: The area bordered by Angell, Hope, Alumni, and Arlington.
- E: The area bordered by Olney Street, Hope Street, Angell and Thomas streets, and Canal, Charles and Randall streets.

College Hill was one of the first areas in the city to be developed. Most of the houses are larger single-family structures on landscaped lots along tree-lined streets. Most were built in the nineteenth and early twentieth centuries, though there are some older eighteenth century structures, including a small number of significant historic houses that reflect the area's farming heritage. Though less commonplace, there are also pockets of two- to four-family structures and scattered examples of larger multi-family



complexes throughout the neighborhood. In general there is ample tree canopy coverage and limited off-street parking. Brown University and the Rhode Island School of Design (RISD) occupy a significant portion of land in the neighborhood. Brown has a fairly defined campus with a distinct pattern of development. RISD has a more diffuse presence throughout the neighborhood, without a true core campus. The influence of the universities also extends to the neighborhoods through use and rental patterns, whereby some areas have less stable occupancy; in some places this can be reflected in the day-to-day maintenance and upkeep of properties.

Fox Point

The Fox Point neighborhood typologies break down into four areas:



- A: The area bounded by George M. Cohan Boulevard, South Water Street, Planet Street, Benefit Street, Williams Street, and Hope Street
- B: The area bounded by George M. Cohan Blvd., Hope Street, Williams Street, Governor Street, and Wickenden Street.
- C: The area roughly bordered by Interstate 195, East Street, Williams Street, and the Seekonk River.
- D: The area roughly bordered by Williams Street, Governor Street, Pitman Street, and the Seekonk River.

Interstate 195, India Point Park and Gano Street Park take up a significant portion of the land area in Fox Point. The parks offer relief from the generally fairly dense development pattern while also effectively removing much of the land area from the residential/commercial neighborhood. The highway divides the neighborhood from India Point Park, though the new expanded pedestrian bridge over the highway and other improvements associated with the IWay Project provide easier and more attractive means of access.

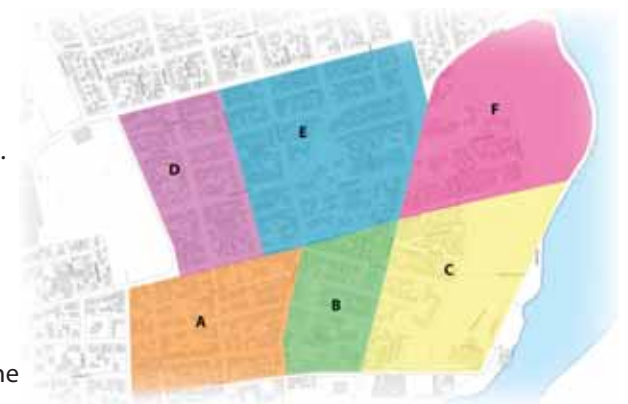
Wayland

The Wayland neighborhood typologies break down into six areas:

- A: The area bounded by Pitman Street, Governor Street, Angell Street, and Wayland Avenue.
- B: The area bounded by Pitman Street, Wayland Avenue, Angell Street, and Butler Avenue.
- C: The area bounded by Pitman Street, Butler Avenue, Lower Angell Street, River Drive, and East River Street.
- D: The area bounded by Angell Street, Arlington Avenue, Lloyd Avenue, and Elmgrove Avenue.
- E: The area bounded by Angell Street, Elmgrove Avenue, Lloyd Avenue, Blackstone Boulevard, and Butler Avenue.
- F: The area bounded by Lower Angell Street, Butler Avenue, Irving Avenue, and River Drive.

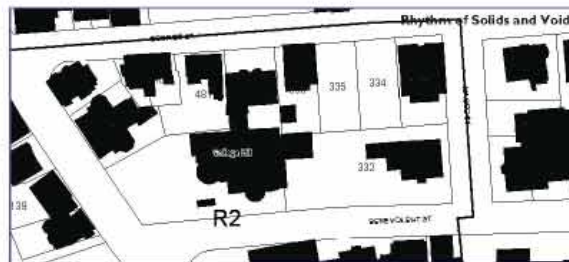
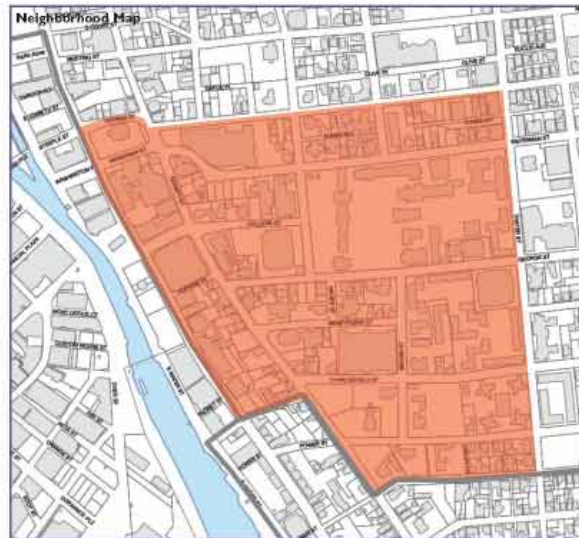
Housing in Wayland is similar to that of adjacent College Hill, though many houses were built slightly later (into the early 1900s) in various revival styles. In addition, there are a number of apartment complexes, including perimeter block and garden apartment buildings that were constructed in the early to mid-1900s.

Blackstone Park takes up a fairly sizable area of the neighborhood, from Irving Avenue to the Henderson Expressway, offering relief from the fairly dense development



Sample College Hill, Fox Point and Wayland Neighborhood Typologies

College Hill—Typology A

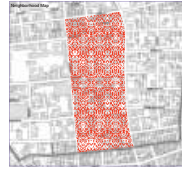


Defining Characteristics

Streetscape		Lots		Buildings			
Pavement Width	50 ~53ft	Lot Size	4900 ~ 8800 sq ft	Type	Single family, apartments	Roof Type/Pitch	Gable, mansard
On-Street Parking	Single-sided	Lot Width	40 ~ 147 ft	Lot Coverage	34~56 %	Materials	Wood, brick
Sidewalks	Concrete, brick	Density	1 unit per lot	Height	2-3 stories	Garages	Very few
Street Trees	Regular pattern; healthy	Side Yards	< 20 ft	Porch/Stoop	Stoop	Outbuildings	No
Front Yard	< 20 ft	Rear Yard	30 ~ 50 ft	First Floor Elevation	4-6 ft		
Fences	Wood, iron	Parking	Side, rear	Street Facing Transparency	30%-40%		

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.

College Hill—Typology B



Defining Characteristics

Streetscape	Lot	Building			
Prevalent Width	40-50 ft	Lot Size	4000 - 10000 sq ft	Type	Single, multi-family
On-Street Parking	Single-sided	Lot Width	40 - 44 - 100 ft	Lot Coverage	24 - 40 %
Sidewalks	Asphalt, near continuous	Density	2-3 more units per lot	Height	2-3 stories
Street Trees	Regular pattern: healthy	Side Yard	5-15 ft	Porch/Steps	Stoop
Front Yard	5-20 ft	Rear Yard	40-60 ft	First Floor Elevation	3-5 ft
Fence	Wood, brick	Parking	Side, rear	Street Facing Transparency	40%-50%

College Hill—Typology C



Defining Characteristics

Streetscape	Lot	Building			
Prevalent Width	40-50 ft	Lot Size	10000 - 10000 sq ft	Type	Single-family
On-Street Parking	Single-sided	Lot Width	100 ft	Lot Coverage	20 - 30 %
Sidewalks	Concrete, asphalt	Density	1 unit per lot	Height	2-3 stories
Street Trees	Regular pattern: healthy	Side Yard	5, 10, 20 ft	Porch/Steps	Stoop
Front Yard	10-25 ft	Rear Yard	25-40 ft	First Floor Elevation	2-3 ft
Fence	Wood, iron	Parking	Side, front	Street Facing Transparency	30%

College Hill—Typology D



Defining Characteristics

Streetscape	Lot	Building			
Prevalent Width	40-60 ft	Lot Size	6000 - 10000 sq ft	Type	Single-family
On-Street Parking	Single-sided	Lot Width	50, 60, 100 ft	Lot Coverage	20%
Sidewalks	Concrete, continuous	Density	1 unit per lot	Height	2-4 stories
Street Trees	Regular pattern: healthy	Side Yard	5-25 ft	Porch/Steps	Stoop
Front Yard	20 ft	Rear Yard	30-50 ft	First Floor Elevation	2 ft
Fence	Wood	Parking	Side	Street Facing Transparency	40%

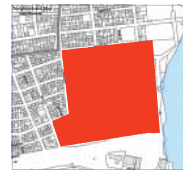
Fox Point—Typology A



Defining Characteristics

Streetscape	Lot	Building			
Prevalent Width	20-25 ft	Lot Size	4000 sq ft	Type	Single-family, condominium
On-Street Parking	Two	Lot Width	40-50 ft	Lot Coverage	20%-40%
Sidewalks	Concrete, brick	Density	1 unit/lot, on average	Height	2-3 stories
Street Trees	Regular pattern: young	Side Yard	1-10 ft	Porch/Steps	Stoop
Front Yard	0 ft	Rear Yard	20-50 ft	First Floor Elevation	1-2 ft
Fence	Wood, iron	Parking	Side, rear	Street Facing Transparency	30%

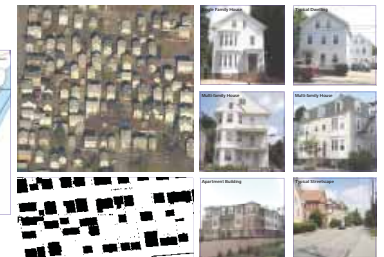
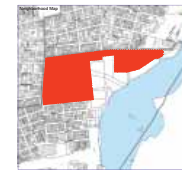
Fox Point—Typology C



Defining Characteristics

Streetscape	Lot	Building			
Prevalent Width	50 ft	Lot Size	5000 sq ft	Type	Single, multi-family
On-Street Parking	Double-sided	Lot Width	20 - 10 ft	Lot Coverage	20-30 %
Sidewalks	Concrete, continuous	Density	2-3 units per lot	Height	3 stories
Street Trees	Irregular pattern: small	Side Yard	5 - 10 ft	Porch/Steps	Stoop, stoop
Front Yard	0-10 ft	Rear Yard	40-50 ft	First Floor Elevation	2-3 ft
Fence	Aluminum	Parking	Side, rear	Street Facing Transparency	30%

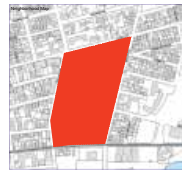
Fox Point—Typology D



Defining Characteristics

Streetscape	Lot	Building			
Prevalent Width	40-50 ft	Lot Size	5000 sq ft	Type	Single, multi-family
On-Street Parking	Street	Lot Width	50 ft	Lot Coverage	10-40 %
Sidewalks	Concrete, continuous	Density	2-3 more units per lot	Height	3-4 stories
Street Trees	Irregular pattern: small	Side Yard	0-20 ft	Porch/Steps	Stoop, stoop
Front Yard	0-20 ft	Rear Yard	40-60 ft	First Floor Elevation	2-3 ft
Fence	Aluminum	Parking	Side, rear	Street Facing Transparency	30-40%

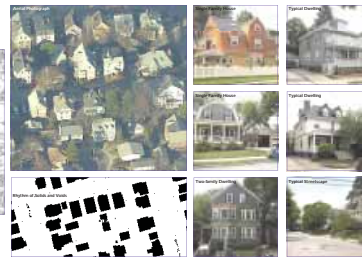
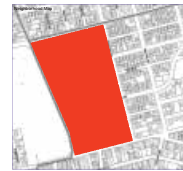
Wayland—Typology B



Defining Characteristics

Streetscape	Lot	Building			
Prevalent Width	50 ft	Lot Size	1000 - 6000 sq ft	Type	Single, multi-family
On-Street Parking	Street	Lot Width	50-50 ft	Lot Coverage	35 - 45 %
Sidewalks	Concrete, continuous	Density	1-2 units per lot	Height	2-4 stories
Street Trees	Regular pattern: healthy	Side Yard	5-10 ft	Porch/Steps	Stoop, stoop
Front Yard	10-20 ft	Rear Yard	30-50 ft	First Floor Elevation	1-2 ft
Fence	Wood	Parking	Side, under house	Street Facing Transparency	30%

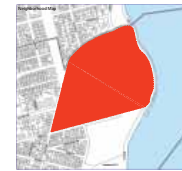
Wayland—Typology D



Defining Characteristics

Streetscape	Lot	Building			
Prevalent Width	40-60 ft	Lot Size	1000 sq ft, 100, 10000	Type	Single, two-family
On-Street Parking	Single-sided	Lot Width	50, 70, 100 ft	Lot Coverage	20 - 45 %
Sidewalks	Concrete, continuous	Density	1 unit per lot	Height	2 stories
Street Trees	Irregular pattern: healthy	Side Yard	0-10 ft	Porch/Steps	Stoop
Front Yard	5 - 20 ft	Rear Yard	30-40 ft	First Floor Elevation	2-4 ft
Fence	Wood	Parking	Side	Street Facing Transparency	30-40%

Wayland—Typology F



Defining Characteristics

Streetscape	Lot	Building			
Prevalent Width	50 ft	Lot Size	6000 - 10000 sq ft	Type	Single-family
On-Street Parking	Double-sided	Lot Width	40-100 ft	Lot Coverage	20-35 %
Sidewalks	Concrete, continuous	Density	1 unit per lot	Height	2 stories
Street Trees	Regular pattern: healthy	Side Yard	5-20 ft	Porch/Steps	Stoop, stoop
Front Yard	10-20 ft	Rear Yard	30-50 ft	First Floor Elevation	0-1 ft
Fence	Wood	Parking	Side	Street Facing Transparency	30-40%

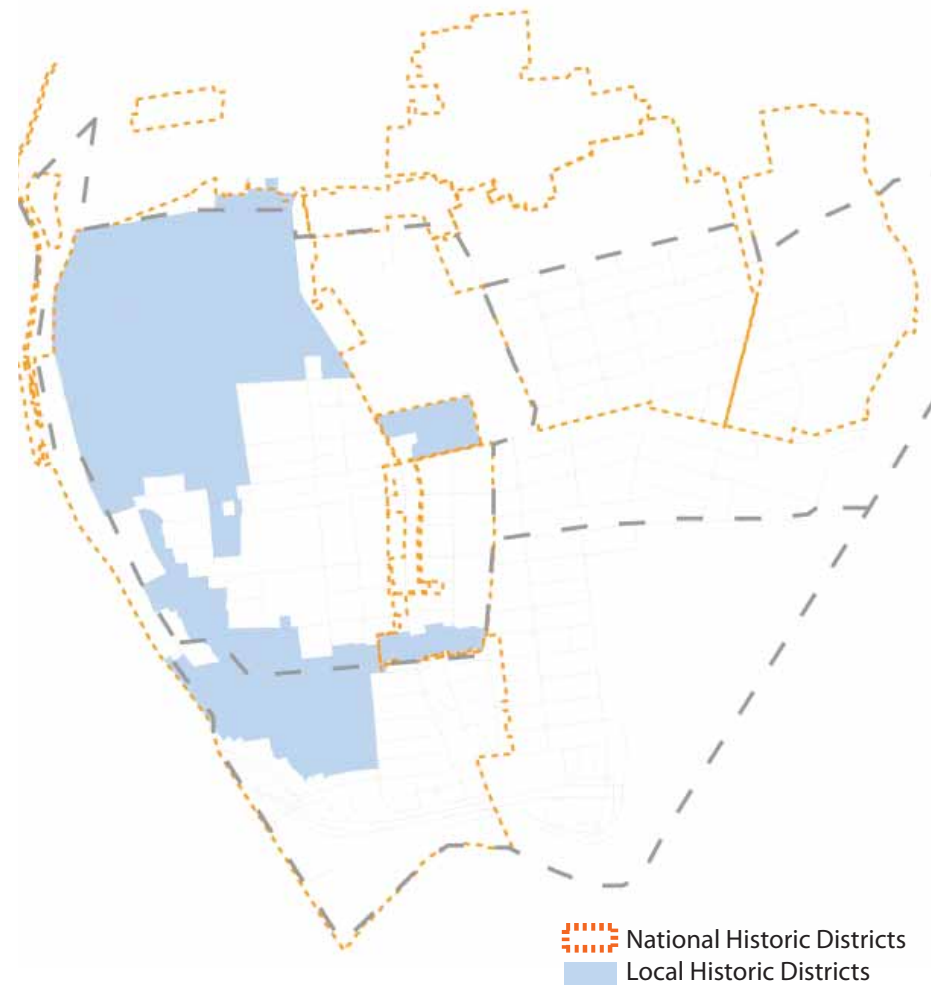
Historic Districts

Providence derives much of its character from its large stock of historic buildings. The City has long recognized the value of preservation and has established eight Local Historic Districts and 40 National Register Districts that cover over 9,000 properties citywide. In addition, there are 150 individual properties listed on the National Register. National Register Districts identify areas or groups of buildings that are significant on a local, state or national level. However, they do not provide regulatory protection through local zoning. Property owners in National Register districts may be eligible for state and federal tax credits for maintenance and renovation. Properties listed in a Local Historic District (LHD) are in a zoning overlay, which requires that changes to the property 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. There are seven ICBD buildings in the area. Many of the buildings that make up the industrial and manufacturing centers in Providence's history are included in this non-contiguous district.

The College Hill LHD was designated in 1960 and expanded in 1990. It contains approximately 945 properties. The district is primarily residential, with commercial uses lining its western edge along the river. The College Hill LHD contains a wide range of architectural styles, from early colonial to early twentieth century apartment houses.

The Stimson Avenue LHD was designated in 1981. It contains approximately 32 properties. Stimson Avenue is a quiet residential enclave located east of Hope Street. Its collection of Queen Anne and Colonial Revival single-family homes, built predominantly in the 1880s and 1890s, is largely unaltered in appearance and use, making this district one of the finest and most intact late nineteenth century residential areas in the city.

There are also numerous National Register properties in the three neighborhoods, as well as several National Register districts. These include the Stimson Avenue district, the College Hill National Historic Landmark District, the Hope Street district (Benevolent to Angell), the Power Street-Cooke Street district, and the Blackstone Park district, as well as others.



Business and Jobs

As primarily residential and institutional neighborhoods, College Hill, Fox Point and Wayland have little industry but include several streets and areas with significant retail, restaurant and office use. The primary commercial streets and areas are Thayer Street, Wickenden Street and Wayland Square. All have thrived in recent years, resulting in higher volumes of automobile and foot traffic and a higher density of businesses, including numerous restaurants. Additional commercial activity occurs on Gano, Ives and South Main streets. Each retail area has a distinct character, though some are better defined than others. Thayer Street is influenced by the universities and has active foot traffic; Wickenden is an eclectic mix; Wayland Square is pedestrian-oriented and family-friendly; Gano and Ives are smaller and less defined; and South Main has a downtown orientation and feel. Most of the commercial areas are well-established, with historic buildings and development patterns that have evolved over time to reflect changing trends and demographics. With the exception of Gano Street, these areas all have real connections to the neighborhoods in which they are located. Gano Street businesses and traffic are influenced by proximity to I-195.

Identity of Commercial Areas

Several commercial areas are located in the three neighborhoods, the most prominent being Thayer Street, Wickenden Street and Wayland Square. Each has a distinct identity, though all attract pedestrian activity due to their scale, orientation to the street and mix of businesses. Others include Ives Street, Gano Street and South Main Street. Generally, residents expressed a desire to maintain existing scale and to protect and enhance the character of each commercial district.

Much of the discussion at the charrette focused on maintaining the scale and character of Wayland Square, Wickenden Street and Thayer Street. A consensus recommendation was that all three should retain neighborhood commercial designations that reflect current use patterns. Concerns were expressed about possible commercial creep into residential areas and the need to establish buffers along residential/commercial edges and to discourage variances that allow businesses to expand.

The major retail areas were looked at individually, and specific remedies were prescribed for each, as follows:

- Thayer Street: Recent growth and the impacts on the neighborhood were identified as key issues. Possible solutions included limiting commercial creep by discouraging variances and maintaining the current height and scale of buildings. Other issues and ideas raised at the charrette include widening sidewalks, expanding the commercial zone to Brook Street, burying utilities, and increasing enforcement of land use regulations.
- Wickenden Street: Maintaining character and scale was also identified as a priority for Wickenden Street. Recommended ways of doing so include trying to maintain the current mix of uses and limiting building height to three stories. Other suggested actions include promoting the Brook Street commercial area as an extension of Wickenden and working with merchants on Ives Street to establish better connection to the Wickenden Street business area. Downzoning Wickenden Street from C2 to C1 is recommended.
- Wayland Square: Maintaining the existing scale and height of buildings was again identified as important, and limiting office/professional creep into the residential neighborhood was cited as a concern. This area was identified as having strong neighborhood commercial character and an emphasis on encouraging foot traffic was a recurring charrette theme. Expansion to the south (Pitman Street area) was discussed as well. Downzoning Wayland Square from C2 to C1 is recommended.
- Ives Street: This commercial area is linear, fragmented and characterized by small businesses. At the charrette, a recurring theme was the need to establish links from Ives to Wickenden Street.
- South Main Street: Characterized by a mix of uses, South Main was seen as having “incredible potential” at a larger scale than the other retail/restaurant areas. Because of its connection to Downtown and orientation away from concentrated residential areas, South Main is viewed as the most appropriate area in the three neighborhoods for nighttime uses (active to 1-2 AM).

Parks, Open Space and Public Access

Physical and visual access to open space and coastal features, as well as connectivity and amenities, is a priority of many residents. There is strong support for continuous pathway connections along the waterfront and for additional public access at key points. Other locations cited as being candidates for pedestrian paths are along the “Brown wall” on Arlington Avenue and on the Butler Hospital campus. The charrette session on parks and open space also generated discussion about the improvement of existing parks and green spaces; this included consideration of buried power lines, additional tree planting, community gardens, encouraging institutional upkeep of green spaces, promoting green practices in parks operations, and providing more recreational amenities.

Institutions - Town/Gown Relationships

The largest institutions in the three neighborhoods are Brown University and Rhode Island School of Design, both of which are significant landowners and have far-reaching influence in the neighborhoods and beyond. Other institutions include Wheeler School and Moses Brown School, both private K-12 institutions in the College Hill neighborhood. Vartan Gregorian School is a public elementary school located on Wickenden Street in Fox Point. The impacts of Brown and RISD are both cultural and physical, affecting quality of life, community character and the physical development of the neighborhoods. Colleges are required to submit Institutional Master Plans (IMPs) for approval by the City Plan Commission (CPC) outlining physical plans over five years time. The Institutional zones define the primary campuses and have distinct regulations within their overlay areas.

Relations and communication between universities

(Brown in particular) and residents are among the most pressing concerns expressed at the charrette. Specific problems affecting the College Hill neighborhood most directly include the absence of consistent forums or other avenues for better communication; insufficient public notification about construction projects; campus edge conflicts (particularly where there are abutting residences); parking and circulation; maintenance and safety; and inclusion of the community by the universities in facility use and programming.

The need for better communication between Brown University and the public was discussed at length; the resulting recommendation was that conflict avoidance mechanisms should be developed. Taken a step further, the general consensus was that a regular schedule of meetings should be established and maintained to explain proposals concerning development, demolition, lighting, sound, and other issues. It was also proposed that a wider range of residents should be made aware of proposed development and other physical changes, possibly through expansion of the radius area for notification requirements. Another proposal was that university IMPs take a longer view, establishing a requirement of a 10-year plan.

Much of the discussion focused on the edges, where Brown interfaces with the surrounding neighborhood, primarily in College Hill. Conflicts cited include density, height and massing differences along residential and institutional edges, as well as conflicts between institutional, commercial and residential uses. Associated issues include light and sound, as well as parking, traffic, and idling buses and delivery trucks. Many residents were not previously well-informed about the in-depth College Hill Parking Task Force report and its comprehensive approach to addressing

parking issues associated with Brown, Thayer Street and surrounding areas. Among the recommendations in the report are reorganization and clarification of signage and striping, metered parking in specified areas, provisions for residents, and both short- and long-term parking in designated areas. It was widely agreed that the recommendations of the report should be implemented.

The universities were encouraged to contribute more to the community through shared use of facilities, programs, infrastructure, transportation, parking, and programs like adopt-a-spot. It was also widely expressed that Brown and RISD should be responsible for a greater level of maintenance of those areas owned or influenced by the universities that are effectively in the public realm.



Historic Preservation and Character

These three neighborhoods have large contiguous areas of intact historic buildings. Residents are concerned about the protection of these properties and the maintenance of appropriate contexts. Among the issues and ideas raised at the charrette were minimizing demolition of historic structures (such as by increasing permit fees); protecting

vulnerable properties; increasing advocacy for historic preservation; expanding Local Historic Districts; and requiring appropriate placement of utilities. On the east side of the Providence River opposite downtown and extending into Fox Point there are several development parcels associated with the realignment of I-195. Ensuring appropriate development and use of these parcels in the context of the existing historic fabric through design review criteria is a neighborhood and City priority.



Infrastructure and Repairs

Residents expressed an interest in ensuring that infrastructure upgrades and repairs be respectful of and complementary to neighborhood character and historic resources. Additional concerns relate to better communication between the City and residents about scheduled public works projects and developing a more comprehensive approach to sidewalk repair and other public works projects.

Neighborhood Connections

Traffic and circulation issues in these neighborhoods relate primarily to improving the pedestrian and bicycle environment. Priorities include improving sidewalks and amenities, wayfinding and signage, and

access to transit. At the charrette, attention was also paid to pedestrian safety, including crosswalks, and expansion of the bicycle path network.

195 Relocation

As touched on above, the realignment of I-195 and the creation of development parcels are crucial issues for parts of College Hill and, to a greater extent, Fox Point. The realignment will have major impacts on the Wickenden/Benefit/South Main/Point Street nexus, resulting in greater traffic volume on South Main, while introducing new pedestrian and bicycle amenities and opportunities. Development of the resulting parcels must respect the historic fabric while generating needed tax revenue. Based on a memorandum of agreement relating to I-195 improvements, there must be no adverse effects on any National Register or National Register-eligible properties. As proposed, the Downtcity Design Review Committee (DRC) will review projects on these parcels.

The following standards will apply to all IWay parcels:

Design Review: Redevelopment of all IWay parcels as well as any future redevelopment of parcels adjacent to the IWay will require review and approval by the Downtcity Design Review Committee (DRC).

General Design Guidelines: Development/redevelopment of parcels will be subject to basic urban design standards to ensure excellence in design, particularly with regard to the pedestrian experience. Such standards will include, but not be limited to:

- Transparency (percentage of street-facing facades that must have windows/doors)

- Window proportions
- Ground floor storefront designs (entries, windows, etc.)
- Building articulation (projections/recesses) to break up long building walls
- Structured parking facade and ground level design
- Building materials
- Signs and landscaping

Specific design criteria for individual parcels are identified on the annotated map on the following page.

Pedestrian safety at new crossings must receive special attention.

Waterfront

The waterfront was a frequent topic of discussion, especially relating to the Fox Point neighborhood and the India Point area in particular. During the charrette session on the relocation of Route 195 and the future of the resulting development parcels, several common themes emerged, among them public access and open space on the waterfront, continuous connections along the waterfront, and the scale and height of buildings near the water.

The charrette session included presentations on view corridors, the plans and phasing of the 195 relocation, and the results of the Project for Public Spaces Head of the Bay Placemaking Workshop, followed by an exercise focusing on the redevelopment of six specific parcels likely to be redeveloped after the highway relocation is completed. Participants were asked to provide input on use, height, density, and design. Four of the parcels are located along South Main Street; input

IWay Parcels: Proposed Design Guidelines

12-NOV-2008

STANDARDS FOR ALL PARCELS

Design Review: Redevelopment of all IWay parcels as well as any future redevelopment of parcels adjacent to the IWay that are identified with dots on this map will require review and approval by the Downtown Design Review Committee (DRC).





General Design Guidelines:

Development/redevelopment of all parcels highlighted on this map will be subject to basic urban design standards to ensure excellence in design, particularly with regard to the pedestrian experience. Such standards will include, but are not limited to:

- Transparency (% of street-facing facades that must have windows/doors)
- Window proportions
- Ground Floor storefront designs (entries, windows, etc.)
- Building articulation (projections/recesses) to break-up long building walls
- Structured parking-facade and ground level design
- Building materials
- Signs and landscaping

WHAT DO THE DOTS MEAN?

At this time, the IWay parcels are the only areas where redevelopment is anticipated. However, it is possible that at some point in the future, owners of other parcels adjacent to the IWay may be interested in redevelopment. It is important that we establish a framework for any future redevelopment of those parcels as well. **There is no redevelopment proposed for these parcels, nor any intent to encourage redevelopment of these parcels at this time.** The following key identifies the specific IWay parcel standards that would apply to privately owned properties adjacent to the IWay:

-  Subject to same requirements as Parcels 2 & 3
-  Subject to same requirements as Parcels 6 & 8
-  Subject to same requirements as Parcel 10
-  Subject to same requirements as Parcel 5, except the maximum height will be 8 stories, subject to the performance standards for parcels 6 & 8

PARCEL 1A

Size: 0.28 acres

Vision:

Neighborhood scale buildings with a mixture of uses; maintain connections to river, activate riverwalk and park

Use:

- Ground floor: active uses (retail, etc.)
 - Upper floors: office or residential
- Design and Massing:**
- 1-3 stories
 - No setbacks-fully build out lot
 - 1st Floor-front on both river and Water St.
 - Design should take into consideration historic gangways through visual and/or physical connections
 - Off-site parking/loading

PARCELS 2 & 3

Parcel 2: 0.51 acres

Parcel 3: 0.37 acres

Vision:

Neighborhood scale buildings with a mixture of uses; maintain connections to river, activate riverwalk and park

Use:

- Ground floor: active uses (retail, etc.)
 - Upper floors: office or residential
- Design and Massing:**
- 2-4 stories
 - Pedestrian-oriented design along all street frontages
 - Vehicular access from James and Dollar Streets - No surface parking
 - Encourage green design
 - Create strong pedestrian connection to river and park along Transit Street

PARCEL 5

Size: 1.35 acres

Vision:

Neighborhood scale buildings with a mixture of uses; maintain connections to river, activate riverwalk and park

Use:

- Ground floor: active uses (retail, etc.)
 - Upper floors: office or residential
- Design and Massing:**
- 2-6 stories
 - Pedestrian-oriented design along all street frontages
 - Vehicular access from Dollar Streets - No surface parking
 - Encourage green design
 - Create mid-block connection(s) to park and river through arcade or multiple buildings
 - Encourage off-site parking (Parcels 6/8)

PARCELS 6 & 8

Parcel 6: 1.35 acres

Parcel 8: 0.84 acres

Vision:

Mixture of uses with active street level and parking for surrounding area

Use:

- Ground floor: active uses (retail, etc.)
 - Upper floors: office, hotel, residential, structured parking
- Design and Massing:**
- 2-6 story base, with tower up to 12 stories on southern portion of site
 - Performance standards for buildings over 6 stories (shadow studies, maximize views from neighborhood to water, minimize tower footprint, stepback at 6 stories, "green building")
 - Vehicular access from Pike or Tockwotten
 - Encourage green design (6 stories or less)
 - Pedestrian oriented design at street level

PARCEL 9

Size: 0.42 acres

Vision:

Neighborhood scale residential buildings fronting on George M. Cohan Boulevard

Use:

- 1-2 family dwellings, either detached or attached as townhouses
- Community use
- Surface parking
- Other uses allowed in R2

Design and Massing:

- 2-3 stories
- Buildings fronting on blvd. with parking to rear

PARCEL P1

Size: 0.58 acres

Vision:

Neighborhood pocket park to replace former Washington Square, eliminated as part of original 1-195 construction

Programming Ideas:

- Community Garden?
- Dog Park?
- Passive open space?

on redevelopment of these sites tended to address the parcels as one district with consistent standards, focusing on neighborhood-scale development, mixed use, historic context, and pedestrian considerations. Suggestions for the former “Shooter’s” site, the subject of much attention before, during and since the charrette, focused on a mix of public and private use, public access to the waterfront, active uses that complement the waterfront, and maximization of open space and views to maintain an open waterfront feel. Suggestions for the Brown University-owned warehouse parcels east of the Radisson Hotel were more varied and less specific, generally calling for a mix of active uses and relatively low density.

Subsequent to the College Hill, Fox Point, Wayland Charrette, the Waterfront Charrette was held. While the primary topic of discussion was the Allens Avenue waterfront, attention was also focused on Fox Point and the 195 parcels. A waterfront study conducted for the City analyzed development constraints and the best land uses for the parcels south of the hurricane barrier, including the empty warehouse buildings currently owned by Brown University, the vacant “Shooters” site and the adjacent parcels to the west. The current land use and zoning designation is Waterfront Mixed Use, which allows for a variety of uses including recreation and open space, community and non-profit space, retail and commercial uses like shops, restaurants, office space, hotel, and residential uses. There have been many suggested types of uses for these parcels, but the consensus is that there should be a mix of public and private uses, including cultural and recreational uses that would provide public access to the waterfront, create a destination and serve as a transportation hub. This vision would link pedestrian walkways from India Point Park to riverwalks downtown and provide a link

from waterside transportation to bike paths, trolley stops and highway interchanges.

The IWay Parcels: Proposed Design Guidelines detailed on the annotated map on the previous page, are the result of the College Hill, Fox Point, Wayland Charrette waterfront exercise, with the added benefit of additional input after the charrette and at the Waterfront Charrette. This was presented at the charrette follow-up meeting. As described above, in addition to specific standards for individual parcels, the proposed design guidelines include general standards for all parcels. The forthcoming Waterfront Plan will include this information as it relates to the parcels south of the Fox Point Hurricane Barrier only.

Land Use Conflicts

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

Neighborhood Action Plan

The key outcome of the College Hill, Fox Point and Wayland charrette is 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)

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)

College Hill, Fox Point and Wayland Initiatives

Initiatives/Projects	Actions	Project Lead	Target Date
Actively involve the College Hill, Fox Point and Wayland Neighborhoods in community decision-making.			
Promote collaboration between City government, neighborhood residents and businesses to achieve the vision for College Hill, Fox Point and Wayland.	Identify strategies to broaden community participation in implementing the plan such as creation of neighborhood and merchant associations; outreach plans, etc.	Neighborhood Groups, DPD	Ongoing
	Identify potential partners such as businesses and non-profit organizations that can assist in completing specific projects.	Neighborhood 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.	City	Ongoing
	Include neighborhood outreach and communication as part of the planning and development of significant public and private projects.	City	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.	City	As Needed

Initiatives/Projects	Actions	Project Lead	Target Date
Preserve and enhance the historic neighborhood fabric of College Hill, Wayland and Fox Point.			
Prevent or minimize demolition of historic properties.	Work with the City Council to amend regulations to increase historic demolition permit fees. <i>Update: Mayor's Working Group on Historic Preservation issued a final report, which includes a demolition delay policy for all Local Historic Districts and Downtown.</i>	HDC, CPC, City Council	Short-term
	Create a demolition delay trigger for proposed demolition within historic areas. <i>Update: Mayor's Working Group on Historic Preservation issued a final report, which includes a demolition delay policy for all Local Historic Districts and Downtown.</i>	HDC, CPC, City Council	Short-term
	Work with other City departments and agencies to implement a requirement for completion bonds when issuing demolition permits.	DPD, HDC, DIS, City Council	Mid-term
	Work with the Public Utility Commission to address and resolve issues surrounding utility placement in historic districts.	DPW	Ongoing
Ensure that infrastructure improvements complement or enhance neighborhood character.	See Infrastructure Actions.	DPW, DPD	Ongoing
Encourage historically compatible development.	Amend the zoning ordinance to expand Local Historic District boundaries to include historic properties on institutional campuses.	HDC, DPD	Short-term
	Use performance standards and other techniques to ensure high quality new development along the waterfront that is consistent with neighborhood goals.	DPD, HDC	Mid-term
	Amend the zoning regulations for residential districts in conformance with the neighborhood typologies to ensure that infill development maintains and complements existing character.	DPD	Short-term
	Consider ways to broaden public notification about development proposals such as expanding the notification radius.	DPD	Short-term
	Ensure appropriate development of the IWay parcels in the context of contiguous historic properties through design review.	DPD, HDC	Short-, Mid-term

Initiatives/Projects	Actions	Project Lead	Target Date
Preserve and enhance the historic neighborhood fabric of College Hill, Wayland and Fox Point.			
Protect vulnerable historic properties.	<p>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 College Hill, Fox Point and Wayland:</p> <p>110 Benevolent Street, Nelson W. Aldrich House, (RIHS)</p> <p>305 Brook Street, Nathaniel Pearce/ DeWolf House</p> <p>106 George Street, Joseph Haile/ Gardner House</p> <p>122 George Street, St. Stephen's Church</p> <p>199 Hope Street, Governor Henry Lippitt House</p> <p>212 Lloyd Avenue, Moses Brown School</p> <p>140 –282 North Main Street, Roger Williams National Memorial</p> <p>29 Waterman Avenue, Dr. George W Carr House</p> <p>75 Arnold Avenue, St. Joseph's R. C. Church</p> <p>92 Hope Street, St. Joseph's R. C. Church Parish House</p> <p>71 John Street, St. Joseph's R. C. Church complex—Cleary School</p> <p>32 Elmgrove Avenue, Edward C. Joyce House</p> <p>50 Orchard Avenue, St. Martin's Church</p> <p>68 Orchard Avenue, Temple Beth-EL</p> <p>299 Waterman Street, Constance Witherby Park</p>	HDC, DPD	Short-term
Increase advocacy for historic preservation.	Review new materials and technologies as they relate to historic property improvements.	HDC	Ongoing
	Provide public education to clarify requirements and benefits of federal, state and local regulations and incentives for historic preservation.	DPD, PPS	Ongoing
Create stronger historic identity.	Develop identification and wayfinding signs for historic districts.	HDC, DPD, PPS	Mid-term
	Install historically appropriate light fixtures when replacement is necessary, with light directed to the street.	DPW	Ongoing

Initiatives/Projects	Actions	Project Lead	Target Date
Protect, enhance and connect neighborhood parks and open spaces.			
Develop standards for the location and design of public parks.	Amend <i>Providence Tomorrow: The Interim Comprehensive Plan</i> to include an objective and strategies regarding the size and location of parks and open spaces throughout the city that address the following: <ul style="list-style-type: none"> - Ensure that the current amount of parks and open space in the city shall not be reduced. - Establish a goal for the amount of open space provided per capita citywide. - Establish a goal that all residents live within a 5-10 minute walk of open space. 	DPD, Parks, CPC/City Council	Short-term
	Create a hierarchy of parks and open spaces that identifies the type and size of buildings that may be constructed, as well as a determination of whether parking should be provided on-street or within the park itself.	Parks	Mid-term
Improve existing neighborhood parks.	Identify and implement improvements to the Gano Street Recreation Area, including: <ul style="list-style-type: none"> - Accessibility of the dog park. - A park gateway and wayfinding. 	Parks	Short-term
	Promote the burying of power lines at public parks.	Parks	Long-term
	Plant trees and establish trails near the Henderson Bridge at Angell Street.	Parks	Mid-term
Identify opportunities to expand green space in the neighborhoods.	Review annual tax sale properties to identify potential pocket park opportunities.	City, Parks	Mid-term
	Create landscaped islands at key intersections where community organizations have agreed to adopt and maintain islands.	Parks, Neighborhood Groups	Ongoing
Improve maintenance of parks and open spaces through partnerships with institutions and neighborhood organizations.	Encourage the adoption of parks and open spaces by institutions, businesses, schools, neighborhood organizations, and residents to supplement City maintenance efforts.	Institutions, Businesses, Neighborhood Groups, DPD	Ongoing
	Organize community cleanup days in the parks.	Parks, Neighborhood Groups	Ongoing
	Develop public education programs to promote a civic culture of caring for our parks and open spaces by people of all ages, including pet owners.	Parks, Neighborhood Groups	Ongoing
	Encourage churches and other institutions to maintain their green spaces.	Churches/ Institutions, Parks, Neighborhood Groups	Ongoing

Initiatives/Projects	Actions	Project Lead	Target Date
Protect, enhance and connect neighborhood parks and open spaces.			
Provide recreational amenities for a variety of groups and individuals.	Work with residents and neighborhood organizations on park programming and design initiatives to ensure that parks are inviting for all generations.	Parks, Neighborhood Groups	Ongoing
	Work with public and private schools and institutions to allow community use of recreational facilities.	Parks, Neighborhood Groups	Short-term
	Identify additional locations for dog parks in the neighborhoods and monitor for potential conflicts.	Parks, Neighborhood Groups	Short-term
	Continue to refine the design and programming of the new park being created along the Providence River north of Point Street as part of the IWay project.	Parks, Neighborhood Groups	Short-term
Increase the number of community gardens.	Encourage community gardens and urban agriculture initiatives as a temporary use of the IWay development parcels until they are ready to be developed.	RIDOT, DPD, Parks, CSAs	Short-term
	Identify non-taxable vacant land where community gardens might be located (e.g. highway rights-of-way).	DPD, Parks, CSAs	Short-term
	Encourage public and private schools to cultivate community gardens on school grounds and to promote environmental awareness.	Parks, CSAs, School Dept.	Short-term
	Amend <i>Providence Tomorrow: The Interim Comprehensive Plan</i> to establish a goal that all residents live within a ten minute walk of a community garden.	DPD/CPC, City Council	Short-term
Improve pedestrian and bicycle connections between parks and other community anchors such as schools, institutions and shopping districts.	Prioritize streetscape and pedestrian improvements along key connections between open spaces and community anchors (see map).	DPD, DPW	Short-term
	Encourage the development of a multi-season trail adjacent to the ""Brown Wall"" along Arlington Avenue. An unpaved trail could be used by pedestrians during spring, summer and fall months, and provide an opportunity for cross-country skiing and sledding during winter months.	DPW, Brown Univ.	Short-term
	Continue to identify opportunities for expansion of the city's bicycle way network, including on-street bike lanes and off-street, multi-use paths.	DPD, DPW	Mid-term
	Install "bike watering stations" along bike paths such as Blackstone and the extension of the East Bay Bike Path."	DPD, DPW	Ongoing

Initiatives/Projects	Actions	Project Lead	Target Date
Maintain the neighborhood scale of commercial districts and enhance the viability of emerging commercial areas.			
Maintain the current massing and scale of commercial districts.	Amend the Zoning Ordinance to protect the existing character of Wayland Square, Wickenden Street, Thayer Street, Gano Street, and Ives Street.	DPD	Short-term
Create defined edges of commercial zones to limit creep into residential areas.	Amend the land use map and the commercial zoning requirements to draw a hard line around the existing C zones in order to protect residential areas from commercial creep.	DPD	Short-term
	Add language to the Zoning Ordinance to specifically discourage dimensional and use variances in these areas.	DPD	Short-term
	Amend the Zoning Ordinance to allow and encourage shared parking between commercial uses, where uses have different peak hours, etc., and to reduce the parking requirements for neighborhood commercial uses and where appropriate, eliminate parking requirements.	DPD	Short-term
Thayer Street	Amend zoning to extend the commercial designation to Brook Street between Angell and Cushing streets.	DPD	Short-term
	Evaluate locations for potential sidewalk widening.	DPW	Short-term
	Evaluate potential "undergrounding" of utility lines.	DPW	Short-term
Gano Street	Establish a gateway to Gano Street Recreation Area and enhance pedestrian connections to the park.	Parks	Mid-term
Wayland Square	Create an identity for the southern section of Wayland Square (between Waterman and Pitman), and encourage neighborhood commercial uses.	DPD	Mid-term
	Encourage commercial expansion towards Pitman Street.	DPD	Mid-term
	Maintain the current scale of commercial buildings.	DPD	Ongoing
	Evaluate rezoning Pitman Street between Wayland and Butler avenues to Commercial.	DPD	Short-term
	Limit office/professional "creep" into residential areas.	DPD,DIS	Short-term
	Evaluate ways to maintain and encourage high foot traffic through pedestrian amenities and improvements.	DPD	Short-term
Ives Street	Establish a merchants association. <i>UPDATE: A new "Wickenden-Ives" merchants association is underway.</i>	Merchants	Completed
	Improve connection to Wickenden Street.	Merchants, DPD	Short-term
	Maintain the current height and scale, limiting the height of new construction to three stories.	DPD	Short-term

Initiatives/Projects	Actions	Project Lead	Target Date
Maintain the neighborhood scale of commercial districts and enhance the viability of emerging commercial areas.			
Wickenden Street	Maintain the current scale and height of buildings.	DPD	Ongoing
	Promote the Brook Street commercial area as an extension of Wickenden.	DPD	Ongoing
South Main Street	Encourage a mix of uses including restaurants and other businesses that have later closing times.	DPD	Ongoing
	Maintain the current height and scale of four to five stories, with some variation at the southern end of South Main where the IWay parcels are located, in accordance with guidelines and design review (see annotated map).	DPD	Ongoing
	Evaluate South Main for the potential to extend hours of operation for nighttime businesses.	City	Short-term



Initiatives/Projects	Actions	Project Lead	Target Date
Strengthen connections between neighborhoods.			
Create a safe and attractive pedestrian environment to improve walkability throughout and between neighborhoods.	Prioritize streetscape and sidewalk improvements along key connections between neighborhood destinations.	DPD, DPW	Short-term
	Improve sidewalks (refer to "Improve Neighborhood Infrastructure" for details).	DPW	Mid-term
	Improve pedestrian amenities in neighborhood commercial districts (Thayer, Wayland Square, Wickenden, Ives, Richmond Square) by: - Installing high-visibility crosswalks - Installing pedestrian signals at appropriate intersections - Identifying opportunities to widen sidewalks - Adding street trees where needed - Providing appropriate street furniture (garbage cans, benches, information kiosks, etc.)	DPW	Mid-term
	Install street signs at every intersection.	DPW	Short-term
	Develop and install a pedestrian wayfinding system that highlights key destinations including shopping districts, institutions, museums, libraries and historic resources.	DPD, DPW	Mid-term
Use public transit to connect important neighborhood anchors such as shopping districts, institutions and the waterfront.	Amend the zoning ordinance to encourage transit-oriented development along key corridors.	DPD	Short-term
	Encourage the state to identify a permanent funding source for transit and develop local funding for transit (such as TIFs).	City	Ongoing
	Consider creation of in-town transit loops that connect key destinations such as shopping districts, institutions, downtown, and other job centers.	City, DPW	Mid-to Long-term
	Evaluate the feasibility of reinstating "short-zone" fares.	RIPTA	Mid-term
	Improve bus stop locations and design, with signs, shelters and other improvements to enhance the customer experience.	RIPTA, DPW	Mid-term
	Evaluate reuse of the train tunnel and bridge for mass transit connection to East Providence.	RIPTA, DPD	Mid-to Long-term
Improve bicycle connections and amenities.	Amend the zoning ordinance to establish bicycle parking requirements for businesses on major streets.	DPD	Short-term
	Continue to expand the existing bicycle network by identifying potential bicycle lanes and implementing them where possible (such as on Irving Avenue and Humboldt Avenue) and installing "share the road" signs.	DPD, DPW	Ongoing
	Develop a new shared use path as part of the repair and restoration of the Henderson Bridge.	RIDOT	Mid-term

Initiatives/Projects	Actions	Project Lead	Target Date
Strengthen connections between neighborhoods.			
Mitigate the impacts of traffic on major corridors in surrounding neighborhoods.	Complete the signal synchronization and upgrade project on Angell and Waterman streets.	DPW	Short-term
	Design neighborhood gateways at highway off-ramps to slow traffic and relate to tighter neighborhood street grids. Examples include Gano Street and Wickenden Street at South Water/South Main streets.	RIDOT, DPW, DPD	Short-term
	Work with RIDOT to enhance the Henderson Bridge connection with the neighborhood to eliminate the highway feel and possibly open up new areas for development.	RIDOT, DPD	Short-to Mid-term
	Work with neighborhood schools to identify and enforce school drop-off areas on minor streets to maintain traffic flow along major corridors.	Schools, DPW, TED	Short-term



Initiatives/Projects	Actions	Project Lead	Target Date
Incorporate principles of environmental sustainability into City operations and capital improvement projects.			
Increase community awareness of environmental issues.	Identify neighborhood organizations, institutions and businesses that will commit to participation in the public education campaigns outlined in GreenPrint Providence.	DPD, Neighborhood Groups, Businesses	Short-term
Improve long-term environmental sustainability of capital improvement projects in the neighborhoods.	Continue to identify and implement innovative strategies for reducing the volume of and contaminants in stormwater runoff.	DPW	Ongoing
	Develop a comprehensive program to reduce the amount of impervious surface in the city including increasing availability of on-street parking, discouraging over-paving of yards, reducing on-site parking requirements, and allowing use of permeable paving materials.	DPW	Mid-term
	Identify neighborhood streets where the right of way is wide enough to include permeable strips between the sidewalk and curb for improved stormwater infiltration and tree planting.	DPW	Mid-term
	Develop street standards that reflect neighborhood character and conditions (cross-sections, materials, etc.) to ensure that sidewalk and other improvement projects conform to applicable standards, including the addition of green strips where possible.	DPW	Mid-term
	Identify opportunities and methods for collecting stormwater runoff for reuse as irrigation in parks and other open spaces.	DPW	Ongoing
	Work with "Friends of" groups for neighborhood parks on ideas and fundraising for green-up initiatives such as solar lighting, recycling bins, use of recycled materials in park improvements and tree planting.	Parks groups, DPD	Short-term
	Identify areas in need of street trees and work with the Providence Neighborhood Planting Program.	Neighborhood Groups	Short-term
	Identify locations for trash and recycling receptacles throughout the neighborhoods.	Neighborhood Groups	Short-term

Initiatives/Projects	Actions	Project Lead	Target Date
Celebrate the community's connection to the waterfront.			
Strengthen neighborhood connections to the water.	<p>Create continuous public access along the Seekonk and Providence rivers from Blackstone Park to the riverwalk:</p> <ul style="list-style-type: none"> - Require a minimum of 25 feet along the shoreline for public access as property redevelops, in accordance with the CRMC Urban Coastal Greenway regulations. - Encourage the provision of public access near the tug boat docks at Fox Point. - Encourage wider greenways in exchange for development bonuses. - Provide continuous off-street bicycle paths along the waterfront wherever feasible, using on-street facilities as needed to ensure continuity. - Explore opportunities to expand shoreline pedestrian and bicycle facilities through the Butler Hospital and Swan Point Cemetery properties. 	DPD, Various City Departments	Long-term
	Promote increased public access, open space and public use as part of the redevelopment of the "Shooter's" property (IWay Redevelopment Parcel 10) through development incentives.	DPD, CPC	Short-term
	Establish gateways from the neighborhoods to the waterfront to emphasize public access. (see map)	DPD	Short-term
	Create a wayfinding system that connects the neighborhoods to the waterfront as well as Downtown.	DPD, DPW	Mid-term
	Prioritize streetscape and pedestrian improvements along key connections between the neighborhoods and the waterfront (see map).	DPD, DPW	Short-term
	Encourage the development of water-based transportation and water-related uses such as water taxis and marinas to further enhance public access to the water.	DPD	Mid-term
Ensure design excellence in the redevelopment of IWAY parcels.	<p>Coordinate with the Rhode Island Historic Preservation and Heritage Commission on the creation of design guidelines for IWay parcels to ensure that new development does not have adverse impacts on National Register listed properties.</p> <p>Amend the Zoning Ordinance to:</p> <ul style="list-style-type: none"> - Require design approval of any redevelopment of IWay parcels by the DOWNCITY Design Review Committee (DRC). - Establish design regulations for each IWay parcel, including height, mass, scale, use, transparency, ground level design, etc. (see map for concepts) and discourage variances from regulations. - Establish incentives for greater height and density on certain parcels to encourage the provision of additional public open space and access to the waterfront., particularly in the W2 zone. - Explore mechanisms such as the transfer of development rights from these parcels to other parcels in designated areas. - Continue to engage the community in the design and programming of the new parks being created through the IWay project. 	DPD, DRC	Short-term, Ongoing

Initiatives/Projects	Actions	Project Lead	Target Date
Incorporate principles of environmental sustainability into City operations and capital improvement projects.			
Ensure that infrastructure improvements complement or enhance neighborhood character.	Develop street standards that reflect neighborhood character and conditions (cross-sections, materials, lighting, signs, etc.) to ensure that sidewalk and other street improvement projects do not have adverse impacts on neighborhood character.	DPD, DPW	Short-term
	Work with utility companies and other organizations to ensure that repairs and improvements including utility pole replacement, transformer installations, and meter replacement are done in a manner that complements neighborhood character and vision.	DPW, Neighborhood groups	Ongoing
	Ensure that utility improvement projects do not have adverse impacts on historic resources: -Work with the Public Utilities Commission to address and solve issues. -Update regulations regarding the size and location of utility infrastructure such as transformer pads, meters, etc. -Install historically appropriate light fixtures when replacement is required.	DPW, Neighborhood groups	Ongoing
	Encourage utility companies to remove abandoned utility poles.	DPW, Neighborhood groups	Ongoing
	Identify new street lighting technology to minimize light pollution.	DPD, DPW	Mid-term
	Continue to upgrade sidewalks to bring into conformance with ADA requirements.	DPW, RIDOT	Ongoing
Develop a comprehensive system for the ongoing maintenance of neighborhood infrastructure.	Conduct a citywide sidewalk inventory to identify locations, widths, materials, and conditions.	DPW	Mid-term
	Develop a comprehensive sidewalk repair and replacement program to prioritize sidewalk improvements citywide based on the results of the sidewalk inventory.	DPW	Mid-term
	Encourage residents to report infrastructure problems such as pot holes, missing signs, damaged sidewalks, damaged street lights, and backed-up drains, using the City's Complaint Management System.	ONS, DPW, Neighborhood Groups	Ongoing
	Work with utility companies to ensure that infrastructure such as sidewalks and mailboxes is restored to its original condition upon completion of repair work.	DPW	Ongoing
Improve communication between the City and residents regarding repair and improvement projects.	Develop a response system to inform residents of the outcome of their complaints. <i>Update: A new citywide complaint system has been implemented through the city's Office of Neighborhood Services.</i>	ONS, DPD	Short-term, Ongoing
	Improve the neighborhood notification process for street closures and public works projects.	DPW	Short-term

Initiatives/Projects	Actions	Project Lead	Target Date
Mitigate impacts of institutional buildings on surrounding areas and enhance communication between institutions and residents.			
Improve communication between the universities and area residents and develop conflict avoidance mechanisms.	Work with institutions and neighborhood groups to encourage, establish and maintain a regular schedule of meetings with the public to explain proposals of physical changes that may have neighborhood impacts (buildings, lighting, sound, etc.).	DPD, Institutions, Neighborhood Groups	Ongoing
	Amend the zoning ordinance to require that Institutional Master Plans (IMPS) include descriptions of the public participation process that is followed in the development of the plan. At a minimum, one neighborhood presentation of a proposed plan shall be required. <i>UPDATE: Zoning amendments were approved in 2009.</i>	DPD	Completed
	Consider amending the public notice requirements to expand the radius for notification.	DPD	Short-term
Extend the Institutional Planning cycle.	Consider changing to 10-year plans (IMPs). (The current zoning ordinance requires Institutional Master Plans to include a statement of 10-year goals.)	DPD	Short-term
Address edge issues where conflicts exist or arise between university uses, density and massing and residential, commercial and public uses.	Amend the I-Zone regulations for College Hill and other I-Zone areas to limit height to four stories within 100 feet of a public right of way, a residential zone or an open space zone.	DPD	Short-term
	Amend I-Zone regulations to require that building massing be compatible with structures in residential zones where the two zones are abutting within a designated buffer area.	DPD	Short-term
	Amend the zoning ordinance to extend Local Historic District boundaries to include historic buildings on institutional campuses that are not currently protected.	HDC	Short-term
Improve parking and circulation in the Brown campus area.	Adopt and implement the recommendations of the College Hill Parking Task Force report.	DPW, TED, DPD, Brown Univ.	Ongoing
Improve neighborhood/university relations.	Encourage universities to contribute to the community - e.g. facilities, programs, infrastructure, transport, parking, adopt-a-spot.	Universities, City, Neighborhood Groups	Ongoing
	Link students with neighborhood groups and build relationships between students and residents.	Universities, neighborhood Groups	Ongoing
	Improve universities' maintenance and safety roles in the public realm.	Universities, DPW, DPD	Ongoing



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 neighborhoods, and to prioritize funding and neighborhood improvement projects. The action plan sets 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 the course for amending zoning regulations that have impacts in the neighborhoods.

Thank you to the charrette team, to the residents of College Hill, Fox Point and Wayland for participating in this effort, and to the First Unitarian Church and Lincoln School for generously donating space for the charrette.

The Charrette Team

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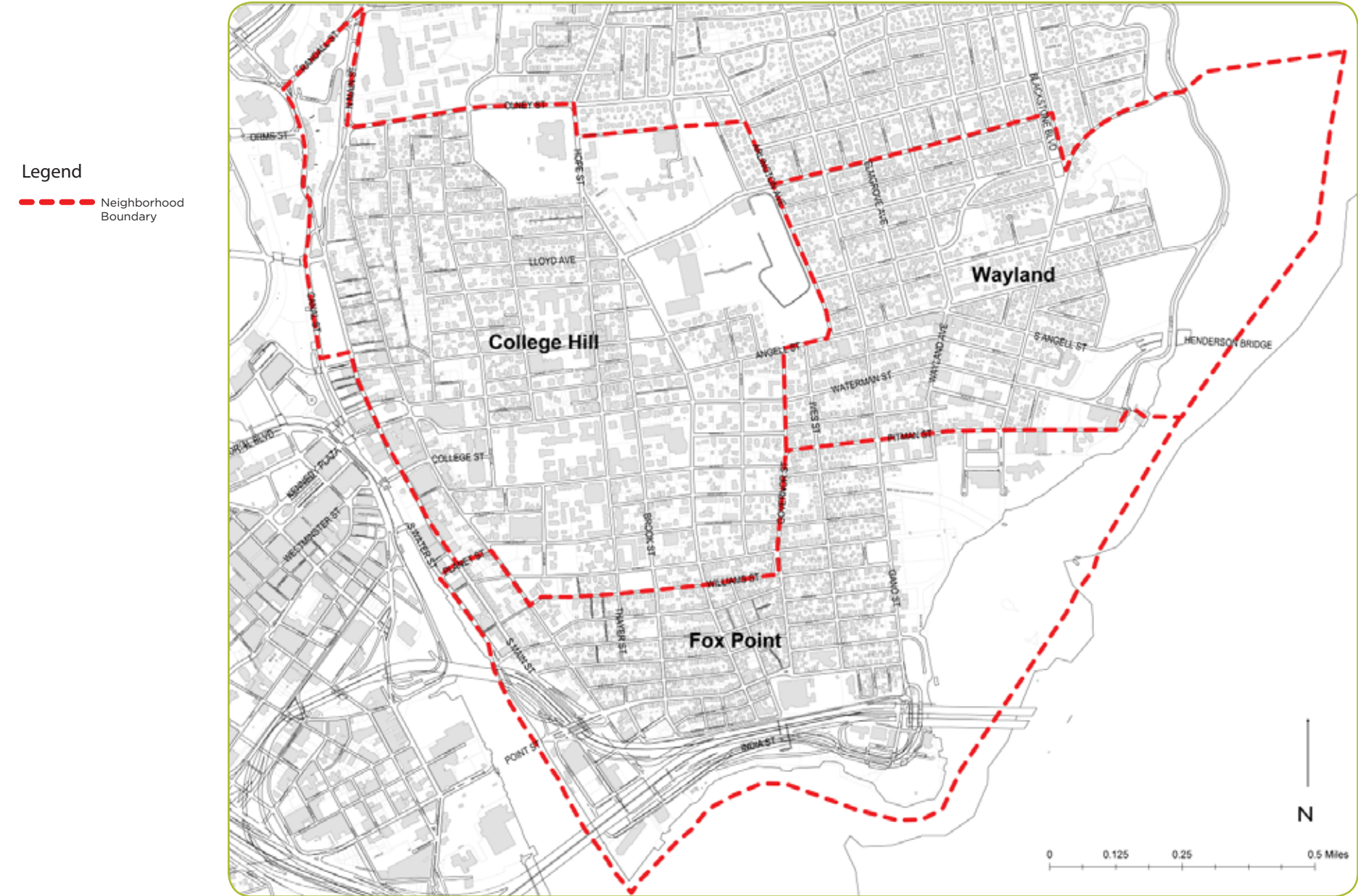
Melanie Jewett, AICP

Keelia Wright, AICP



APPENDIX - NEIGHBORHOOD DATA

Neighborhood Boundaries



Aerial Photograph

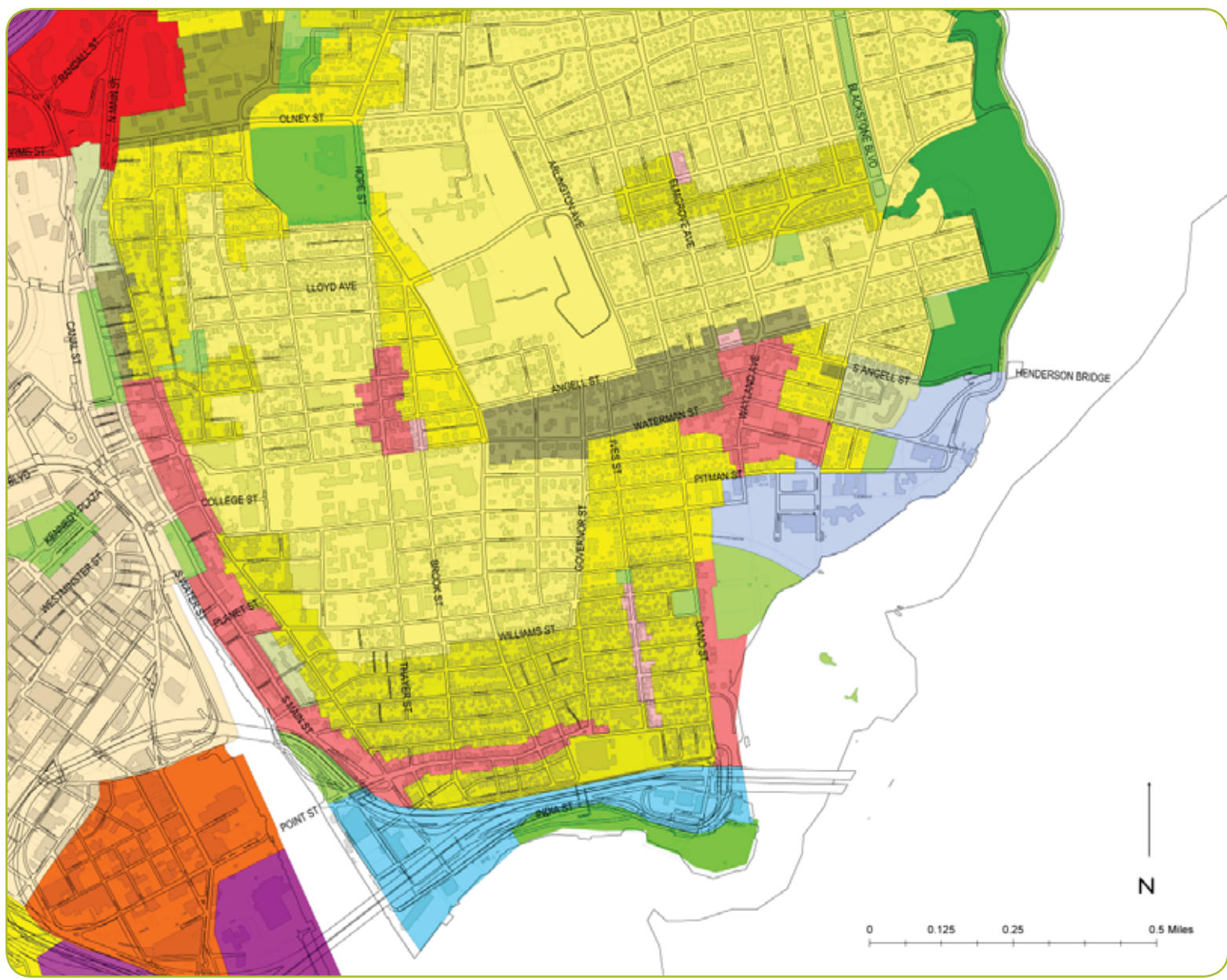


2004

Current Zoning

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 |

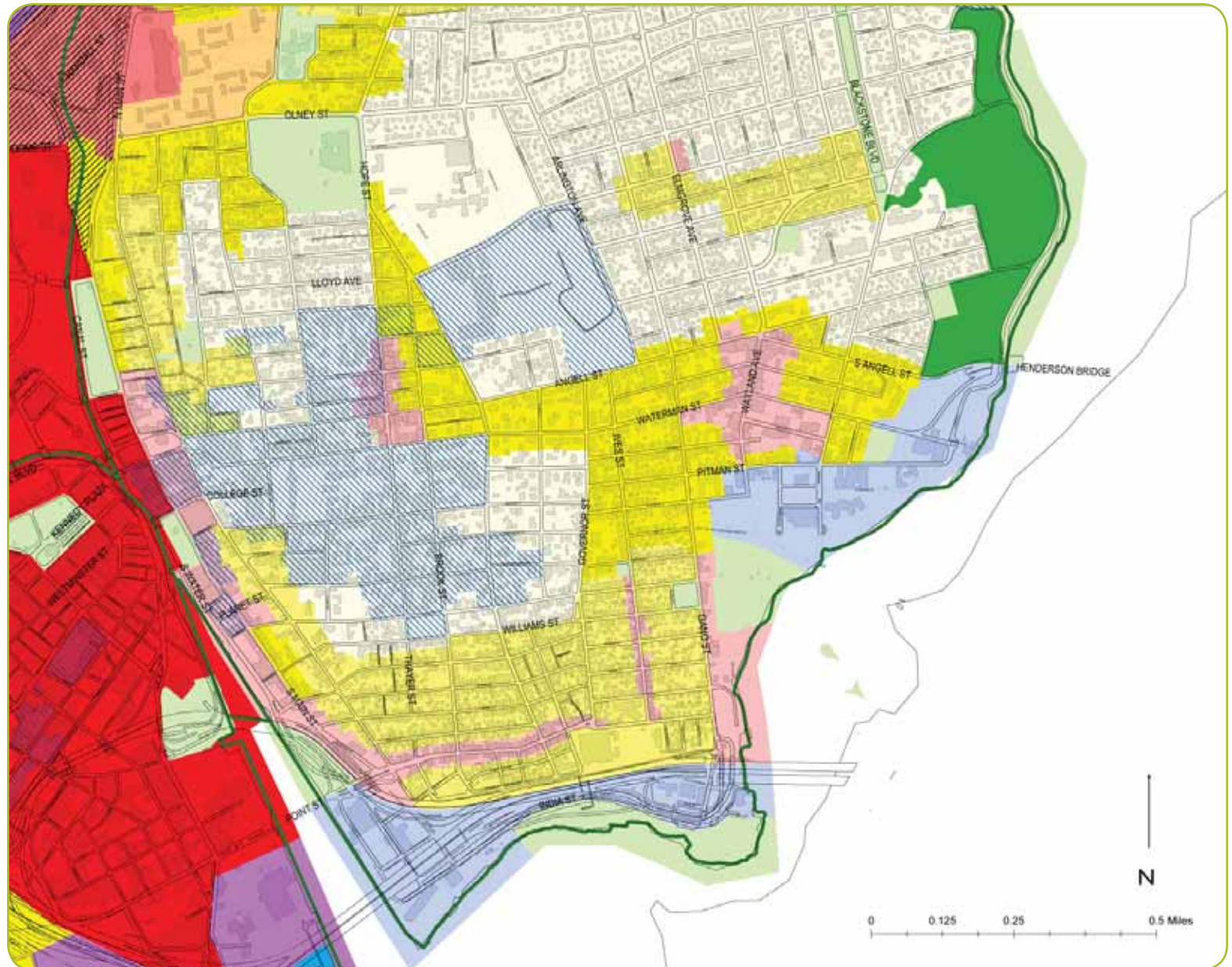


June 2009

Current Land Use

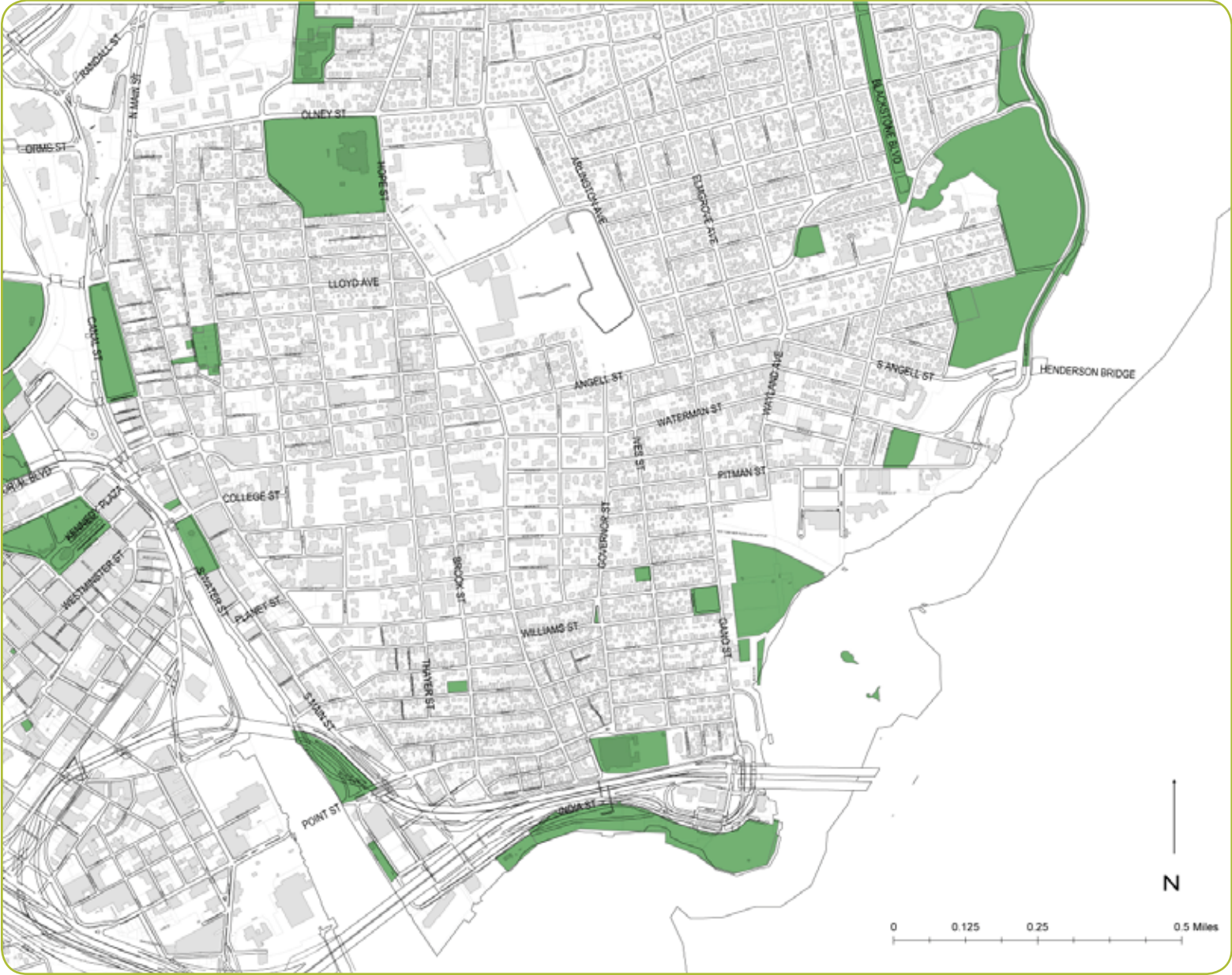
Legend

-  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



December 2007 (Comprehensive Plan)

Parks and Open Space



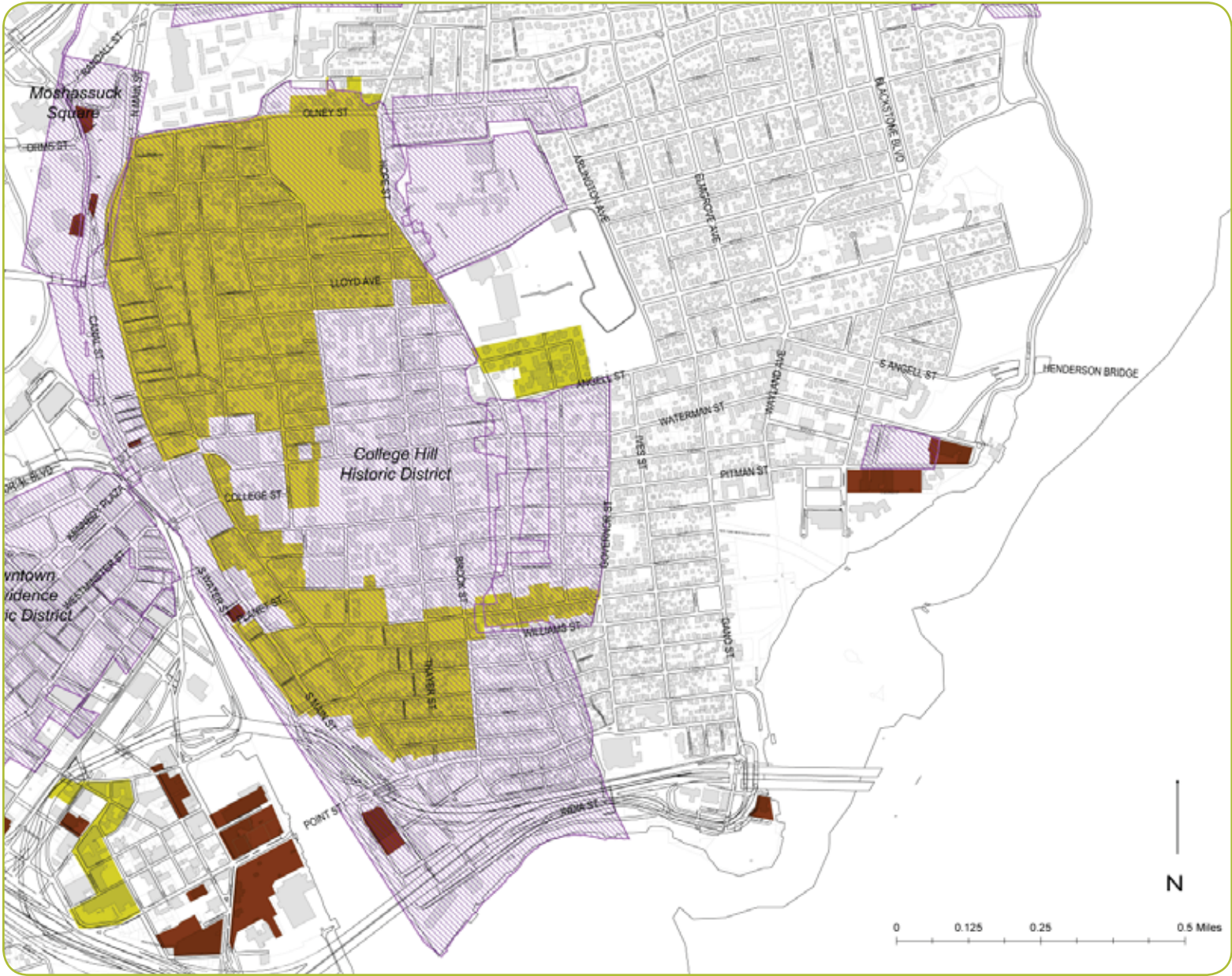
Schools



Historic Districts

Legend

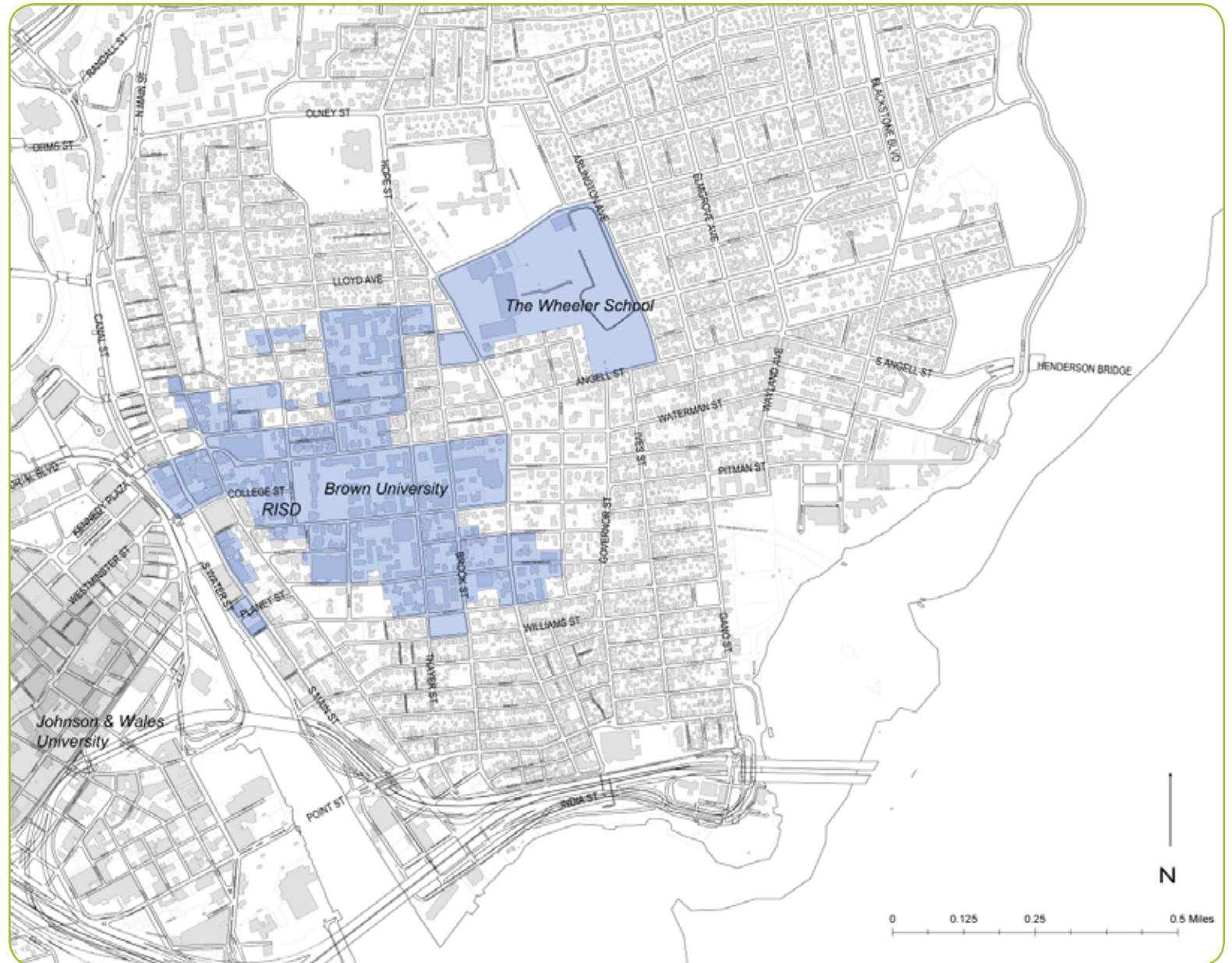
- Local Historic District
- National Historic District
- ICBD



Institutional Zones

Legend

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



June 2009

Street Tree Conditions

Legend

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

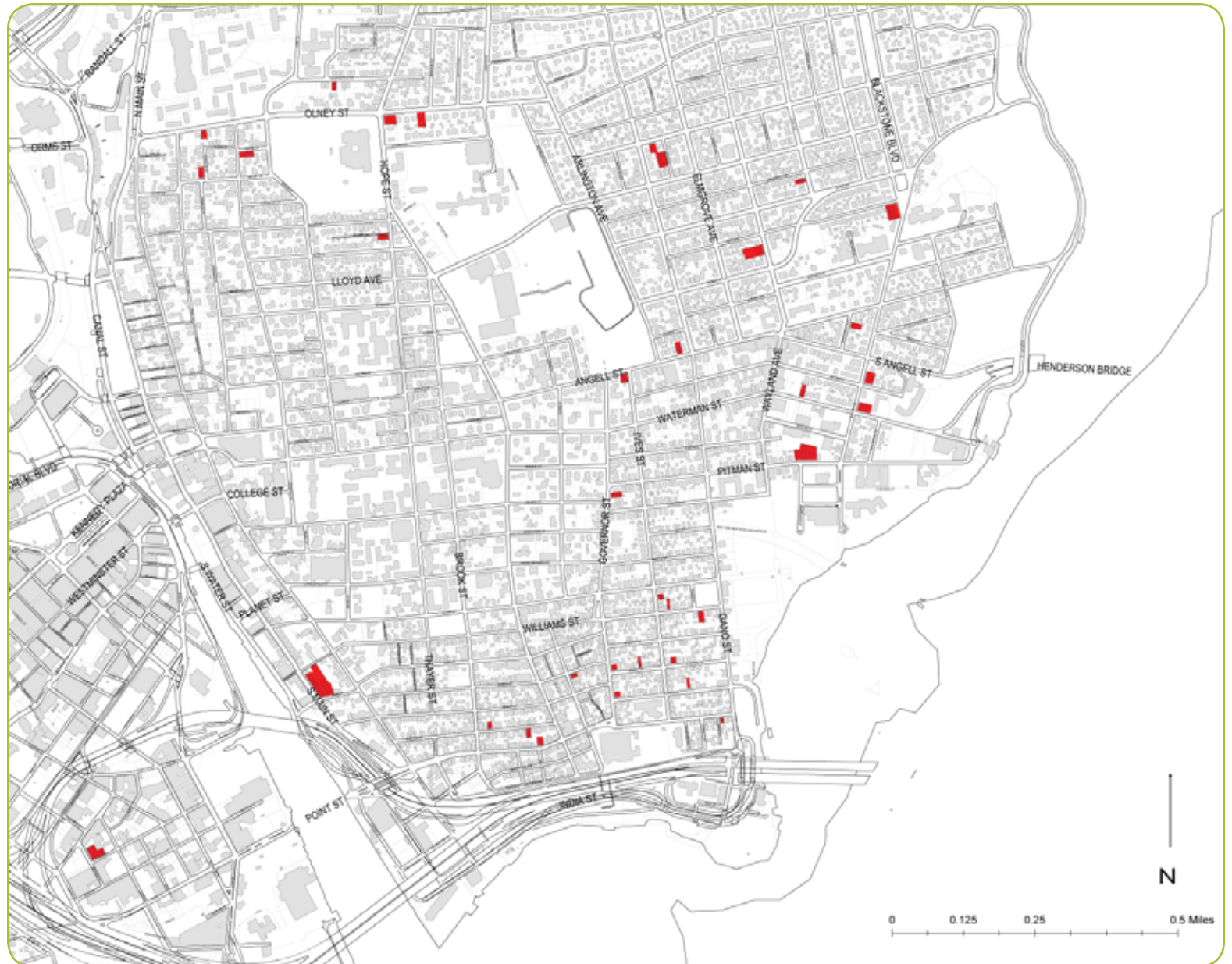


March 2007

Foreclosures

Legend

■ Foreclosure



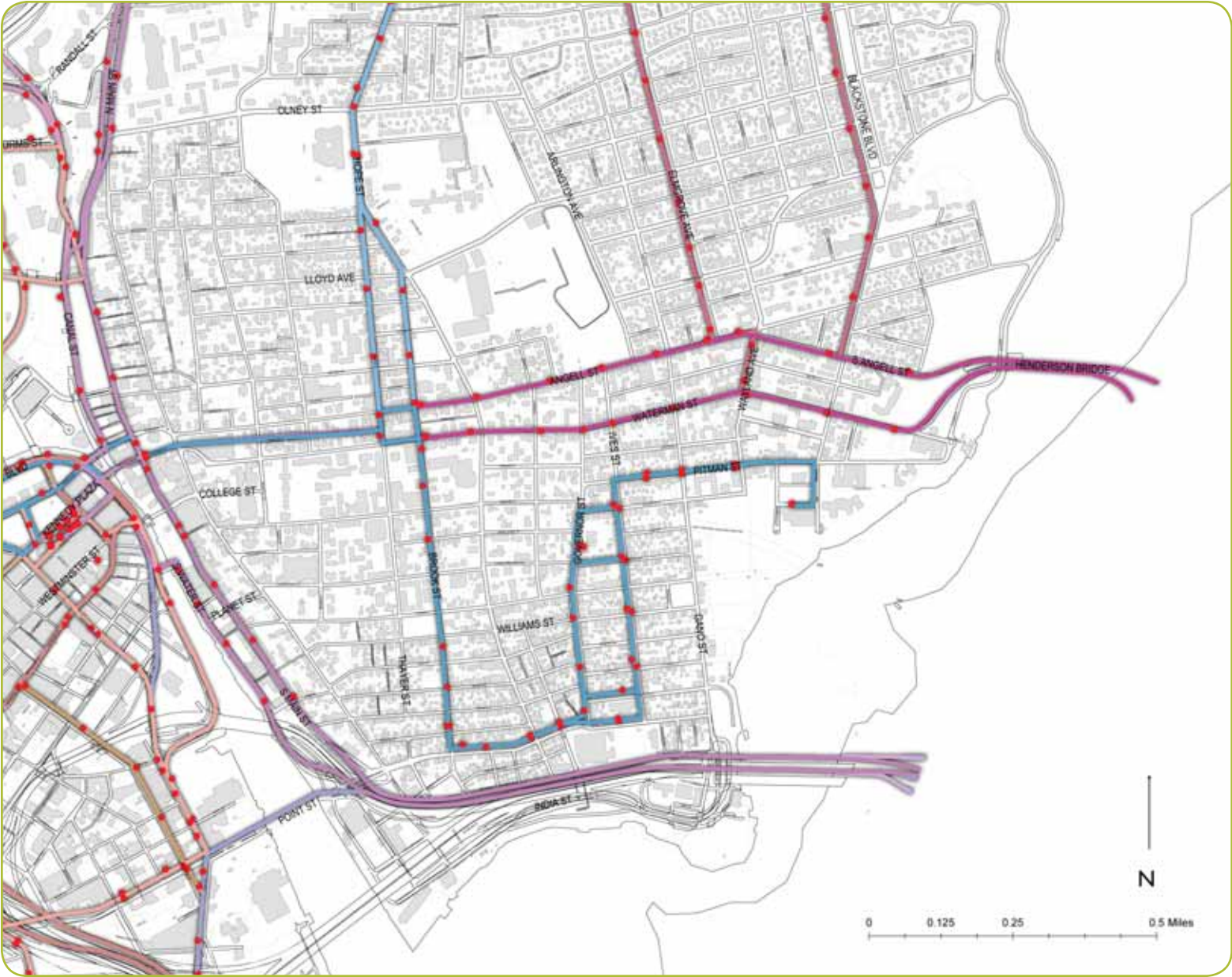
January 1, 2006 - May 31, 2009

RIPTA Routes

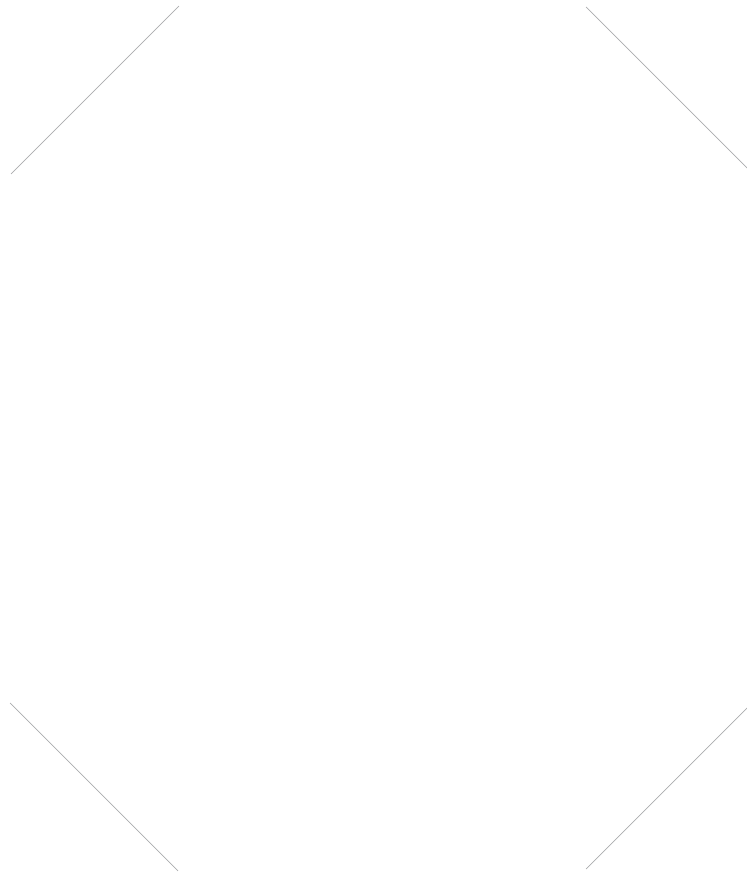
Legend

● RIPTA stop

RIPTA route



APPENDIX - NEIGHBORHOOD PLAN MAP



PROVIDENCE TOMORROW

our city ■ our neighborhoods ■ our future

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Tel:(401) 351-4300

www.providencetomorrow.org