



PROVIDENCE TOMORROW

our city ■ our neighborhoods ■ our future

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UPPER SOUTH PROVIDENCE, LOWER SOUTH PROVIDENCE, AND ELMWOOD NEIGHBORHOOD PLAN MAP

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On May 31, 2006, Mayor Cicilline and the City Council announced the creation of Providence Tomorrow—an innovative and inclusive planning process designed to create a framework for growth and preservation of Providence neighborhoods. Since then, the City Council adopted a new Comprehensive Plan, and the Department of Planning and Development has begun detailed planning studies in each of the city's neighborhoods.

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

The Upper South Providence, Lower South Providence, and Elmwood Neighborhood Charrette was held September 13-17, 2008. Sessions were held at the Pearl Street Lofts. Approximately 80 people participated in the charrette, voicing their opinions on how to activate public spaces in the neighborhoods, where they would like to see commercial and industrial growth in the future, and how to protect the existing character of their neighborhood, among other issues. The planning team collected all of the information from the week, and drafted an action plan.

This map is a summary of the information that was collected from residents, business owners and neighborhood youth over the course of an intensive week of many public meetings. The Plan summarizes neighborhood history and demographics, illustrates the existing character of the neighborhoods through photos and typologies of buildings types, and identifies key issues and neighborhood priorities. The Action Plan identifies goals and objectives for the neighborhoods, and the parties who will lead each effort. The Plan will be used to guide the review of development projects in these neighborhoods by the city's boards and commissions, help the City prioritize funding for projects and infrastructure improvements, and provide a guide for redevelopment efforts.



Due to high community interest in this site, any redevelopment of the St. Joseph Hospital site should involve the community in the process.

Work with community groups to form a working group to assess the future of the St. Joseph Hospital building and to explore its potential as a business/medical/commercial incubator in the neighborhood; work with stakeholders to expand green space in the event that the St. Joseph Hospital property is redeveloped.



Encourage the development of commercial nodes along Elmwood between Mawney to Redwing streets, along Elmwood between Lexington to Adelaide avenues, and at the intersection of Broad and Public, that allow for a mix of commercial, office, and residential uses with traditional neighborhood design standards.



Elmwood Avenue is not quite as busy as Broad Street, but does have some well developed retail areas, particularly between Warrington Street and Adelaide Avenue. Many auto-related businesses are located south of Elmwood Avenue.



The phone booths at the intersection of Elmwood and Broad are a safety concern for community members.

Work with DPW and the phone companies to remove the phone booths at the intersection of Elmwood/Broad and Lockwood in order to improve community safety.

Unlock Jacqueline Clements Memorial Park.



Jacqueline Clements Memorial Park was dedicated in October 2004.

Encourage the development of a commercial node from the Broad/Elmwood intersection to Summer Street to serve as a transition to Downtown, and a node closer to the highway and service road to allow for taller building heights oriented to Downtown.



Work with RIPTA to increase the frequency of transit service along Prairie Avenue.

Assist RIPTA's efforts to create a peripheral hub at the existing Rhode Island Hospital parking lot site.



The addition of new peripheral hubs to ease the burden on Kennedy Plaza is in the planning stages. Two of these hubs are planned for Elmwood and Upper South Providence, one of which will be located opposite Rhode Island Hospital near Eddy Street on property currently used for parking and as a staging area for I-195 construction.

Re-open Collier Park to the public; improve pedestrian connections from upper South Providence to Collier Park.



Collier Park is a waterfront park that is an important asset to the neighborhood. The park was closed to the public after the Russian Submarine Museum sank in a storm in Spring 2002.

Preserve views to the waterfront from Eddy Street; maintain the existing zoning while encouraging a greater density of uses along the street.



Rezone the north side of Thurbers Avenue between Prairie Avenue and Eddy Street from residential to commercial.



Thurbers Avenue currently has a mix of residential and commercial uses.

Rezone the existing single-family residential zoning along Warrington Street between Hamilton and Niagra streets to allow for two-family residential development.

Improve pedestrian access to Roger Williams Park by creating pedestrian connections across I-95 at Melrose and Niagra streets.

Legend

- | | |
|-------------------------------------|---|
| Single Family Residential | Neighborhood Commercial |
| Low Density Residential | General Commercial |
| Medium Density Residential | Downtown/Mixed Use |
| High Density Residential | Business/Mixed Use |
| Waterfront Mixed Use/Nbrhd | Public Space/Open Space |
| Waterfront Mixed Use/General | Institutional District |
| Waterfront/Port | Jobs Only District |
| Recommended shared bike lanes | Possible gateway location |
| Recommended on-street bike lanes | Recommended streetscape improvements |
| Possible transit connection | Recommended landscape buffer |
| Recommended pedestrian improvements | Possible greenway |
| Possible multi-use trail | Discourage commercial expansion beyond boundary |
| Recreation opportunity | Recommended park improvements |
| Community garden opportunity | Recommended drainage improvements |
| Playground opportunity | Recommended traffic/intersection improvements |
| | Recommended traffic signal improvements |

1/4 mile 1/2 mile

1/2 km

