



NORTH END URBAN PLAN

RFP# 20-006

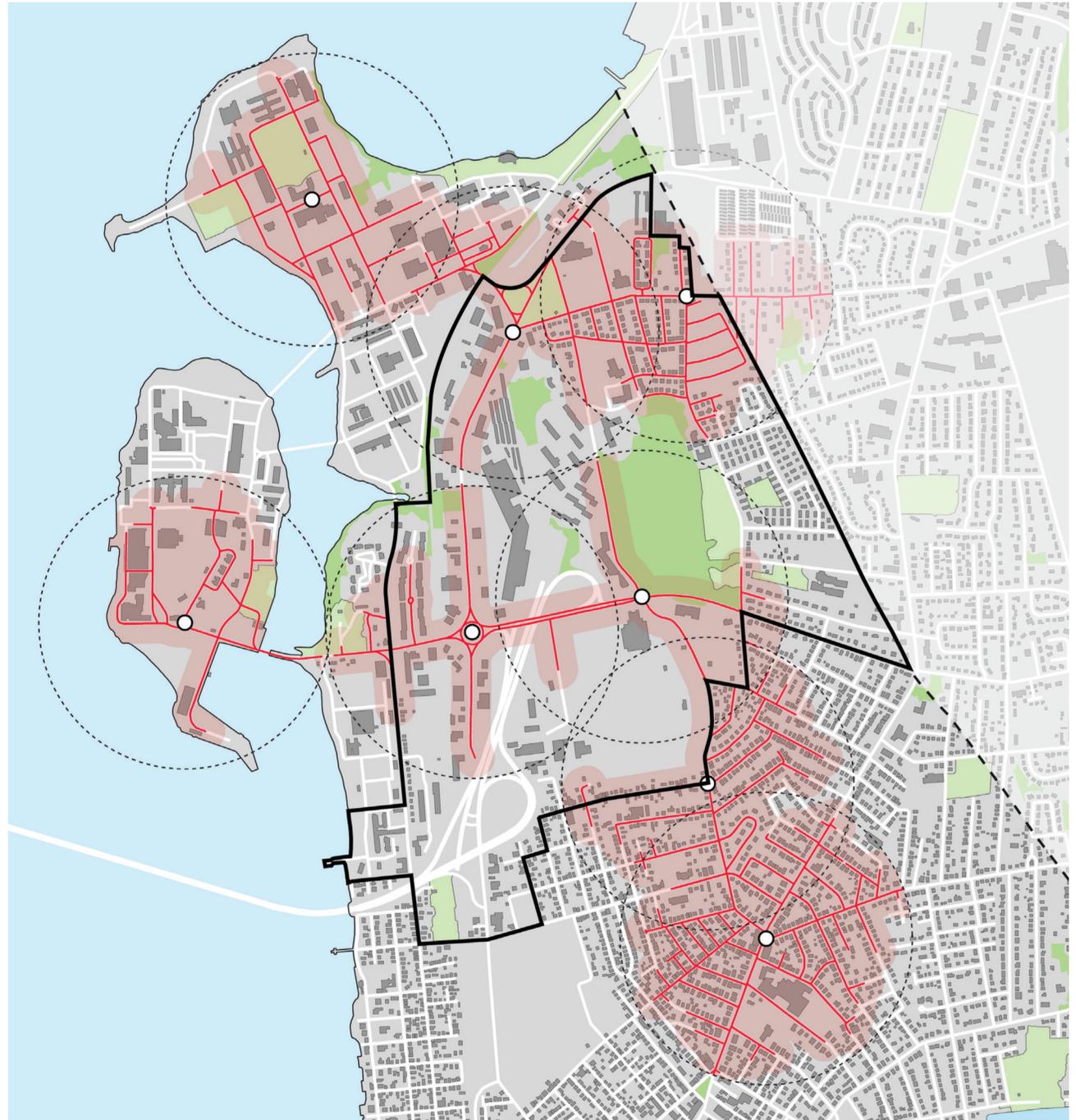
NEWPORT, OCTOBER 16TH, 2019

PRINCIPLE



WALKABILITY AND NEIGHBORHOOD STRUCTURE

How will development in the North End affect the people who live within the study area? Our analysis has found that there is very little infrastructure or street networks that support an auto-free lifestyle. This is best exemplified by “Admiral Kalbfus Boulevard runs east-west from Broadway and the Middletown under the Pell Bridge ramp to the Connell Highway rotary. The volume and speed characteristic of Admiral Kalbfus currently creates a divide through Newport’s North End communities, disconnecting a large portion of Newport’s residents from the rest of the City.” This is a key example of the significant lack of pedestrian-oriented streets and public spaces throughout the North End. There is very little, if any, similarity in urban form between large sections of the North End and the historic neighborhoods to the south as illustrated in this analysis map. We understand that future growth and infrastructure in this section of the city needs to support all modes of transportation. This goal can likely be accomplished with the creation of urban fabric that is reflective of Newport’s dense, pedestrian friendly urban core.



Analysis of Newport’s North End walkability, showing the contrast between the walkability in older neighborhoods and the poor walkability in the areas of the North End surrounded by large blocks and Pell’s bridge ramps.

TRANSPORTATION DEMAND MANAGEMENT + PARKING

Newport's North End is poised for growth over the coming decades, and a flexible transportation demand management (TDM) approach is necessary to foster that growth. Transportation and parking are critical resources for a community's interactions, commerce and access. The North End Urban Plan TDM strategy will be founded on the key principles of providing a mix of uses, minimizing excess parking, relieving bottlenecks and providing better commute choices. We will also look for opportunities for the North End to serve as an intercept location for vehicles that would have otherwise been headed to Downtown Newport as part of the regional and tourism related transportation resources. The study will be informed by the recent City of Newport Comprehensive Land Use Plan findings on transportation and population trends. Large parcels with transitioning uses, such as the potential redevelopment of the former Newport Grand Casino site will play an important role in the analysis.

With the Pell Bridge viaduct removal, roadway realignment and future development opportunities, we look forward to working closely with Neighborhood, Interdepartmental Traffic Committee (ITC), Public Services Department, and RiDOT stakeholders to integrate feedback and plans into the TDM approach.

NEWPORT ARCHITECTURE

Newport has a strong sense of architectural character. This design and building heritage needs to extend throughout the North End. There are fabulous examples of building types and architectural style found throughout the historic core of Newport that can serve as exceptional patterns for development in the North End. Our team has an inherent understanding of these patterns and has deep experience with create contextual, contemporary architecture using the local vernacular of a place.

PELL BRIDGE

A successful North End development along with the improvements to the Pell Bridge ramp system will improve the quality of life for the community for residents and tourists alike. Existing and former Navy, light industrial, and strip retail uses with large parking lots in Middletown conflict and strain adjacent residential areas. Traffic from tourists and truck traffic from the bridge clog the streets in the summer.

The team will work closely and creatively with the City, RIDOT and Community to develop the North End Urban Plan. Proven resilient, sustainable design will guide future development. The location of the development area is pivotal, with direct access to the Pell Bridge and the waterfront along Narragansett Bay and is a gateway into Downtown Newport.

APPROACH

The Principle Team understands that designing a place that people will love takes time, passion and professional judgement. The City Council's adoption of the development moratorium allows the proper time to pause and carefully consider planning and design efforts at this critical juncture in Newport's land use planning history. As over 90% of Newport is fully developed, the City is wise to carefully steward this rare opportunity to create a 21st century vision for this highly visible 486 acres.

TEAM OVERVIEW

The cross-disciplined Principle Team proposes to study, analyze and design a detailed North End Urban Plan in a highly interactive process that will be presented to the City Council at their February 19, 2020 meeting. Our team is composed of the following experts in their field:

URBAN PLANNING AND COMMUNITY ENGAGEMENT:

Principle is a company committed to helping create authentic places and is a leader in the New Urbanism movement. The office will facilitate all of the public process and direct the design and planning teams. Mayor's and Town Leaders throughout New England have turned to Principle in the past to help with some of their most complicated and transformational planning projects. We are happy to bring that experience to work for the City of Newport.

ARCHITECTURAL DESIGN AND RENDERING: Fairfax & Sammons Architects brings an internationally recognized design team to the table. The recipient of many urban design awards, their expertise is in urban visioning and

historic neighborhood regeneration. Imai Keller Moore, a minority-owned business, brings a deep experience in New England architecture and housing typologies. As the town architect for Mashpee Commons for more than 30 years, Randall Imai offers the team a deep understanding of how to assemble a mixed-use neighborhood from scratch and with a focus on contextual architecture.

PUBLIC LIFE AND STREET DESIGN: Street Plans is an internationally recognized urban planning, design, architecture, and transportation planning practice with offices in New York and Miami. The firm has an expertise in integrating placemaking and mobility with broader land use, urban design, public engagement, and comprehensive planning goals. A central part of Street Plans' methodology is a focus on short-term implementation called Tactical Urbanism. Street Plans is recognized as the leading practitioner/steward of the global Tactical Urbanism movement. Principals Tony Garcia and Mike Lydon are the authors of the acclaimed Tactical Urbanism book, published by Island Press in 2015.

LANDSCAPE DESIGN & WATERFRONT RESILIENCE:

Brown, Richardson, and Rowe brings is a women-owned business (WBE) practicing landscape architecture, urban design, planning and environmental analysis. Founded in 1981, the firm has successfully completed public and private projects involving waterfront parks, campus planning, land reclamation, historic landscapes, streetscape improvements, transportation, community participation, and corporate and commercial developments.

MOBILITY AND TRANSPORTATION ANALYST AND

ADVOCATE: Norman Garrick is a professor at the University of Connecticut whose research focuses on advancing our societies understanding of sustainable places. Norman will bring an expertise in Street Networks, Sustainable Transportation Systems, and Smart Parking Policies. Liam Blank brings a wealth of up-to-date transportation information and mobility ideas to the project. He is experienced in public policy, social media and is intimately knowledgeable with Newport and the site.

SITE ENGINEERING, PLANNING, TRANSPORTATION AND GIS SPECIALISTS:

Nitsch Engineering delivers creative client-focused sustainable development solutions with a mission of building better communities with local citizens. Nitsch will assist with the design of green infrastructure, transportation planning, and an overall resiliency design strategy. As one of the Boston Globe's best places to work in 2018, Nitsch brings a wealth of technical knowledge and engineering know-how to the table.



LIAM BLANK

TRANSPORTATION
CONSULTANT

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www.liamblank.com

Liam Blank is a native-born Newporter. Riding the public bus to Providence everyday to school was a formative experience, sparking the question, why can't this be a better experience for transit users? His passion for transportation grew and he is now an experienced transportation analyst and advocate. His background in urban planning, public policy and his in-depth understanding of mass transit operations makes him a valuable team member for the North End Urban Plan. He has a profound understanding of the project as it has been in his backyard all his life and he eagerly joins the team of Principle and Fairfax & Sammons to provide vital input on transportation, an important component to the success of the overall strategy.

EDUCATION

Rutgers University New Brunswick, NJ

Edward J. Bloustein School of Planning & Public Policy

PROJECTS & EXPERIENCE

Tri-State Transportation Campaign (TSTC) New York,

NYAdvocacy & Policy Manager April 2018 – Present

Liam plays a leading role in successful lobbying efforts

to implement pro-transit legislation in New York and New

Jersey, including; congestion pricing in Manhattan; NJ

Transit board of directors reform; automated camera

enforcement for NYC bus lanes; and NYC for-hire vehicle

regulations. He works with coalition partners to achieve

commitments from organizations for increasing dedicated

bus lane miles, redesigning the NYC bus network, and

implementing a crosstown busway on 14th Street in

Manhattan. He conducts extensive research and analysis

of data for publishing reports and fact sheets as a strategy

for advocacy campaigns. He speaks at press conferences,

transit agency board meetings, legislative hearings, and for

news media interviews.

RETHINK STUDIO NEW YORK, NY

Transportation Analyst July 2015 – April 2018

Liam worked with a team of urban planners and architects

to create ReThinkNYC, an award-winning comprehensive

proposal to build a world-class transportation network

for the NYC region.



He analyzed the history and evolution of mass transit between Boston, MA and Philadelphia, PA to create an extensive resource library of books and documents obtained through FOIL requests. He served as a member of the Strategic Regional Planning Advisory Team and helped draft a proposal for developing the Sunnyside Rail Yard site in Queens, NY.

NEW JERSEY COMMUTERS ACTION NETWORK (NJCAN)

NEW BRUNSWICK, NJ

Co-founder April 2015 – April 2018

Liam created and moderated “The Delayed on New Jersey Transit Support Group” on Facebook with over 4,600 active members to mobilize commuters and share important service updates.

He successfully advocated for adding two regular NJ Transit commuters to NJ Transit’s board of directors.

DOWNTOWN PROVIDENCE PARKS CONSERVANCY

(DPPC), PROVIDENCE, RI

Senior Park Ambassador May 2011 – September 2014

He promoted and facilitated free, family-friendly programming, including a weekly music series/beer garden and children’s story time in Burnside Park. He managed the licensing, billing, and scheduling for The Food Truck Market at Kennedy Plaza.

TEAM REFERENCES



WOONASQUATUCKET VISION PLAN

Mayor Jorge Elorza, City of Providence, RI

Chief of Staff Nicole Pollock

Bonnie Nickerson, Director of Planning

HELLO WASHINGTON STREET! PLAN

Mayor Ruthane Fuller, City of Newton, MA

Barney Heath, Director of Planning, City of Newton

UNION SQUARE NEIGHBORHOOD PLAN

Mayor Joseph A. Curtatone, City of Somerville, MA

George Proakis, Director of Planning, City of Somerville

MARION SQUARE VISION- CHARLESTON

Dr. Jack Simmons

Former Chair of The Committee to Save the City
Charleston, SC

Mr. Josh Martin

Director of Planning, Zoning and Building, Palm Beach, FL,
Former Senior Advisor to the Mayor, Charleston, SC

BELVEDERE PROPERTY MANAGEMENT

Mr. Peter Talty, Vice President

LIAM BLANK REFERENCES

Nick Sifuentes

Executive Director of Tri-State Transportation Campaign

Jim Venturi

Founder & Principal Designer of ReThink Studio

Harris Winters

Investment Sales Specialist at Deutsche Bank

RESILIENT BOSTON HARBOR VISION PLAN

Alexis Landes, Managing Principal

SCAPE

New York, NY 10007

PORTSMOUTH2025 MASTER PLAN

Alan Mountjoy, AIA, Principal

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