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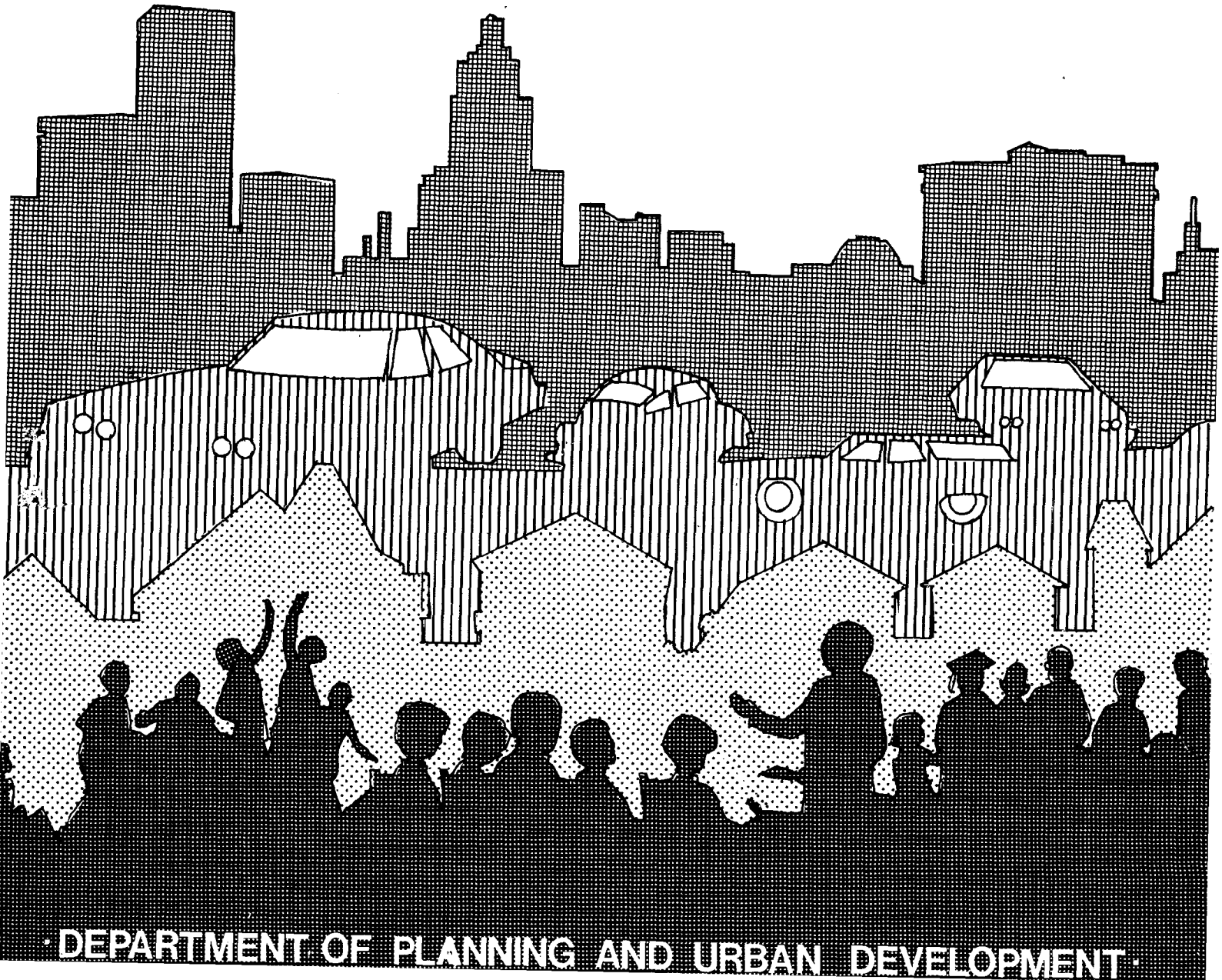
ANNUAL REPORT

IN CITY COUNCIL
FEB 5 1981

READ:
WHEREUPON IT IS ORDERED THAT
THE SAME BE RECEIVED.

Rose M. Mendez CLERK

1980



DEPARTMENT OF PLANNING AND URBAN DEVELOPMENT

STANLEY BERNSTEIN
DIRECTOR



VINCENT A. CIANCI, JR.
MAYOR

DEPARTMENT OF PLANNING AND URBAN DEVELOPMENT

40 FOUNTAIN ST., - PROVIDENCE, R. I. 02903 - TEL. 401-831-6550

January 13, 1981

The Honorable Vincent A. Cianci, Jr., Mayor
The Honorable City Council of the City of Providence
City Hall
Providence, Rhode Island 02903

Dear Mayor and Council Members:

The Department of Planning and Urban Development takes pleasure in transmitting its 1980 Annual Report for the period ending June 30, 1980, which in brief describes the myriad of complex activities in which this department is engaged.

Public attention and focus has been placed on concerns of the central core of the City, and this department has taken a lead position in the planning and execution of the Capital Center Improvement Project, the Kennedy Plaza Transit and Pedestrian Improvement Project, and the Westminster Center Project. In addition, and because there is a continuing search for opportunities to increase the usefulness and livability of the residential neighborhoods, a series of eight neighborhood analyses have been completed which provide detailed information on land use, zoning, and structural and environmental conditions.

The department also assumes an active role in guiding the City through the redevelopment process to maintain an orderly but vigorous municipal growth. Local groups have submitted proposals for neighborhood and commercial revitalization projects which have been developed independently, under consultant contract, or jointly with PUD staff services. Many proposals have been reviewed and two have been put into execution: Charles Street and West End. Eight additional projects are moving through the planning and pre-execution stages: Olneyville Square, Trinity Gateway, La Salle Gateway, Smith Street, Washington Park, South Providence, Hartford Avenue and Eagle Park.

We wish to extend our appreciation to the numerous civic organizations and citizen groups, as well as to State and local agencies, who have contributed to our efforts this past fiscal year.

Sincerely yours,

A handwritten signature of Stanley Bernstein in dark ink.
Stanley Bernstein
Director

SB/jp

DEPARTMENT OF PLANNING AND URBAN DEVELOPMENT
CITY OF PROVIDENCE

A N N U A L
R E P O R T

FOR THE FISCAL YEAR ENDED JUNE 30, 1980

40 FOUNTAIN STREET, PROVIDENCE, RHODE ISLAND 02903

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INTRODUCTION

The City Department of Planning and Urban Development was created in February, 1967. The enabling statute made it responsible for comprehensive city planning and housing code enforcement; and, by contract with the Providence Redevelopment Agency it would provide staff services for urban renewal activities. The Department would provide staff services to the City Plan Commission, formerly rendered by its own staff.

In 1974, the U.S. Department of Housing and Urban Development replaced several programs, including Title I urban renewal, with a community development block grant as the major source of federal urban development funding. Providence responded to the new legislation by retaining the Department of Planning and Urban Development to carry out comprehensive planning and redevelopment and by creating a new Mayor's Office of Community Development to plan and execute specific development activities under the new law and to administer the block grant funds.

Other federal departments have expanded categorical program grants to state and municipal governments for capital projects, particularly those involving transportation, environmental control and economic development. In response to those opportunities, the Department of Planning and Urban Development has expanded its range of activities. It has assumed responsibility for a major public works project; the re-design, reinstallation and expansion of the Westminster Pedestrian Mall within the Westminster Center Project. It has also acted on behalf of the City in consultation for rehabilitation and reuse of Union Station, redesign of Kennedy Plaza (ARZ), location of state and federal office buildings and most other substantive proposals concerned with land use in Downtown Providence.



The Department has completed a series of independent neighborhood studies primarily concerned with housing conditions, land use, and socio-economic profiles. The responsibility of the Department is to provide the comprehensive planning base, or elements of it, on which neighborhood improvements can be based.

A major component of any comprehensive planning effort is sound financial planning. To that end, the Department developed a 1979-1985 Capital Improvement Program to improve financial management of city services and development plans. The 1980-86 CIP will contain the upcoming year's actual capital budget and will clearly relate individual projects to comprehensive planning and economic development goals.

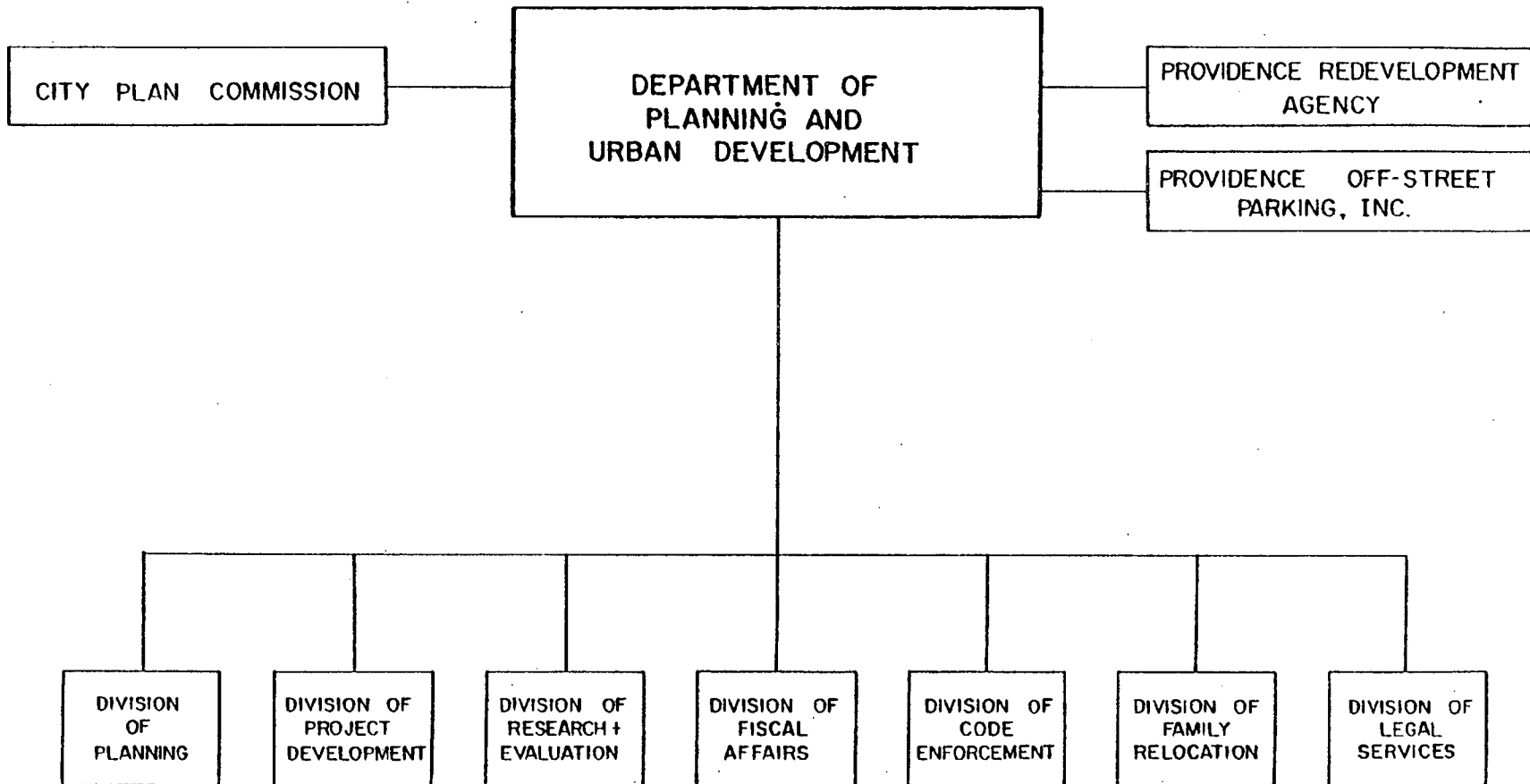
The Department (through the aegis of the Providence Redevelopment Agency) proposed a new \$25,000,000 bond authorization in 1977. Defeated at the polls in the general election of November 1978, the \$25,000,000 bond issue was subsequently approved by a 2-to-1 margin at a special election on June 26, 1979. Previous redevelopment bond issues, either spent or committed, amount to \$34,000,000.

The new bond authorization will allow the Department to plan redevelopment of neighborhoods, downtown revitalization and industrial retention, expansion, and attraction strategies. Already, \$5.5 million has been committed to two projects - \$1.2 million for Charles Street and \$4.3 million for the Capital Center Project.

Respectfully submitted,

Stanley Bernstein
Director
Department of Planning and
Urban Development



THE COMPREHENSIVE PLANNING PROCESS

The Planning Division of the Department of Planning and Urban Development is responsible for comprehensive planning for the City of Providence. Comprehensive planning is a continuous process which seeks to meet the following objectives:

- (1) To guide the City's development and redevelopment.
- (2) To establish goals and policies for the specific Plan Elements such as land use, circulation, housing, parks and open space, the environment, public facilities and the like.
- (3) To establish a framework for functional plans for specific projects such as neighborhood and commercial area revitalization, redevelopment projects, industrial parks and the like.
- (4) To establish policy for action by the Mayor, City Council, PRA, Zoning Board of Review and other regulatory agencies for the implementation of the Comprehensive Plan and its elements.

To meet these ends, the Department has sought to strengthen the comprehensive planning process. In the past, the Comprehensive Plan was required under the State Planning Enabling Act but lacked the means to make it anything other than an advisory document. Upon the advice of this Department, the Home Rule Charter Commission incorporated a provision in the City's new Home Rule Charter that would require the City Council to adopt a Comprehensive Plan that would be prepared by the Department and recommended by the City Plan Commission. This would give the planning process new meaning and it would enable the City to set goals and policies to guide its future. 1./

The requirements for a Comprehensive Plan and its elements pose an ambitious agenda for the Department. To address these, the Planning Division is currently engaged in the following elements:

- Neighborhood Comprehensive Plans
- Neighborhood and Commercial Area Revitalization Plans

1./ See Appendix A for the text of the new Charter provisions as they affect this Department and the City Plan Commission.

- Downtown Plans
- Project Planning
- Environmental Planning

In the next two years, the Planning Division will prepare an overall goal and policy plan to serve as the Comprehensive Plan which will include the following additional elements:

- Recreation, Open Space and Parks
- Land Use and Housing by Neighborhood
- Public Facilities

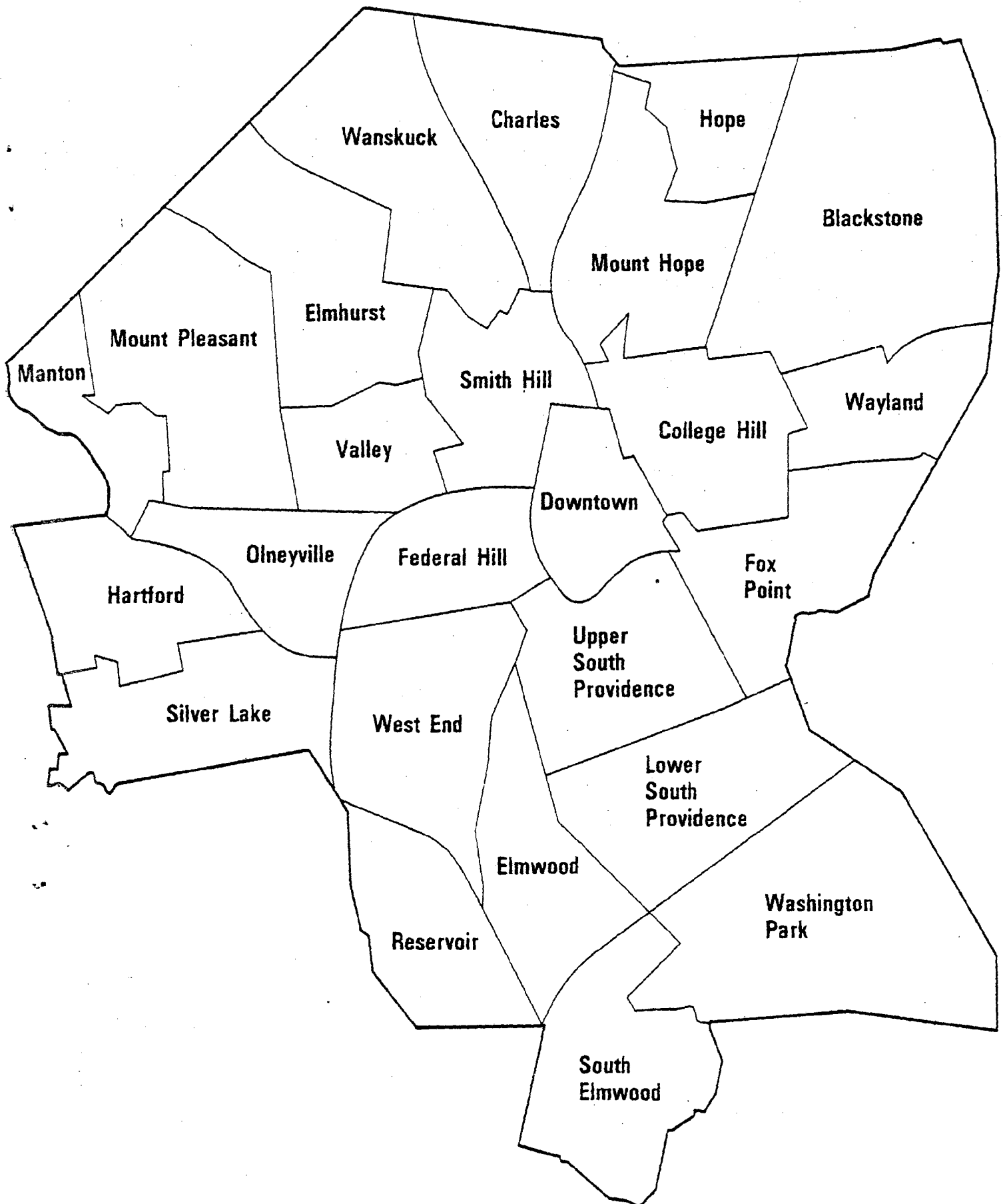
In addition, the Planning Division will continue to perform special planning services for the Mayor, City Council and citizen groups.

Neighborhood Comprehensive Plans

Since 1976, the Department has published a series of neighborhood analyses for selected neighborhoods. These analyses provided detailed information on land use, zoning, structural condition and environmental conditions. They include extensive use of mapping, analysis of trends and initial suggestions for improvement.

The following neighborhoods (see Map following) now have completed analyses that are available upon request:

- Washington Park
- Elmwood
- West End
- Olneyville
- Smith Hill
- Upper South Providence
- Lower South Providence
- Federal Hill



Neighborhood and Commercial Area Revitalization Plans

These plans are action oriented efforts that are aimed at assisting Project Area Committees (PAC) to meet eligibility criteria for PRA assisted renewal and for funds from other federal and state sources. Generally, these projects are initiated by neighborhood groups which then apply for MOCD funding for consultants. While earlier efforts were performed independently of the Planning Department, experience has shown that planning input at the earliest stages result in workable projects whose benefits extend beyond the cosmetic treatment of sidewalks and street furniture. The Planning Division provided advice, consultation and recommendations on the following projects:

1. Charles Street - This project was originally planned by Albert Veri Associates. The Department prepared the Urban Renewal Plan which was approved by the PRA and City Council. It is currently in the middle stages of final design by Lee Pare Associates with the active involvement of the PAC and the Planning Division staff.
2. Red Bridge Area - While this study did not lead to an urban renewal project, it was a planning effort to identify opportunities for the re-use of this valuable East Side property. The Department's original concept was largely adopted by a private developer. A complex of office, commercial and luxury condominium dwelling units is now being planned as the "Richmond Square Project" by the developer.
- (3) Trinity Gateway - This project covers a major portion of Upper South Providence and includes Trinity Square and the Pine Street Historic District. Prepared by the consultant firm of Nathanson, Gates and Lachowicz, the plan included concepts of "housing in-fill" to restore the urban fabric of the area, and rehabilitation of existing structures.
- (4) Olneyville Square - This plan was originally conceived as a proposal to relieve traffic congestion in Olneyville Square. A circulator was designed by in-house staff which served as the centerpiece for a revitalization plan. The firm of C.E. Maguire was engaged to develop the final plan. After careful analysis, the consultant confirmed that the staff designed circulator was the best solution. Maguire is also developing the plan which calls for off-street parking,

treatment of the Square with new sidewalks and other amenities and for the re-use of blighted properties as a stimulus for business in the area. Maguire's project staff works in close consultation with the Department's staff and with the Olneyville Project Area Committee.

- (5) Hartford Avenue - This project was initiated by the Hartford Avenue Business Association in an effort to revitalize the commercial district. The firm of Albert Veri Associates (AVA) was engaged to prepare the conceptual plan. This project, which is still in its formative stages, provided the first opportunity to involve the planning staff at the earliest stages of the planning process. The staff provided all of the initial field work including land use, structural conditions, and street and sidewalk conditions. The staff also conceptualized street adjustments at Pettys and Glenbridge Avenues and also offered insight as to planning objectives. AVA staff was able to get into the process without spending too much time on data gathering and analysis. This plan should be completed in early 1981.
- (6) Smith Hill - This project was also initiated at the request of the Smith Hill Neighborhood Economy Revitalization Commission (SHNERC). It provided greater opportunities for the planning staff to participate more fully in the earliest stages of the planning process. The staff prepared a Scope of Services in consultation with the SHNERC. The Scope outlined all the planning services that were to be performed and apportioned these between the consultant and the staff. The result was that a close working relationship evolved between the consultant (Nathanson, Gates & Lachowicz), the Department's staff and the Office of Economic Development. The latter was involved in initial store-front loans but came to represent business interests in the area. Besides the revitalization plan, the Smith Hill merchants and residents will receive an Architectural Workbook - a "how-to" manual that will assist property owners with structural rehabilitation, storefront renovation

and signage. It will be specifically tailored to address properties within the project area and, if successful, can serve as a prototypical manual for other neighborhoods. The plan and workbook will be published in early 1981.

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- (7) Washington Park - This neighborhood was the subject of a URI Graduate School of Planning studio course. Student planners studied the area and rendered an ambitious renewal plan in March of 1980. A major premise of the plan was that a new shopping center could be supported in the area but in fact, this proved not to be the case. The Washington Park PAC has since approached the Department and the PRA for planning services to revitalize the area. A plan is currently in process and unlike the previous neighborhoods, will be conducted entirely in-house without consultants.
- (8) South Providence - As a result of the need for specific neighborhood revitalization efforts such as was attempted by the Trinity Gateway Committee; the South Providence Revitalization Committee and others, the Department has initiated a generalized yet comprehensive plan for all of South Providence, the West End and Elmwood. A generalized plan will offer the activities in these neighborhoods a framework from which to formulate specific revitalization projects. The intent is to allow local PAC's to determine their own objectives and let the staff and/or consultants provide technical input to achieve these objectives. It should be noted that the Department's efforts are still in formative stages at this writing.
- (9) Eagle Park - This project was initiated at the end of this reporting period. It is expected that the planning process will be modeled after the Smith Hill experience.

NOTE: See Redevelopment Activities for additional discussion.

Environmental Planning

Activities of the Environmental Planning Section are designed to promote the improvement of air and water quality, and to achieve a better harmony between the requirements of people and of their natural habitat. This involves the creation of standards for the use and conservation of natural resources, the avoidance of unnecessary hazards in the occupancy of flood-prone areas, and restraints upon the abuse by pollution of our environment.

During the year the staff assisted the Mayor's Advisory Committee on Narragansett Bay and other city agencies in preparing the new sewer use ordinance to limit the flow and contents of the city's wastewater collection and treatment system, consulted with the Public Works Department and manufacturing companies on local stream dredging operations to reduce river flooding hazards, began serious efforts to have accumulated sediments removed from the downtown rivers, and resisted land filling encroachments in Mashapaug Pond. Numerous inquiries were answered concerning the base flood elevations in the rivers and harbor, and interpreting the applicability of the city's flood plain zoning ordinance in connection with land use proposals.

Inter-agency cooperation was extended by means of service on working committees including the Municipal Advisory Committee of the Rhode Island Solid Waste Management Corporation and its Recycling Subcommittee, the Air Quality Committee of the State Planning Council, the Areawide Policy Committee of the Statewide Water Quality Management Planning Program, and the Environmental Impact Statement Advisory Committee of the Railroad Relocation Project. The Department studied the problem of combined sewer overflows and its proposed solutions including a citywide series of detention and primary treatment facilities, and reviewed and commented upon proposed Federal regulations for the transport of radioactive nuclides along Rhode Island highways. A beginning was made on a special committee study of water supply rate structures to be proposed for adoption next year. In so far as available information would permit, the proposal of Inge Realty for composting of the city's solid waste combined with sewage sludge was evaluated.

City Plan Commission

The City Plan Commission was established under General Laws Title 45, Chapter 22 of the State of Rhode Island, also known as the Planning Enabling Act. Among its mandatory functions, the City Plan Commission is required to prepare the Comprehensive Plan and its elements. Under the newly adopted Home Rule Charter, the Commission's role is strengthened in that the City Council is required to act upon the Comprehensive Plan (see Appendix A Sections 1012, 1013 and 1014 of the Charter).

Under the Charter, the Department is required to assist the Commission in the preparation and/or amendment of the Comprehensive Plan. This process will allow the Commissioners the opportunity to publically debate and recommend the many issues that embodies the Comprehensive Plan. This function becomes increasingly important after 1983 when the legislative adoption of the Comprehensive Plan will set broad and sweeping policies for the growth and development of the City.

During the past year; the City Plan Commission continued its function on making recommendations to the City Council on amendments to the Zoning Ordinance and street abandonments. The Commission also reviewed several of the neighborhood analyses, the Capital Improvement Program, downtown plans, and other projects by the Department of Planning and Urban Development.

URBAN PARKS AND RECREATION RECOVERY PROGRAM

On March 16, 1979 the City of Providence was notified it was one of four Rhode Island cities deemed eligible to compete for Interior Department grants to rehabilitate deteriorating parks and recreation facilities under Title X of P.L. 95-625, the Urban Park and Recreation Recovery Act (UPARR).

This is a 5-year, \$725 million program designed to help eligible localities bolster their parks and recreation programs through comprehensive planning and facility revitalization.

To apply for a grant, the city was required to submit evidence of its ongoing commitment to planning, rehabilitation, service, operation, and maintenance of its urban park and recreation system in the form of a recovery action program. Initially, a preliminary plan outlining and defining park and recreation system priorities along with a commitment to a schedule of further action program development, was required. Subsequently, the five-year action program for park and recreation recovery must be approved prior to grant awards.

The preliminary plan was submitted in August 1979. Following this action, on October 17, 1979, the city applied for a \$707,000 grant to renovate the city's swimming pools, renovate tennis courts and undertake a major renovation of the Dudley Street Recreation Center. Grant funds will provide a federal share of 70 percent of project costs. The application was rejected on technical grounds in December, 1979, but the city promptly refiled the application in January, 1980 and received a grant offer.

In the meantime, with the cooperation of other city departments and citizen organizations, the Department has drafted a Recovery Action Program to be followed by an up-dated Park and Recreation Master Plan.

CAPITAL IMPROVEMENT PROGRAM

City Ordinance Section 2-253 directs the City Plan Commission to... "collaborate with the finance director in the preparation and recommendation to the Mayor and the City Council, on or before June 1 of each year, of the capital improvement budget for the following year and a comprehensive five (5) year capital improvement program."

The City Plan Commission reviewed and approved the Capital Improvement Program, 1979-1985. The City's Finance Director and other department directors assisted in the preparation of this program, which outlines departments' capital improvement needs for the next six years. The 1980-1986 program will contain the upcoming year's actual capital budget and will clearly relate individual projects to comprehensive planning and economic development goals.

Purpose

The Capital Improvement Program is the primary management guide for the allocation of limited city resources for physical improvements over the next six years. It helps use those resources to achieve overall goals in providing City services and in developing neighborhoods, the Downtown, and the City's economy in general.

The Capital Improvement Program outlines costs and funding alternatives involved in implementing the City's on-going comprehensive plan. It thereby insures that the comprehensive plan reflects financial realities.

...this entire planning process must be closely based on, supported by, and tied to the economic realities of Providence and to the financial abilities of the City. All too often the comprehensive planning process omits or slights the economic and financial elements and its validity is thereby subject to question. (The Comprehensive Planning Process, City of Providence, April 1976, P.10)

As the comprehensive plan takes form, the Capital Improvement Program will relate the construction and acquisition programs of the various City departments to the City's overall programs and goals.

Other purposes of the Capital Improvement Program are:

1. ANNUAL REVIEW OF PRIORITIES

At both department and city-wide levels, yearly review of priorities ensures that funding decisions adjust to changing circumstances.

2. JOINT PROJECT COORDINATION

Savings, in time or money, or increased project impact can result from coordinating projects of different agencies with respect to location, function, and timing.

3. STIMULATION OF PRIVATE INVESTMENT

A readily-available schedule of future public improvements encourages private residential, commercial and industrial investments.

4. LOWER COST CREDIT

Evidence of prudent, long-range financial planning is important to credit rating services. Better knowledge of needs and resources will improve Providence's flexibility during money market fluctuations.

5. NEIGHBORHOOD PARTICIPATION

By opening capital improvement funding decisions to continuous public debate on a city-wide basis, the Capital Improvement Program limits the influence of pressure groups that might otherwise obtain commitments for a disproportionate share of city resources. At the same time, neighborhood groups have the opportunity to react to City department proposals, submit their own projects for review, or identify gaps in service or development plans.

THE 1980-1986 CAPITAL IMPROVEMENT PROGRAM

The 1980-1986 Capital Improvement Program will detail actual funding commitments and pending grant applications for the up-coming fiscal year and inflation-adjusted projections for the next five years. Last year's program, the first in a decade, outlined departmental needs. This year's program will combine capital projects from the regular operating budget with development projects not funded from general revenues (e.g. Community Development projects, etc.).

The future of the Field's Point Waste Water Treatment Plant and of proposed remedies for combined sewer overflows will have a major impact on Providence's capital investment. State takeover will free considerable city resources which can then be directed toward neighborhood improvements, Downtown development, and economic growth. Final costs for treatment system improvements are not projected on the assumption that voters will approve State takeover.

The 1980-1986 program will include rental payments on capital equipment, as rental or lease arrangements have become a widely-used alternative to outright purchase.

The Providence Home Rule Charter Commission will consider the future role of planning and the Capital Improvement Program in the City's development. The Department of Planning and Urban Development has recommended strong provisions to ensure compliance with the Comprehensive Plan and to require project review under the Capital Improvement Program.

DOWNTOWN PROVIDENCE

Since 1975, Downtown Providence has been undergoing a dramatic and far reaching revitalization effort. Through the active participation of the Mayor, the Providence Foundation and others, a close and mutually beneficial partnership has emerged between government and the downtown business community.

Much has been accomplished, but there remains an urgent need to coordinate the process. Several major yet distinct project plans have been initiated and are on the threshold of implementation. The challenge of Downtown planning in the 80's is one of coordination; taking the parts to fit into the whole. This is a particularly unique challenge as it will put the public/private partnership to the ultimate test. That is, will the new and revitalized Downtown look function as separate districts or will it take on the characteristics of a hub? Will it continue to relinquish retail trade to the suburbs or will it become a center of financial, business and retail services? Will it be a strictly 9-5 place to work in or will it be a place of vitality and diversity beyond the working hours?

The challenge is real and from a public planning perspective, requires bold initiatives to coordinate the process. These initiatives take on three basic characteristics: public policy, strategic physical actions, and management of existing systems. In the months ahead the Downtown Plan will revolve around these concepts and will develop these into specific proposals and action programs.

Building on the Downtown Providence Renewal Plan adopted by the Providence Redevelopment Agency in 1976, the following activities were of major significance in 1980:

Kennedy Plaza Auto-Restricted Zone (ARZ)

In September of 1978 the City was awarded a \$340,500 Section 3 grant from the Urban Mass Transportation Administration (UMTA) for final engineering and design studies and in November a Section 6 demonstration grant of \$960,000 was received from UMTA. The \$5.8 million project (local share \$981,000) is designed to give Kennedy Plaza a new face, make walking safer and more pleasant, encourage bus travel and reduce traffic congestion and air pollution in downtown.

Complementary to the Union Station project, it will be carried out with the cooperation of the Rhode Island Public Transit Authority and the Rhode Island Department of Transportation. Seventy-seven consultants responded to the Request for Proposals solicitation on the design and engineering for the project. In June 1979, Albert Veri Associates was selected architect/engineer for the project.

In September, UMTA notified the Agency that for procedural reasons it would not approve the contract with Albert Veri Associates and requested the Agency to go through the selection process a second time. To avoid

any further delays in the project the Agency decided to go ahead and re-advertise for new proposals, since groundbreaking for the project would now be delayed until the Spring of 1981.

Seven groups of architects and engineers responded with proposals to complete the A & E work. In the meantime the Agency developed a scoring scale to be applied to all proposals. In April 1980, staff determined that Albert Veri Associates achieved the highest cumulative score, and the PRA authorized a contract for A & E with the Veri firm subject to approval by UMTA.

Capital Center Project

Union Station and the land occupied by the railroad tracks remain an important component in the long-term redevelopment plans for Downtown Providence. The four buildings that comprise the station complex are on the National Register of Historic Places. Since most of the space is not needed for station use, the desirability of redeveloping the buildings for a combination of uses has prompted the City of Providence to solicit private development of the complex. Initial action contemplated under the Downtown Renewal Plan was the removal of the parking deck in front of Union Station. Deck removal would complement plans for the Kennedy Plaza ARZ. The Providence Redevelopment Agency granted approval and authority to acquire the parking deck by condemnation or purchase with \$343,696 subsequently being fixed as just compensation. The deck was subsequently demolished in October 1979.

In the fall of 1978, the Providence Foundation, an affiliate of the Greater Providence Chamber of Commerce, reviewed an earlier Providence Redevelopment Agency concept for relocating the presently existing elevated railroad tracks. As part of the Northeast Rail Corridor improvements program, the Federal Rail Administration (FRA) a division of the U.S. Department of Transportation had already begun to spend about \$23.6 million to refurbish the existing trackage and Union Station. The Foundation estimates that the cost of relocating the tracks would save about \$6.0 million and would open up dozens of acres of prime land for new development. The plan provided for new at-grade trackage which would pass at the base of the State House lawn, a recycling of the present Union Station complex and construction of a smaller station near the new line of tracks. Federal, State and local officials all agreed to give serious consideration to this proposal.

On April 26, 1979, Mayor Cianci unveiled a detailed plan for relocation of the railroad tracks and redevelopment of the resulting open space. The plan was prepared by a team of Federal, State, City and local business planners with aid from the architectural firm of Skidmore, Owings and Merrill. Basically, this \$50 million plan would dismantle the elevated tracks, build a new stretch of partly-covered tracks closer to the State House, and create a 33-acre office park on the fringe of Downtown. Subsequently, a series of public hearings have been and are continuing to be

held while an Environmental Impact Assessment is being prepared which will determine effects such a plan would have on the Downtown area. On June 29, 1979, the U.S. Department of Transportation tentatively endorsed this detailed plan which had already received State and City endorsement in April.

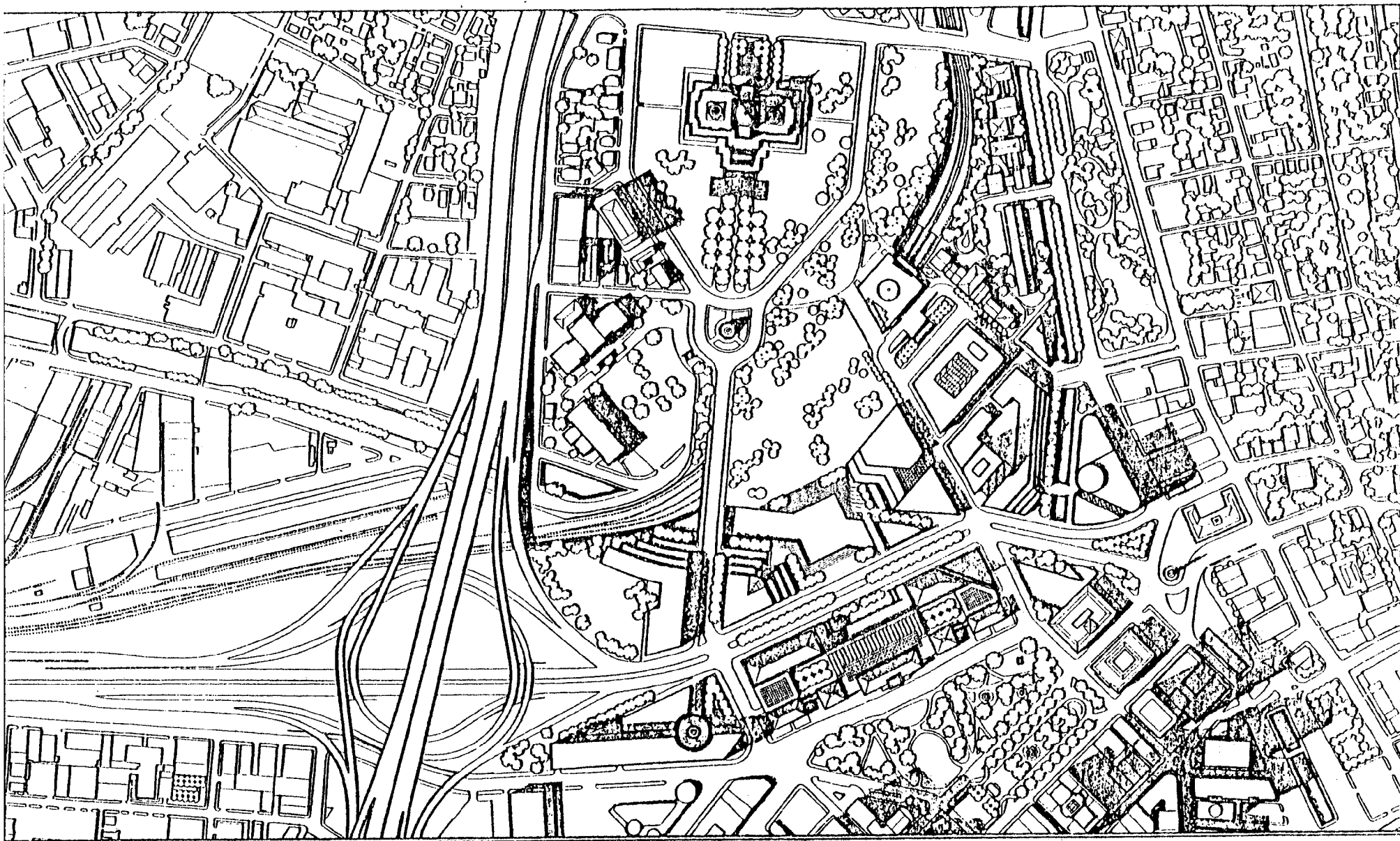
Negotiations continued between government and business planners towards implementing the long range plan. In October 1979, several agreements were reached including (1) a proposal to establish a quasi-public commission, made up of all interested parties, to coordinate the overall project; (2) owners of land made progress in negotiating terms of a complex series of land transfers and (3) the City of Providence and the Providence & Worcester Railroad gave FRA letters of intent to provide their share of development funds when needed. In January 1980, preliminary consultant findings were announced with the major finding being that the relocation project would provide a big economic boost to the City.

The last of a series of public hearings was held in March 1980 at which time two distinct camps of opinion emerged - business and labor in favor; rail passengers, ecology advocates and admirers of Union Station opposed. It was announced that a draft Environmental Impact Study was under preparation and that the public would have 45 days from the date of the document to register comments.

The month of June 1980 saw several developments which served to move the project forward. The President signed a bill which included \$750 million to complete improvements along the Northeast Rail Corridor (NERC) from Boston to Washington by 1985 (including relocation of the Providence station and tracks). This brings the total cost of the Corridor project to \$2.5 Billion.

On June 10, 1980, the Providence Redevelopment Agency voted to contribute \$4.3 million as the city's share of the overall public improvement costs. The \$4.3 million will come from the \$25 million renewal fund authorized by the voters in June 1979. The cost of the project is now estimated at \$67 million of which the Federal share will be 80 percent. Beginning in 1982, most of this decade will be spent converting the 30 acre center into convenient and prestigious sites for major office buildings. Developers are expected to construct up to 3.5 million square feet of new office space over a period of 10 to 20 years, beginning in the late 1980s.

Also in June 1980, the Mayor announced his appointment of four members to the Capital Center Commission which, as a non-profit, private corporation formed by the City, State and business community, will supervise development of the office center.



This drawing represents 50% Federal Land Development
 and is not a representation of all requirements for the
 project. It is not a representation of the final
 design.



0 100 200 300

11.15.79

Providence Rail Relocation PRR 0.102

Illustrative Site Plan

Weybosset Gateway (UDAG)

Urban Development Action Grants (UDAG) were authorized by Section 119 of Title 1 of the Housing and Community Development Act of 1977 and the program was initiated in 1978. The General Services Administration announced plans, in 1977, to build a new Federal Building in Providence. The conjunction of these two Federal actions resulted in the development of an exciting proposal for a major revitalization effort through strong public and private participation and cooperation. Called the Weybosset Gateway Project, the plan called for construction of a 1,000 car garage/office building/retail use complex.

To effectuate this project, the Providence Redevelopment Agency would acquire a two-block area bounded by Weybosset, Empire, Chapel and Mathewson Streets. This decision required a further amendment to the Downtown Providence Renewal Plan. In October of 1978, a UDAG application was filed for a \$11.3 million project. The Department of Housing and Urban Development subsequently delayed a decision on the project and requested additional information. In May 1979, the City asked for a further delay in a HUD decision since the required private development commitments were not as substantial nor as definite as HUD regulations demanded and the location of the proposed new Federal Building (a pivotal component of the plan) remained unsettled. In March 1980, the City asked that the project be withdrawn from competition with an option to resubmit the project at a later date.

Westminster Center

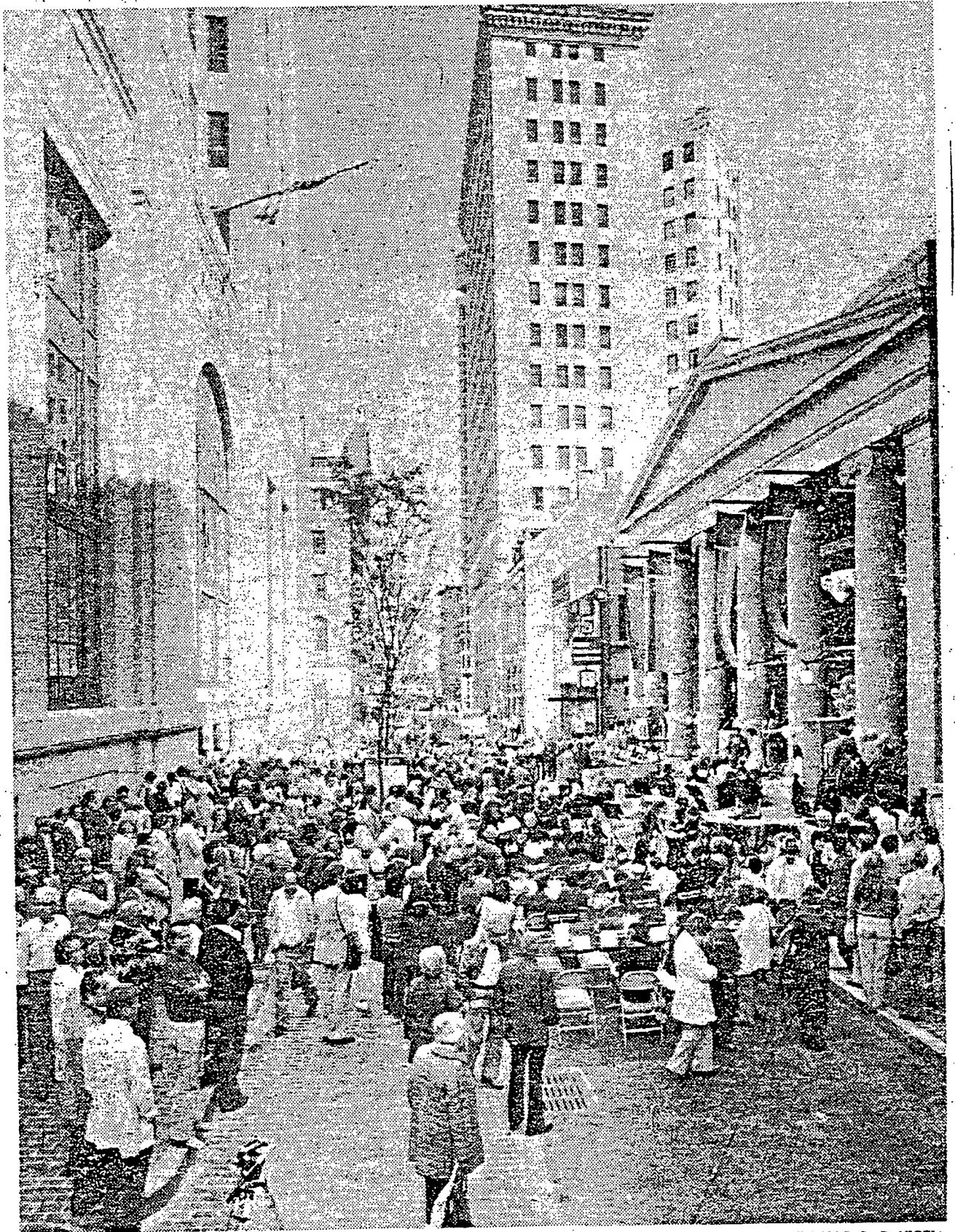
Under a grant from the Economic Development Administration, the Westminster Pedestrian Mall has been redesigned, enlarged and redesignated as the Westminster Center Project. The enlarged project includes modification of Weybosset Street, connecting links to the Outlet Company's main entrance, the proposed Trinity Mews and a tie in with Kennedy Plaza using permanent paving of granite and brick. Trees, new lighting fixtures and street fixtures are all designed to effect an esthetically coordinated downtown. The total project cost will be \$4.9 million. The final phase of this work was begun on March 27, 1980 with completion scheduled for late August.

Other Public and Private Developments

City and department efforts to retain court house facilities in the downtown area are now coming to fruition with the construction of a new \$16 million State Courthouse Complex on Dorrance Street, behind the Outlet Company Parking Garage. The location of the new Federal Building in the downtown area has been settled and construction of this building will eventually stimulate considerable interest in development in the area around Weybosset, Empire and Westminster Streets.

Another major development in which the department had a strong interest was the announcement by Gilbane Properties that it would undertake a \$2.0 million renovation of the historic Arcade Building believed by many to be the first indoor "shopping mall" in the country. The Arcade is scheduled to reopen in October 1980.

On April 8, 1980, the PRA voted unanimously to take steps to acquire the former Journal Building on Westminster Mall, with the goal of finding a developer willing to restore and utilize the building. One restoration specialist has estimated it would cost at least \$500,000 to repair the damage caused to the original terra cotta exterior where aluminum panels were installed and a total of \$3.5 million to renovate the entire building. The Agency plans to acquire the building by condemnation and then resell it at a substantial "write down".



—Journal-Bulletin Photo by REYNOLD R. PANICCLA

FANFARE: Crowds await the reopening of the Arcade in downtown Providence.

REDEVELOPMENT ACTIVITIES

The staff of the Department of Planning and Urban Development also serves as staff to the Providence Redevelopment Agency under a contract between the Agency and the City of Providence. Planning efforts were conducted for existing and proposed redevelopment projects. Redevelopment activities in progress include both those projects which were initiated under the federally-assisted urban renewal program and those which were initiated as city projects.

East Side

343 acres, divided into 4 sections: Randall Square, Constitution Hill, South Main and South Water Streets, Fox Point. Project begun 1967. Estimated completion 1980. The purpose of the project was to selectively redevelop portions of the East Side and Randall Square.

Weybosset Hill

56 acres, of which 29 were cleared and made available for redevelopment. Project begun 1964. Estimated completion 1980. The purpose of the project was to redevelop a portion of Downtown Providence in accordance with the plan for Downtown Providence 1970, as revised.

West Broadway

233 acres, of which 166 were built up. Project begun 1970. Estimated completion 1980. The project was undertaken to stabilize and redevelop portions of a residential neighborhood bounded and traversed by arterial streets.

Lockwood Street

11 acres. Project begun 1973. Estimated completion 1980. The purpose of the project was to redevelop a portion of Upper South Providence in the vicinity of Rhode Island Hospital.

Federal Hill East

170 acres, bounded by the Route 6 Connector, Knight Street, Westminster Street and Interstate 95. Project begun 1977. Estimated completion of Atwells Avenue 1980. The project was undertaken to revitalize a Providence neighborhood by rebuilding and improving a commercial strip and by preserving its ethnic character.

Downtown Providence Renewal Plan

156 acres. Project begun 1977. The project is intended to facilitate continued downtown redevelopment.

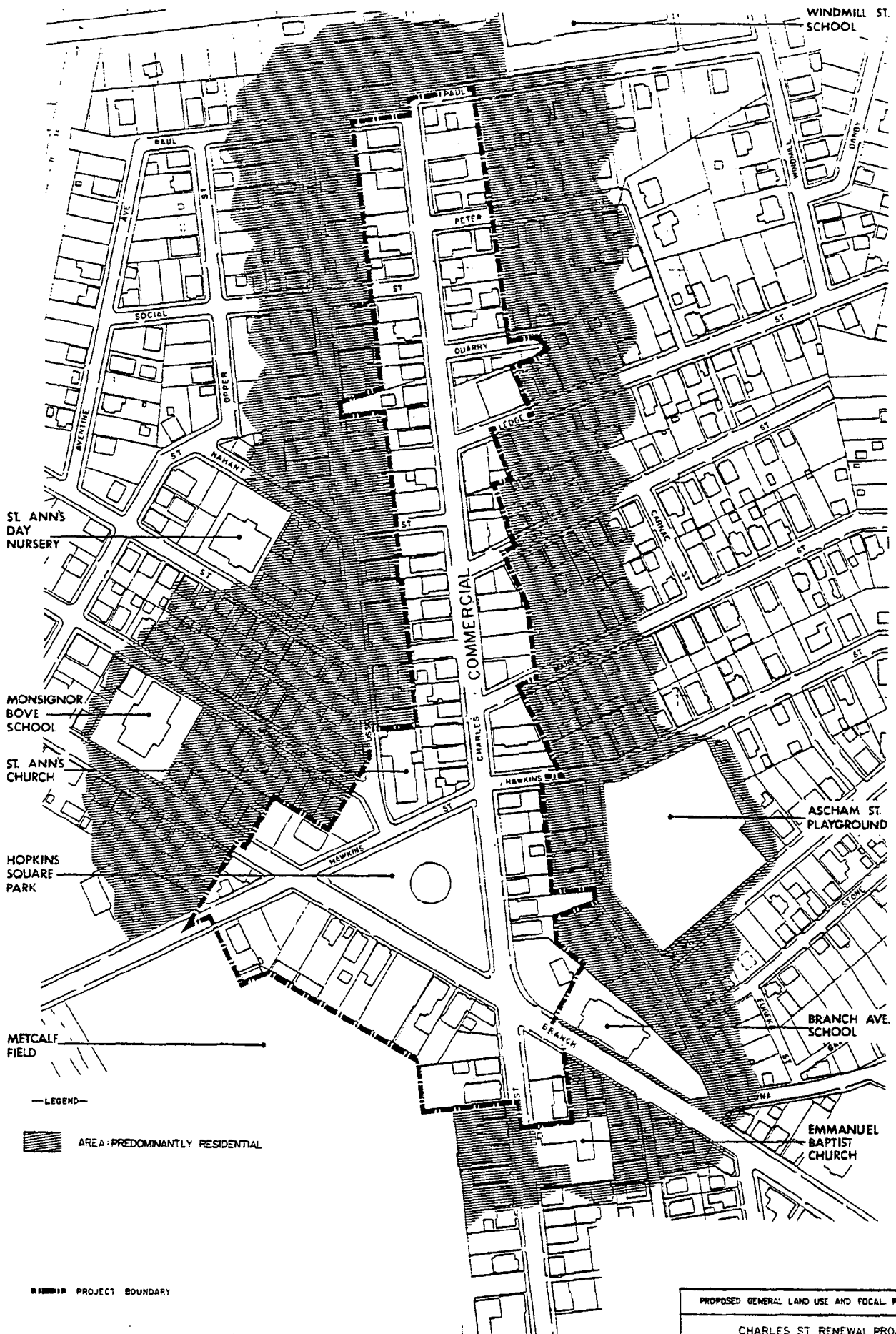
Charles Street

The Charles Street Revitalization Commission sought a \$3.5 million project for this neighborhood commercial strip, calling for tree planting, new lighting, new sidewalks, storefront renovation, removal of overhead utility wires, and a new traffic pattern. The project was presented to the Providence Redevelopment Agency at the July 1979 meeting. After considerable discussion the Agency, in October 1979, approved a project cost of \$1.2 million to be used primarily for land acquisition and site improvements.

West End

309 acres of densely mixed retail, commercial, residential, industrial and institutional uses. Project planning began in 1978 based on a transfer of \$1 million from Downtown Renewal for use in West End. The primary purpose is to provide low-interest home improvement loans and selected clearance of dilapidated houses.

NOTE: For a more detailed review of Redevelopment Activities, see the latest annual report for the Providence Redevelopment Agency.



New Redevelopment Activities

In order to maintain past levels of public investment in redevelopment in the City, the Administration requested and received voter approval of a new 1979 \$25 million bond issue which will contribute to rebuilding the City over a five year period. All prior redevelopment funds are spent or obligated. Use of City money as a local match for intergovernmental aid could generate \$75 to \$100 million in total public investments.

The tentative allocation of City money will be in the following areas:

1. Commercial Development \$6,000,000 including Downtown (\$1,000,000), neighborhood commercial centers (\$4,000,000), and the waterfront (\$1,000,000).
2. Transportation-Related Site Improvements \$5,000,000.
3. Residential Neighborhood Improvements and Housing \$4,000,000.
4. Industrial Development \$8,000,000.
5. Institutional and Governmental Service Site Development; Entertainment and Cultural Facility Development \$2,000,000.

Project Development

As a result of voter approval of a new \$25 million bond issue for redevelopment purposes, numerous proposals and requests for planning assistance have been received from citizen groups and organizations seeking funding for various neighborhood improvement projects. Among the neighborhoods requesting funds and preparing plans for their expenditure are Washington Park, Olneyville, Pine and Broad Street area of South Providence, (Trinity Gateway) Charles Street and Smith Hill. Two neighborhood plans, West End and Charles Street have moved into the active project category. The following projects are moving through the process.

Olneyville Square

In March 1979 the Agency designated the Olneyville Revitalization Commission (15 members) as representative of those who work and live in Olneyville Square. The Commission was invited to prepare a plan for submission to the Agency for possible funding of neighborhood improvements. The Commission has already tentatively approved one part of the plan: a "circulator" road which would relieve traffic congestion in Olneyville Square.

Trinity Gateway

In May 1980, the Trinity Gateway Committee, submitted a plan to the PRA to revitalize a 60-acre section of South Providence and Elmwood at a cost of \$5.8 million. The basic plan is in three parts: A revitalization of the Trinity Square retail district; the creation of a housing fund providing home improvement loans and grants, and the revitalization of the area's industrial districts. The Agency directed the staff to evaluate the highly ambitious plan but declined comment on whether the Gateway Committee could expect to receive some or all of what is sought. At the Agency June 1980, meeting it was agreed that the Agency will contribute to the project but in a lesser amount than requested.

The Federal Hill Revitalization Commission, which has advised the Agency on spending \$3.6 million in the Atwells Avenue shopping area, asked for \$1.5 million for the condemnation of 30 buildings. \$500,000 would come from funds remaining in the Agency budget for Federal Hill, and \$1.0 million would be newly budgeted from new bond money.

The Fountain Street Business Association requested \$1.1 million to make improvements on Fountain, Sabin and Dorrance Streets. Improvements would include new trees, brick sidewalks, streetlamps, flagpoles and other items.

COMPLETED PROJECTS

Point Street

3.8 acres. Initiated 1950. Delayed by lawsuit. Undertaken 1956. Primary reuse: Industrial parking. Completed 1961. Net project cost \$157,000.

Willard Center One

4 acres. Undertaken 1954. Primary reuse: elementary school. Completed 1959. Net project cost \$600,000.

Willard Center Two

15 acres. Undertaken 1955. Primary reuse: shopping center, school play-field. Completed 1959. Net project cost \$1,593,000.

West River

60 acres. Undertaken 1956. Primary reuse: Industrial Park. Completed 1961. Net project cost \$4,090,000.

Lippit Hill

57 acres. Undertaken 1959. Primary reuses: shopping center, apartments, elementary school, church. Completed 1971. Net project cost \$4,639,278.

Central-Classical

67 acres. Undertaken 1959. Primary reuses: high schools, playfields, garden apartments, nursing home. Completed 1971. Net project cost \$7,980,951.

Huntington Expressway Industrial Park

150 acres. Undertaken 1961. Primary reuse: Industrial Park. Completed 1971. Net project cost \$5,235,022.

Model Cities (NDP A2-2)

20 acres. Undertaken 1970. Primary reuse: residential. Completed 1973. Net program cost \$1,015,803.

Mount Hope

90 acres. Undertaken 1968. Primary activity: Rehabilitation of existing structures, construction of needed site improvements. Completed 1979. Net project cost \$4,831,186.

Comstock

10 acres. Initiated in 1972. Primary reuse: new single family owner-occupied homes, neighborhood facility. Completed 1979. Net project cost \$1,312,304.

NOTE: See also, Providence Redevelopment Agency, Annual Report

HOUSING

Code Enforcement

Enforcement of the municipality's minimum housing regulations is the responsibility of the Code Enforcement Division. It carries out a limited periodic inspection program, but utilizes the greater part of its staff time on inspections on complaint and in connection with special housing programs. These include substantial rehabilitation of housing units under the Section 8 "High Risk" program, the Section 312 rehabilitation home loan program, and the Tenant's Emergency Repair Program. The Division also works closely with the State Department of Health and on inspections of housing in cases of suspected lead paint poisoning.

During the 1980 fiscal year the workload consisted of:

Complaints - Structures 2,608

Systematic Inspections
and Reinspections 3,512

Court Cases:

Municipal Court 36
District Court 804

Home Rehabilitation Program (Section 312)

Home owners in Providence have made use of Section 312 Home Rehabilitation Loans since the federal subsidy program was put in place under the Housing Act of 1964. Earlier programming restricted the use of HUD allocations for improvement loans to urban renewal and code enforcement project areas.

In the Spring of 1977 the Department undertook, in cooperation with the Mayor's Office of Community Development, a "city-wide" program which is geographically limited to areas in need as set forth in the city's Housing Assistance Plan. The Section 312 Rehabilitation Program offers 3% loans of up to 20 years to owners of residential properties, up to the maximum allowed by federal regulations.

Tenant's Emergency Repair Program

Emergency repairs to homes to correct conditions that are hazardous to the health and welfare of their inhabitants can be made under the Tenant's Emergency Repair Program. The activities are funded on an annual basis by the Mayor's Office of Community Development and are administered by the Department of Planning and Urban Development under a contract with MOCD.

Historic Preservation

Recognition of the value of historic properties has advanced in acceptance and popularity, most particularly in Providence, to the point of being a major consideration in urban redevelopment. It is now a standard point of reference for planners and urban specialists.

In its consultative role, the Department has worked with the Providence Preservation Society to define and present additional historic districts. Members of the staff have assisted with the content and format of historic survey questionnaires, and have performed reviews of draft reports pertaining to Providence prepared by the Rhode Island Historical Preservation Commission.

OTHER MAJOR ACTIVITIES

State and Local Project Studies

In addition to participating in studies which have resulted in published documents and reports for the City of Providence, staff members have participated in a wide variety of planning activities for which the State of Rhode Island assumes responsibility, or which are primarily the responsibility of other city departments and agencies. These include, but are not limited to, environmental planning for water quality, water supply, waste-water management, solid waste management, air quality, flood prevention and flood insurance. The Director of the Department sits on the State Planning Council and other staff members are appointed to permanent State Planning Council Committees.

Economic Development Planning Program

A special staff working within the Department of Planning and Urban Development was established in 1976 with funds provided by the federal Economic Development Administration to assist the City of Providence with comprehensive economic development planning and programming. Its work activities provide the economic development planning component for major city programs. Early in 1980, this special staff was merged with several other staff components of other city agencies and established as a separate Department of Economic Development. The Comprehensive economic planning function, however, remains in the Department of Planning and Urban Development as the primary function of the Research and Evaluation Division.

Zoning Code

At the request of the Chairman of the Zoning Board of Review, this department undertook the task of updating the Zoning Ordinance by incorporating those amendments which had been promulgated since the last published document was printed in August 1957. The amended code and revised zoning map were published in November 1979.

PROVIDENCE OFF-STREET PARKING, INC.

To understand the function of Providence Off-Street Parking, Inc., it is necessary to set forth a brief framework of historical data to establish its position as a non-profit corporation.

The Providence Public Parking Act (P.L. 1960, Chapter 121) authorizes the city to establish and administer public off-street parking facilities and to foster the provision and participate in the establishment of commercial, special purpose, and combined off-street parking facilities within the City of Providence (see Chapter 2, Article II, of present City Charter for details).

Providence Off-Street Parking, Inc., was established primarily, but not exclusively, to provide a vehicle for obtaining a non-cash credit for the Majestic Garage in connection with the Weybosset Hill Urban Renewal Project in order to take advantage of certain Federal regulations. This non-business corporation, set up under Articles of Association as provided by Rhode Island law on October 31, 1962, was constituted for the purpose of "constructing, erecting, maintaining, operating, managing and leasing lands, buildings and improvements to be used for public off-street parking facilities located in the City of Providence in projects undertaken pursuant to Title 45, Chapter 31 to 33 inclusive of the General Laws of Rhode Island 1956, as amended" (Redevelopment Enabling Legislation).

Subsequently, the Providence Redevelopment Agency was authorized to lease Agency owned land to Providence Off-Street Parking Inc., for the erection of a multi-story parking facility containing approximately 440 parking spaces. In August 1963 the City Council ratified the creation of P.O.S.P., Inc., and approved the issuance of \$1,150,000 Series 1963, First Mortgage Parking Revenue Bonds to be secured by an Indenture of Mortgage executed between P.O.S.P., Inc., and the Industrial National Bank, with the provision that the faith and credit of the city was not entailed.

The Majestic garage was opened on September 2, 1963, with five (5) major downtown stores as participants in a lease arrangement to use the garage. The participants then sub-let under an Assignment of Agreement to the Downtown Merchant's Parking Association, Inc., who hired a garage management firm to run the facility. At such time as the indebtedness of the corporation is paid in full or the stated terms of the lease expire, all assets, including the facility, are to become the unencumbered property of the City of Providence.

In the late 1970's, a series of events propelled the P.O.S.P., Inc., into public prominence again. The Providence Redevelopment Agency received a major proposal for development of a hotel-convention center complex to be built at LaSalle Square. Part of the proposal was contingent upon acquiring the Majestic Garage for use in conjunction with the hotel. The long planned Trinity Mews project would require abandonment of Aborn Street and a resultant need to use some of the land adjacent to the Majestic Garage as a new right-of-way. Also, a proposal to build a parking garage/

office/retail complex at the corner of Weybosset and Empire Streets, under an Urban Development Action Grant, revived interest in the possibility of using the P.O.S.P., Inc., as a vehicle for financing the garage portion of the project.

With all this revived interest in the P.O.S.P., Inc.; with its already established ties to the Providence Redevelopment Agency, and with the Agency being directly involved in three projects which would effect the P.O.S.P., Inc., it was decided to reactivate the almost dormant P.O.S.P., Inc., by assigning the Department of Planning and Urban Development to perform staff work and administrative functions.

At the Annual Meeting in January 1980, the following were elected to hold office; Stanley Blacher, President; Philip McGee, Vice President; John Rao, Treasurer; and Harold Harris, Secretary. On February 28, 1980, Stanley Bernstein was appointed General Manager to handle Board matters. Also, at the February meeting, Revised By-Laws were adopted and terms of office were established for each member of the five man Board of Directors with staggered terms being set for each director.

Annual Financial Reports for December 31, 1978 and 1979 were received and accepted by the Board of Directors at the April 30, 1980 meeting. The Annual Inspection Report, prepared by Ramp Engineering Associates was received and unanimously accepted after the Directors had met at the Majestic Garage and conducted a personal physical inspection of the facility.

The Board at the request of the Providence Redevelopment Agency agreed to release 6,285 square feet of land adjacent to the Majestic Garage to accomodate the construction of Trinity Mews which is a part of the city's Westminster Center Project.

DEPARTMENT OF PLANNING AND URBAN DEVELOPMENT

STATEMENT OF OPERATION

FISCAL YEAR ENDING JUNE 30, 1980

ITEM	AVAILABLE APPROPRIATIONS	EXPENDITURES	UNEXPENDED FUNDS
0 Salaries & Wages	\$ 875,426.69	\$ 782,117.93	\$ 93,308.76
1 General Services	169,700.00	146,918.94	22,781.06
2 Materials & Supplies	5,500.00	5,488.93	11.07
5 Capital Outlay	13,565.00	4,758.99	8,806.01
<u>DEPARTMENT TOTALS</u>	<u>\$ 1,064,191.69</u>	<u>\$ 939,284.79</u>	<u>\$ 124,906.90</u>

CITY PLAN COMMISSION

George D. Caldow, Chairman

Grant Dulgarian, Secretary

William B. Zuccarelli, Hon., Member

David J. Souza, Member

Joseph Caffey, Member

David G. Dillon, Councilman

Thomas F. O'Connor, Jr., Councilman

Stanley Bernstein, Director

Vincent A. Cianci, Jr., Mayor
Ex-Officio

PROVIDENCE REDEVELOPMENT AGENCY

Stanley P. Blacher, Chairman

John Rao, Jr., Vice Chairman

Robert J. Bevilacqua, Member

Frederick Lippitt, Hon., Member

Joseph Mollicone, Sr., Member

Lawrence K. Flynn, Councilman

Edward W. Xavier, Councilman

Stanley Bernstein, Executive Director
and Secretary

Charles Pisaturo, Legal Counsel

Vincent A. Cianci, Jr., Mayor
Ex-Officio

PROVIDENCE OFF-STREET PARKING, INC.

BOARD OF DIRECTORS

Stanley P. Blacher, President

Philip McGee, Vice President

John Rao, Jr., Treasurer

Harold Harris, Secretary

*James T. Beattie, Director

Stanley Bernstein, General Manager

James T. Lodge, Legal Counsel

Mary J. Dessaint, Recording Secretary

*Resigned February 1980

DEPARTMENT OF PLANNING AND URBAN DEVELOPMENT

JUNE 30, 1980

Executive

Stanley Bernstein
Peter Peligian
Mary J. Dessaint

Director
Assistant to the Director
Secretary to the Director

Fiscal Affairs

Frank E. Corrente
Thomas J. Graves
Robert V. Landi
Albert E. Lavallee
Barbara S. Gaulin
Donna M. Rotella

Chief
Assistant Chief
Fiscal Officer
Accountant III
Accountant I
Receptionist

Legal Services

Charles A. Pisaturo
Raymond Mannarelli
John Cappello
Louis J. Cosentino
Rae Baker

Chief
Assistant Chief
Project Counsel
Project Counsel
Legal Secretary

Research & Evaluation

David L. Davies
Donald S. Conley
Joseph P. Lackey
Jo-Ann M. Penta

Chief
Senior Research Assistant
Research Assistant
Clerk Stenographer III

Family Relocation

John A. Ryan
Michael R. Lepore
Linda J. D'Iorio

Chief
Case Work Supervisor
Social Case Worker

Project Development

Robert Yeremian
John R. D'Antuono
Vincent F. Porrazzo
G. John Terenzi
Anthony Napolitano
Normand R. Masse
Gloria Levitt
Beverly A. Shechtman

Project Supervisor
Project Supervisor
Project Supervisor
Supervisor of Rehabilitation Services
Supervisor of Program Specialist
Rehabilitation Specialist
Legal Secretary
Clerk IV

Real Estate

William G. Floriani
Patrick F. O'Connor
Peter L. Cannon, Jr.

Supervisor of Real Estate
Real Estate Aide II
Land Disposition Officer

Engineering

John S. Kowalik
Louis Calcagni, Jr.
Ronald E. Moore
Clinton C. Goins

Supervisor of Engineering
Associate Engineer IV
Engineer's Associate
Engineer's Associate

Management

James F. Murphy

Thomas A. Cahir, Jr.
Arthur Marsland

Supervisor of Business Relocation
and Property Management
Business Relocation Officer
Management Officer

Planning

Samuel J. Shamoon
Soo-Dip Chin
George Turlo
John R. Kellam
Bruno Mollo
Christos G. Jemorakos
Merrick A. Cook, Jr.
William F. Lombardo
Richard H. Piscione
Ronald A. Mercurio
Earl R. Shirley, Jr.
Adalberto Malave
Joan Marron
Edward K. Grant
Cecelia A. Diggins

Chief
Supervisor of Project Planning
Supervisor of Current Planning
Supervisor of Long Range Planning
Supervisor of Traffic Planning
Supervisor of Graphics
Principal Planner
Senior Planner
Senior Planner
Senior Planner
Associate Planner
Senior Draftsman
Assistant Planner
Draftsman
Clerk IV

CODE ENFORCEMENT

Barbara M. Krank	Chief
Frank L. Hanley	Supervisor
Richard G. Riendeau	Counsel
Melvin St. J. Susi	Supervisor of Rehabilitation Services
Daniel C. Murphy	Rehabilitation Specialist
Ralph T. Salvatore	Rehabilitation Specialist
John J. Beatini	Rehabilitation Specialist
Patrick J. Fallon	Financial Specialist
Haig Boghigian	Renewal Inspector III
Alexander Perillo, Jr.	Renewal Inspector III
Edward H. Emmott, Jr.	Renewal Inspector III
Calvin A. Turner, Jr.	Renewal Inspector II
Antonio R. DelPico	Renewal Inspector II
Kevin Hodgkins	Renewal Inspector II
Robert S. Carew	Renewal Inspector II
Richard A. Gomes	Renewal Inspector II
Vincent Lato, Jr.	Renewal Inspector I
Marcus Andrade	Renewal Inspector I
Carlo Merola	Renewal Inspector I
Hulet Hill	Renewal Inspector I
Emilio M. Matos	Renewal Inspector I
Joan R. Craddy	Legal Secretary
Teresa R. Imondi	Clerk IV
Jean Roy	Clerk Stenographer III
Barbara C. Dodd	Clerk Stenographer III
Sheilia R. Berger	Clerk Stenographer III
Angela M. Goff	Clerk Stenographer II
Annemarie Martino	Clerk Stenographer II

THIS REPORT WAS PREPARED BY

DIVISION OF RESEARCH & EVALUATION

DAVID L. DAVIES, CHIEF

DONALD S. CONLEY, SENIOR RESEARCH ASSISTANT

TYPED BY

JO-ANN PENTA

CLERK STENOGRAPHER III

1012. Department of Planning and Urban Development.

There shall be a Department of Planning and Urban Development, the head of which shall be the Director of Planning and Urban Development, who shall be a person with a minimum of ten years experience in professional city planning and urban development, including at least five years of supervisory and administrative experience, or an equivalent combination of professional training and supervisory experience in City planning or related fields.

- (A) Powers and Duties. The powers and duties of the Department of Planning and Urban Development shall include, without limitation, the following:
- (1) to advise the Mayor on any matter affecting the physical development of the City;
 - (2) to assist the City Plan Commission in the development of the Comprehensive Plan and modifications thereto;
 - (3) to review and make recommendations regarding proposed action by the City Council, the Providence Redevelopment Agency and other City agencies regarding implementation of the Comprehensive Plan and its elements pursuant to Section 1014(C) below;
 - (4) to develop and periodically review the Five Year Capital Improvement Program and the Annual Capital Improvement Budget and upon their approval by ordinance, to advise the Mayor and City Council on their implementation;
 - (5) to provide staff and consultant services to the City Plan Commission for the purposes of the preparation of the Comprehensive Plan, the plan elements and other purposes connected with the duties and responsibilities of the Commission.

- (6) upon request of the Commission or the City Council, to prepare rules and regulations to govern, control and restrict the platting or other subdivision of land, or amendments thereto, for submission to the City Council for its approval.

1013. City Plan Commission.

There shall be a City Plan Commission of seven members. The Mayor shall appoint, and the City Council approve, five members, who shall be qualified voters of the City, to serve for staggered five year terms, with appointments arranged so that the term of one member shall expire each year. One member shall have experience in real estate, development or finance; one member shall have experience in City planning, architecture or urban design; one member shall have experience in human services or environmental sciences; and two members shall represent the general citizenry of the City. The president of the City Council and the Mayor, or their designees, shall serve as members, ex officio. Any vacancy among the appointed members of the Commission shall be filled by the Mayor with the approval of the City Council to serve for the remainder of the unexpired term. No member shall serve beyond the date of expiration of said term unless reappointed.

(A) Powers and Duties. The powers and duties of the City Plan Commission shall include, without limitation, the following:

- (1) to prepare a Comprehensive Plan for the City of Providence;
- (2) to submit advisory opinions and recommendations on all zoning amendments referred to it under the provisions of the City Zoning Ordinance and shall report on any other matter referred to it by the City Council or by the Mayor;
- (3) to perform such other duties as may be assigned to the Commission from time to time by any State law or by any ordinance or resolution of the City Council or by the Mayor; and
- (4) to review and approve for submission to City Council the Capital Improvement Plan as

prepared by the Department of Planning and Urban Development.

1014. Comprehensive Plan.

- (A) There shall be a Comprehensive Plan for the development of the City. The Comprehensive Plan shall set goals for the City and policies for achieving those goals, such goals and policies to include but not be limited to: land use, transportation routes and facilities, public facilities and services, renewal and rehabilitation of blighted areas, housing programs, conservation areas, historic preservation areas, environmental protection programs, economic and industrial development, downtown and commercial center revitalization and protection from disaster. It shall be the responsibility of the City Plan Commission to prepare, monitor the implementation of, and periodically revise the Comprehensive Plan, in consultation with the Director of Planning and Urban Development, pursuant to the procedures set forth herein. It shall also be the responsibility of the Commission to gather and evaluate, in conjunction with the Department of Planning and Urban Development, all pertinent information, statistical and otherwise, including but not limited to the economic and social characteristics of the population of the City, as may be useful in carrying out its planning responsibilities. The Comprehensive Plan shall be developed in general conformance with the applicable goals and policies contained in State plans. Upon adoption of the Comprehensive Plan for the development of the City, the City Plan Commission shall use said plan as a guide to its actions in areas relating thereto, and at least every five years, shall review the plan and propose any amendments deemed necessary. Both in the course of the development of the Comprehensive Plan by the Commission, and during consideration of any amendments thereto, the Commission shall solicit the views of all City department and agency heads.
- (B) Adoption of Comprehensive Plan. Upon completion of the Comprehensive Plan, the Commission shall hold at least one public hearing thereon. After making such changes as it deems necessary, the Commission shall adopt the plan by a majority vote of its members and forward the plan to the City Council.

Upon receipt of the plan, and following at least one public hearing thereon by the City Council, the City Council shall within sixty days of the date of submission either adopt, reject, or amend the plan by a majority vote of all of its members. If the entire plan is rejected, the City Council shall return said plan to the Commission together with its reasons for rejection and its recommendations. If the City Council amends the plan, it shall, prior to final passage, notify the Commission and lay the plan on the table for a period of 30 days from the date of notification. Upon receipt of any comment by the Commission or the expiration of 30 days, whichever is sooner, the City Council shall complete final consideration of the plan and vote thereon.

Amendments to and revisions of the Comprehensive Plan shall be developed from time to time by the Commission and following at least one public hearing thereon, adopted by the Commission. Such amendments and revisions shall thereupon be submitted to the City Council, which shall, following at least one public hearing thereon, adopt, reject, or amend the same in the same manner as is provided herein for City Council action on the Comprehensive Plan.

- (C) Implementation of Comprehensive Plan. The City Plan Commission shall develop detailed analyses of the needs and resources of the community in conformance with the Comprehensive Plan. These analyses shall conform to the Comprehensive Plan as adopted by the City Council and shall be made subject to at least one public hearing no less than 30 days prior to adoption by the Commission. Prior to such hearings, expanded written explanations of the analyses to be considered shall be made available to the public.
- (D) The effect of the Comprehensive Plan.
 - (1) No public or private improvement or project or subdivision or zoning ordinance shall be initiated or adopted unless it conforms to and implements the Comprehensive Plan and elements thereof.

(2) No capital improvement shall be funded unless that improvement is consistent with the Comprehensive Plan.

(3) All development and project plans and proposals and all privately developed projects and developments which require approval by the City Council or by other City boards, commissions or committees shall be submitted by the appropriate aforementioned public agency to the Director of the Department of Planning and Urban Development for determination as to compliance with the Comprehensive Plan and its elements. All appeals from the Director's decisions shall be submitted to the City Plan Commission for a determination as to compliance with the Comprehensive Plan.

FILED

JAN 13 2 00 PM '81

DEPT. OF CITY CLERK
PROVIDENCE, R.I.