



CITY OF PROVIDENCE
EXECUTIVE CHAMBER
PROVIDENCE, R. I.

JOSEPH A. DOORLEY, JR.
MAYOR

June 14, 1965

To the Honorable City Council
of the City of Providence
City Hall
Providence, R. I.

Gentlemen:

In accordance with the provisions of section 26 of the Charter of the City of Providence, I am returning herewith, with my disapproval a resolution read and passed at the June 3, 1965 meeting of the Providence City Council. That resolution purported to allow the Superintendent of Parks to ban parking on stipulated days on a designated avenue in the park. Section 5 of Chapter 24 of the 1946 Revised Ordinance specifies that the Board of Park Commissioners shall superintend the maintenance and control of the public parks within the city and to do all acts necessary and proper for the care, management, improvement, maintenance and protection of the public parks. I am, therefore, of the opinion that the authority to adopt traffic regulations, within public parks is solely within the jurisdiction of the Board of Park Commissioners. Hopefully that Board will implement the intent of the City Council at the earliest possible moment.

Respectfully submitted,

Joseph A. Doorley, Jr.
Joseph A. Doorley, Jr.
Mayor of Providence

JAD:jag **IN CITY COUNCIL**

JUL 1 - 1965

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

Vincent Vespa
CLERK

THE CITY OF PROVIDENCE
STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

RESOLUTION OF THE CITY COUNCIL

No.

Approved

RESOLVED,

That the Superintendent of Parks, Ralph J. Hartman, be allowed to ban Parking on Saturdays and Sundays, on the left hand side of Frederick C. Green Boulevard, Roger Williams Park, from the Betsy Williams Cottage to the Anna Mann Gate (entrance to park).

IN CITY COUNCIL

JUN 3 1965

READ and PASSED

Russell J. Boyle
President
Wincenta Caspica
Clerk

VETOED AND DISAPPROVED
June 14, 1965

Joseph A. Doolley Jr.

RESOLUTION
OF THE
CITY COUNCIL

1900

Mr. G. W. Coker, (by request)

City of Providence
 DEPARTMENT OF MILK INSPECTION
 C. V. Chapin Hospital
 153 Eaton Street, Providence, R. I.

July 1, 1965

To the Honorable, The City Council of the City of Providence,
 Gentlemen:

The following list of individuals, firms, companies, corporations,
 etc., with the approval of the Inspector of Milk, respectfully request
 licenses to sell milk, cream and skimmed milk in the City of Providence.

Respectfully submitted,

Richard S. McKenzie
 Richard S. McKenzie,
 Deputy Inspector of Milk

1011 ERIN CLUB, INC.
 19-21 ABORN STREET
 PROVIDENCE, R. I.

1015 SUNNY SIDE VARIETY
 833 EDDY STREET
 PROVIDENCE, R. I.

1012 KELLY HAMBURGERS
 337 BROAD STREET
 PROVIDENCE, R. I.

1016 JACK & TONY'S RESTAURANT
 1195 EDDY STREET
 PROVIDENCE, R. I.

1013 BRADFORD SANDWICH SHOPPE
 115 BROADWAY
 PROVIDENCE, R. I.

1017 DANETTE'S GROCERY
 329 PLAIN STREET
 PROVIDENCE, R. I.

1014 DOUGLAS VARIETY
 32 DOUGLAS AVENUE
 PROVIDENCE, R. I.

1018 ST. THOMAS SCHOOL
 15 EDENDALE AVENUE
 PROVIDENCE, R. I.

IN CITY COUNCIL

JUL 1 - 1965

77-10-13:

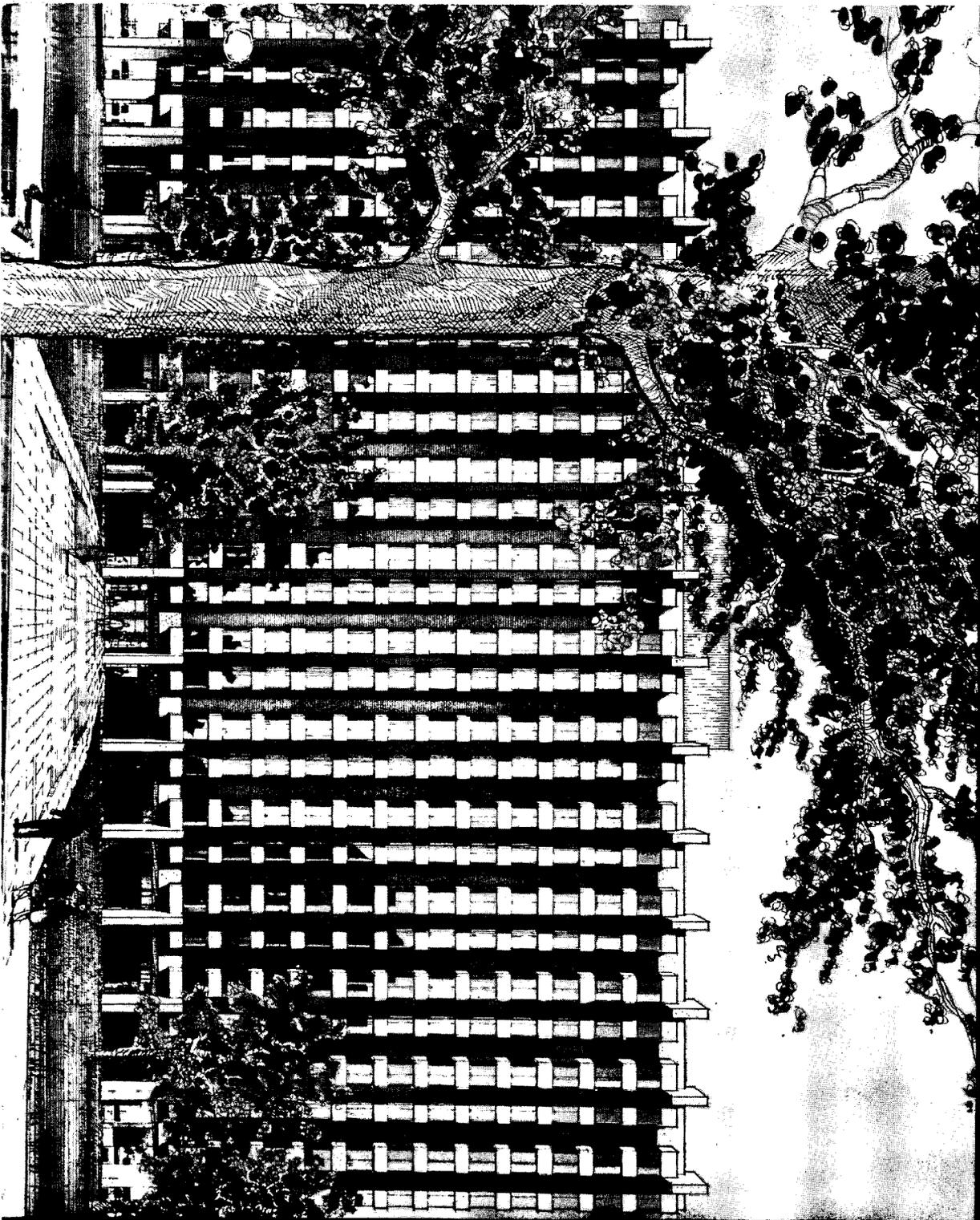
CLERK

IN CITY COUNCIL

JUL 1 1965

READ AND GRANTED

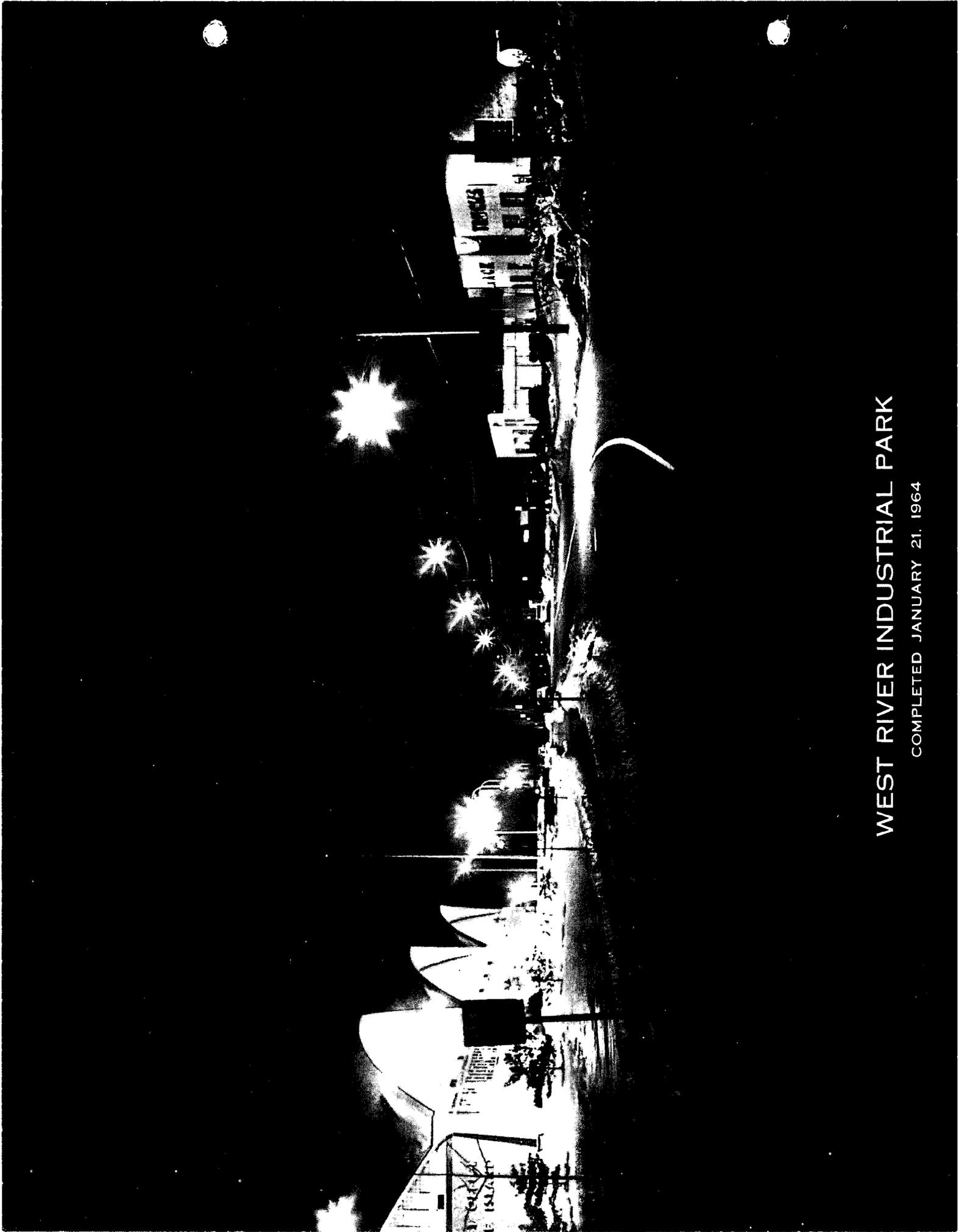
Vincent Vespa
 CLERK



**ANNUAL
REPORT
1964**

**PROVIDENCE
REDEVELOPMENT
AGENCY**

**410 HOWARD BUILDING
PROVIDENCE, RHODE ISLAND**

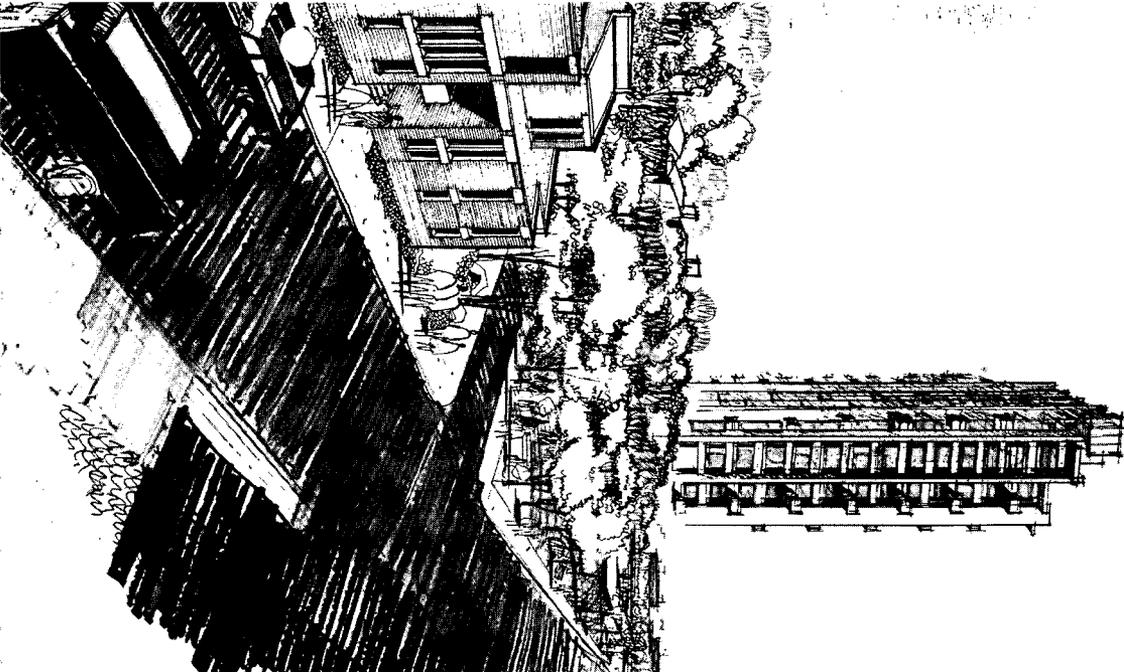


WEST RIVER INDUSTRIAL PARK

COMPLETED JANUARY 21, 1964

January 4, 1965

Proposed South Main street housing.



The Honorable Joseph A. Doorley Jr.
Mayor of Providence
The Honorable City Council
The Citizens of Providence

The Redevelopment Agency is pleased to report to you concerning developments within the city's urban renewal projects during the year ending December 31, 1964.

It was a year of notable achievement in planning and constructing improvements for the City of Providence.

As illustration, building permits were issued in the City for \$13,679,750 worth of new construction during the years 1963 and 1964.

New construction in the City's urban renewal projects provided for \$3,761,350, or 27% of the total.

Institutional construction, chiefly by Brown University, accounted for \$4,726,100 or 35% of the total.

All other city-wide construction activity accounted for \$5,192,300, or 38% of the total. Substantial as these achievements were, however, they are but prelude to what promises to be the most dramatic period of change in the 328-year history of Providence.

University Heights broke ground for its \$7.5 million Lippitt Hill development during 1964; during 1965 and the next several years this new community will become home to families and businesses. The \$8.5 million Classical Central Education Center was the subject of final design studies during 1964; actual construction of this modern school complex starts in 1965 and by 1967 it will be ready to serve more than 2,000 high school students each year.

These two examples reflect the strong beginnings of the new Providence. They have counterparts in the city's programs for downtown rejuvenation and industrial growth, through which notable advances were also recorded during 1964, particularly in Weybosset Hill and Hunting-ton Expressway Industrial Park.

Again, as in past years, we express our sincere appreciation for the generous cooperation extended to us by numerous public and private agencies, groups and individuals. We take this occasion to express our particular thanks to former Mayor Walter H. Reynolds for his many years of service to this community.

The Agency looks forward to implementing the redevelopment policies of Mayor Doorley's administration during the coming years.

Sincerely,

Edmund M. Mauro
Chairman
Providence
Redevelopment Agency

IN CITY COUNCIL

JUL 1 - 1965

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

Sincere Cooper
CLERK

Edmund M. Mauro
Chairman
Providence
Redevelopment Agency

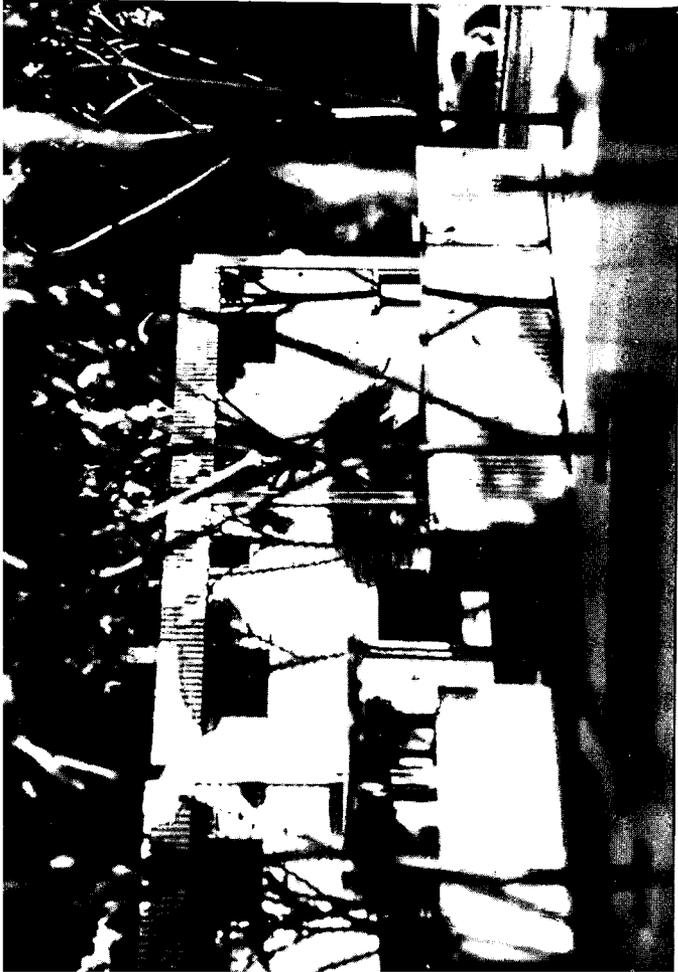
the planned construction of a 13-story apartment tower by the Reynolds Metals Development Corporation and the Gilbane Building Company.

- LATER IN THE YEAR the Beneficent Congregational Church plans to begin construction of its proposed nine-story Beneficent House, which will mean an additional 180 units for Weybosset Hill.
- Another of the city's major investments in education, the \$8.5 million Classical Central Education Center, is scheduled to be in construction by SUMMER 1965 in the Central Classical renewal area just across Interstate 95 from Weybosset Hill.

- Along Bridgham Street in the Central-Classical renewal area, adjacent to the Education Center, construction of approximately 300 units of private housing for low-to-moderate income families is scheduled to begin in the SUMMER OF 1965. Final plans for this development remain to be completed.

The year 1965 will be a year marked by dramatic transformations. It will also be the year Providence makes final preparations to face up to a great challenge. The degree of our success in meeting this challenge should profoundly influence the form of Providence's future efforts to meet the housing needs of its people. The challenge is structural rehabilitation, a relatively recent addition to the national urban renewal program to be tried in the East Side project starting in 1966.

The techniques of rehabilitation, of which much has come to be expected as a solution to housing problems, will be applied in the East Side on a wide scale, involving more than one thousand residential structures. This project promises to be the most ambitious, by far, of the city's undertakings in rehabilitation to date. It promises also to provide a laboratory where today's rehabilitation techniques can be given the "fire-test" to establish, on a non-theoretical plane, their worth and validity as weapons against housing blight.



Model of proposed Central-Classical housing.

PREFACE

Providence citizens have good reasons to expect that the year 1965 will be the most exciting of the city's eighteen years in the process of urban renewal. Some of the reasons are these:

- University Heights' \$7.5 million housing-commercial development in the Lippitt Hill renewal area, begun late in 1964, is scheduled to have its first 146 housing units ready for occupancy by FALL OF 1965.
- Also on Lippitt Hill, the city's \$1,750,000 elementary school-recreation center will be in construction by SUMMER 1965, on a five-acre site adjacent to the University Heights development.
- The first of approximately 600 housing units proposed for the Weybosset Hill renewal area in downtown Providence will be introduced in SUMMER OF 1965, with

Within the Fox Point neighborhood in the East Side project, considered by planners as rather ideal testing grounds for rehabilitation, it should be possible to determine whether rehabilitation techniques can adequately serve the purposes—the very worthy purposes—for which they were developed. (In the East Side project, these techniques will consist mainly of intensified enforcement of existing minimum housing standards.)

For there are still unresolved questions about rehabilitation. Generally, these are rooted in those very basic assumptions which have led its proponents to consider it a desirable alternative to clearance and new construction. Prominent among such assumptions are these: (1) Rehabilitation is preferable to clearance and rebuilding because clearance requires displacement of residents and rehabilitation does not; (2) Rehabilitation is preferable to clearance and construction of new housing because new housing is expensive to build, too expensive for lower-income families to buy or rent, while rehabilitation does not impose such hardships on lower-income people.

These two assumptions invite questions to which no satisfactory answers are now available:

- Can the city contend with the home owner who cannot or will not make required improvements without forcing his displacement? And what becomes of the tenant who feels unable to pay increased rents imposed by a landlord who has borne the expense of required improvements? Does he remain, supplied with some subsidy that enables him to pay the extra rent, or does he find another, less costly apartment? (If employed, would such a subsidy for rehabilitation purposes be uniformly less expensive—or more satisfactory to the affected residents—than a subsidy in clearance projects that would help project inhabitants relocate into decent housing in good neighborhoods?)

- What can rehabilitation techniques offer to the lower-income home owner who is elderly, whose mortgage is paid off, and who just manages to “get by” on a fixed income? Will rehabilitation, mainly featuring stricter

housing code enforcement, truly enlarge this owner's ability to pay for needed home repairs? Is rehabilitation really so painless for low-income families?

Even within rehabilitation areas like the East Side, limited clearance may be necessary under certain circumstances: vacant structures left in derelict condition; mixture of incompatible uses, such as industrial with residential; streets congested by traffic and parked cars and trucks; inadequate play areas for children. These “blighting influences”, capable of dragging a neighborhood into a downward spiral, may require elimination, or “spot clearance”.

To recognize the presence of unresolved questions is not to shrug off rehabilitation as unworkable. Rather, it is to replace speculative optimism with realistic appreciation for the limits of rehabilitation as an instrument to improve our city. No potential solution can be discarded, nor should largely untested programs be accepted as panaceas whose ultimate result can only be frustration for all those interested in solving our housing problems. Solutions with promise should be tested and, after testing, amended and tested again and rechecked until the common objectives we seek are attainable. We hope that the East Side project will provide fruitful steps in this progression.

Rehabilitation in progress at Lippitt Hill.



Table of Contents

Preface	page 4
Projects	
Completed	
West River	page 7
In Execution	
Lippitt Hill	page 8
Mashapaug Pond	page 10
Central-Classical	page 11
Weybosset Hill	page 14
In Planning	
East Side	page 16
Railroad Relocation	page 18
Industrial Development	page 20
Renewal Services	page 22
Relocation	page 23
Personnel	page 24
Financial	page 26

While the East Side experiment in rehabilitation is sure to have its impact on the Providence urban renewal program, it cannot properly be concluded that realization of the success hoped for here means that rehabilitation should henceforth completely replace clearance as the path to renewal.

There will continue to be neighborhoods of our city where circumstances for rehabilitation are far less ideal than those in Fox Point. These are neighborhoods where housing deterioration is too far advanced to be reversed by rehabilitation, where family incomes are inadequate for the job, where community facilities that constitute what we call a "good living environment" are almost totally lacking.

There will continue to be demands upon the city to provide land for new industrial construction, such as the city has already provided at West River and Huntington Industrial Park. While conceivably some space requirements of growing industry can be satisfied by taking advantage of vacant industrial buildings, it seems probable that, as in the past, some site clearance will have to be undertaken for the cause of Providence's economic welfare.

Finally, there will be the continuing necessity of implementing the Master Plans developed by the Providence City Plan Commission. These Master Plans may propose introduction of schools or recreational facilities to meet present or future needs of a neighborhood. They may, for example, propose converting a section of the city from a jumble of homes and industrial plants into total industrial or total residential use. Implementing a Master Plan for coordinated urban development may also dictate a certain amount of site clearance.



New plant for Machine Parts Corporation.

WEST RIVER

Providence's West River urban renewal project was officially recorded as complete by the federal Urban Renewal Administration on January 21, 1964. The city became the third in the United States with as many as four completed renewal projects.

During the remainder of the year, West River Industrial Park continued to be a center of the state's industrial activity, as it has been since the area's redevelopment was undertaken in the late 1950's.

Completed during 1964 were two more plants—a 10,000 square foot structure begun by the Samsan Company of Providence in 1963, and an 8,500 square foot facility begun by the Machine Parts Corporation of Providence about mid-1964. The Machine Parts Corporation formerly occupied a structure acquired by the Agency in May 1964 for the Weybosset Hill renewal project.

Completion of these two brought the total number of operating plants in the Park to thirteen.

PROJECT COMPLETED

On the one remaining site in the Park, a 121,660 square foot parcel across from the automated post office, construction is scheduled to be started in early 1965 by the H. Leach Machinery Company of Providence. The Leach company purchased the site during 1964 from Brite Industries of Providence, which purchased the land from the Agency in 1962 and subsequently found it too small to accommodate Brite Industries' proposed expansion plans.

The city of Providence now receives more than \$400,000 in annual tax revenue from West River Industrial Park, more than ten times the amount it received in taxes from the project area before its redevelopment by industry.

With the completion of two plants during 1964, employment at West River Industrial Park exceeded two thousand. Indications are that, within several years, approximately 2,700 workers will be employed in West River plants. Included in this amount will be 1,000 new jobs.

Other significant developments concerning West River Park pertained to construction activities along its borders. While work on Interstate 95 continued along the eastern border of the project, preparations were made in the same area for the development of an addition to the park. Approximately 160,000 square feet of new industrial land just east of West River Park are expected to be ready for sale to industry during 1965. The land has already attracted considerable interest from industrial concerns that have indicated willingness to purchase plant sites. Originally acquired by the State for freeway purposes, the land will be developed by the Agency with city funds.

PROJECTS IN EXECUTION

Breaking ground for the University Heights development in October were (left to right) former Mayor Walter H. Reynolds; Agency Chairman Edmund M. Mauro; Rep. Fernand J. St. Germain; Lester Eisner Jr., HHFA Administrator for Region One; Joseph H. O'Donnell Jr., Director of the R. I. Department of Administration; Sen. Claiborne Pell; and Irving Jay Fain, University Heights president.



LIPPITT HILL

Construction began October 8 for a \$7.5 million housing and commercial development in the 32-acre Lippitt Hill redevelopment area.

A shopping center and a total of 480 apartments and town houses are to be built on the site by a Rhode Island corporation, University Heights Inc., which is composed of the Star Market Company of Cambridge, Massachusetts, and a group of 64 Rhode Islanders.

The University Heights housing development will be the first in the state within an urban renewal project area.

The overall development will be built in three phases, with the initial phase to consist of 146 housing units, which are scheduled to be ready for occupancy by fall of 1965. The second phase, during which the commercial center and an additional 150 housing units will be built, is planned to start during 1965.

The University Heights housing proposals call for a nationally unique utilization of federal housing programs to achieve goals of social, economic and racial integration.

The 64 local stockholders in the corporation have stated the objective of establishing the new housing development on Lippitt Hill as "a demonstration to Providence and America that people of many backgrounds can live together".

Lippitt Hill is believed to be the first renewal project in the United States where housing financed under two separate FHA programs will be interspersed within groups, or "clusters", of apartment structures.

In addition to FHA's "220" mortgage insurance program, University Heights is taking advantage of the newer "221(d)(3)" program of FHA, created by the 1961 Housing Act to encourage the construction of private rental housing for low-to-middle income families.

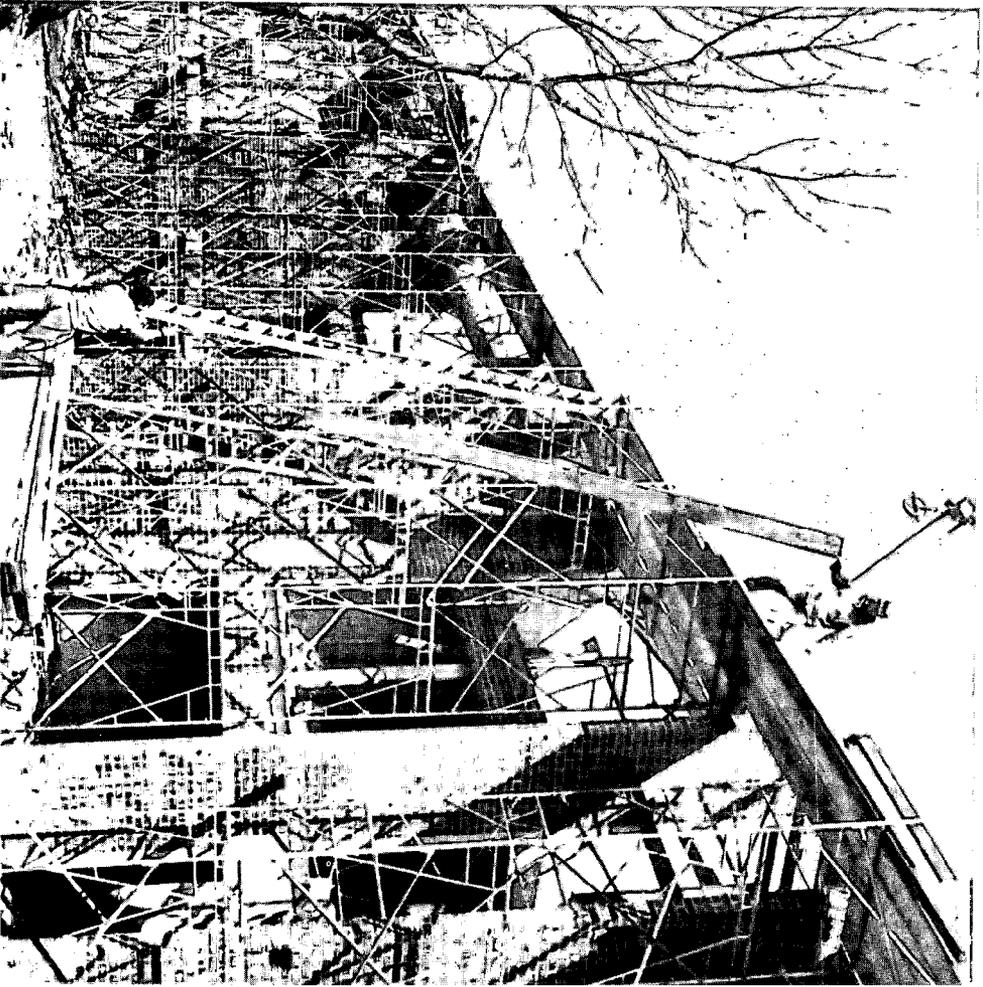
The plan calls for placing the 480 housing units within 30 structures in seven "clusters" throughout a beautifully landscaped site.

Selected by University Heights during 1964 as builder of the development was the Robert Chuckrow Construction Company of New York City.

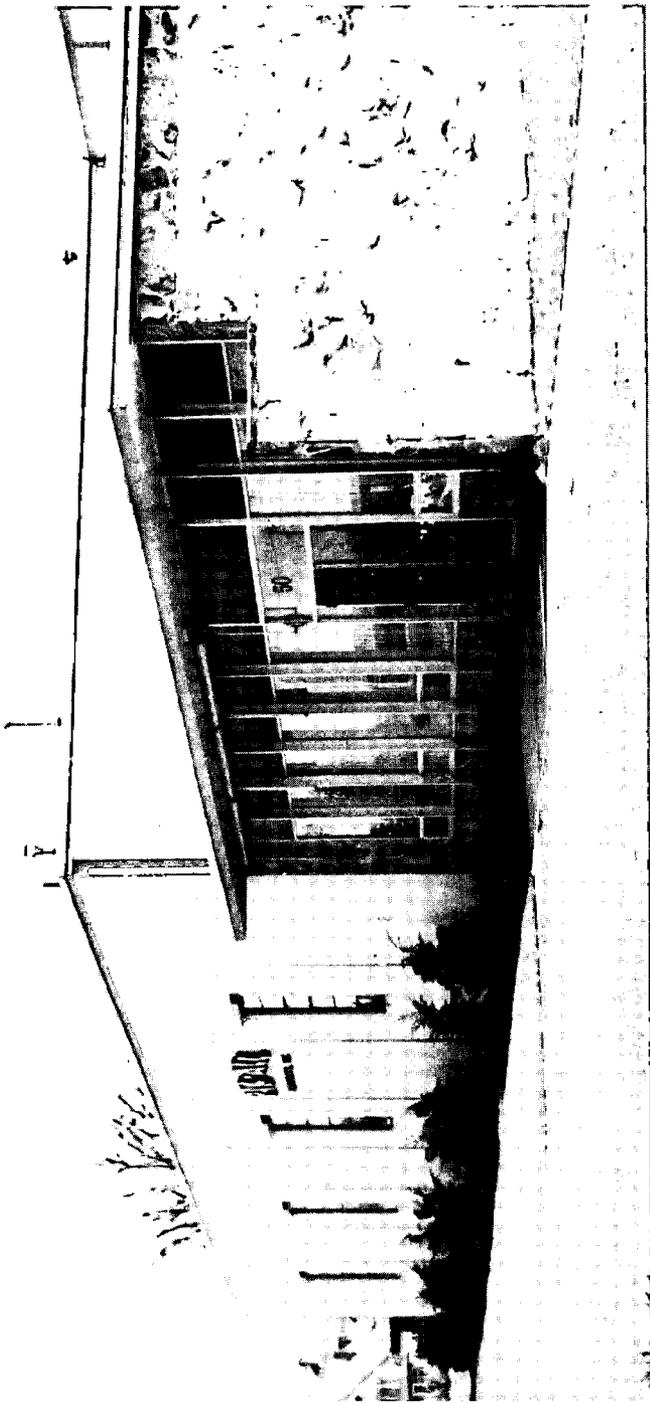
Across Camp Street from the University Heights construction site is the five-acre tract where the city of Providence plans to build the \$1,750,000 Lippitt Hill Elementary School. During 1964 the final plans for the school were approved by the Providence School Committee and construction bids were solicited. Construction is now scheduled to begin in spring of 1965.

The city of Providence will save several hundred thousand dollars by constructing the elementary school within the urban renewal project. Based on estimates of the number of children from the University Heights housing development who will attend the school, it is anticipated that approximately \$400,000 being expended by the city for the school can also count as part of the local cost of the Lippitt Hill renewal project. The amount is based on a federal formula for measuring the service that such a public facility extends to the renewal project area.

Finally, on Lippitt Hill, rehabilitation work began during 1964 on two "demonstration houses" at 67 and 69 Doyle Avenue. Activities pertaining to the Doyle Avenue demonstration project will be described in the Renewal Services section of the report.



University Heights housing under construction along Olney street.



New plant for Pak-All Products, Inc.

MASHAPAUG POND

Huntington Expressway Industrial Park, created by the city's Mashapaug Pond redevelopment project several years ago, officially opened for business during 1964.

The first four companies that purchased sites in the 95-acre industrial center and started construction during 1963 all began operating in their modern Huntington Park plants during the past year. These were Anson Incorporated; the Providence Wholesale Drug Company; Pak-All Products, Inc. and Morrow Colorplate, Inc.

Meanwhile, also during 1964, the Nohel Manufacturing Corporation of Providence purchased a five-acre site from the Redevelopment Agency in August and immediately began construction of the fifth Huntington Park plant. The new Nohel plant will become operational early in 1965. (Further details about Nohel's expansion into the Park are given in the report's Industrial Development section.)

With Nohel's arrival, approximately 33 of the project's 95 acres were fully developed or in construction by the end of 1964.

The five plants, with a total building area of 355,600 square feet, were constructed at a total cost exceeding three million dollars.

While all property within the Mashapaug Pond project area returned only about \$45,000 before redevelopment, the first five plants—occupying about one-third of the total Park land—will return well over \$100,000 in annual revenue to the city.

The expansion of these companies at Huntington Park also has a beneficial impact on the city's employment situation: based on company projections, these five companies will increase their employment from a total of about 1,000—employed at their old plants—to more than 1,800 at their new Park locations.

Model of Central-Classical housing.



Courtesy Kent, Cruise & Associates, Architects

CENTRAL-CLASSICAL

While planning and design work progressed on the two major components of the proposed Central-Classical renewal area—an \$8.5 million high school “education center” and a private housing development, the year 1964 saw the completion of the first new facilities within the project area.

Dedicated during the year was the new state headquarters of the Narragansett Council, Boy Scouts of America, on Broad Street, opposite the downtown YMCA. The beautiful scouting center, opened with impressive ceremonies in September, was the first completed structure in the renewal area.

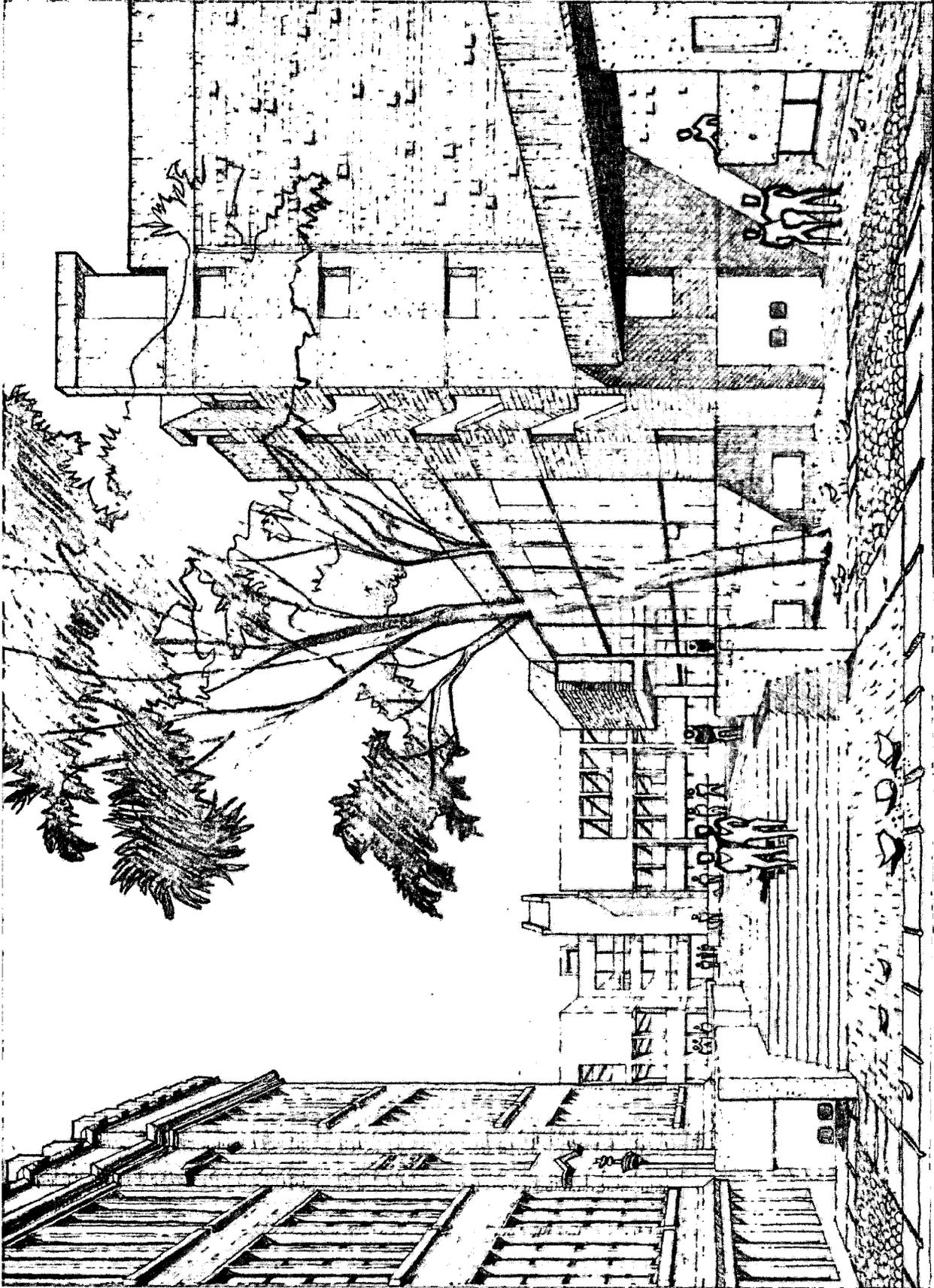
In other project construction during the year, an addition to the Hudson Fur Cleaning Company’s plant on Cranston Street was completed and considerable progress was made toward completion of a new edifice for the

Church of God and Saints of Christ and a new Catholic Interracial Center for the Roman Catholic Diocese, both along Cranston Street.

During the year working drawings were developed for the Classical Central Education Center, based on a plan selected in late 1963 by the Providence School Committee after an architectural competition. Construction of the Center, which will consist of a new structure for Classical High School and a modernized and expanded Central High School, is scheduled to start about mid-1965. Completion of the Center is expected to require about two years.

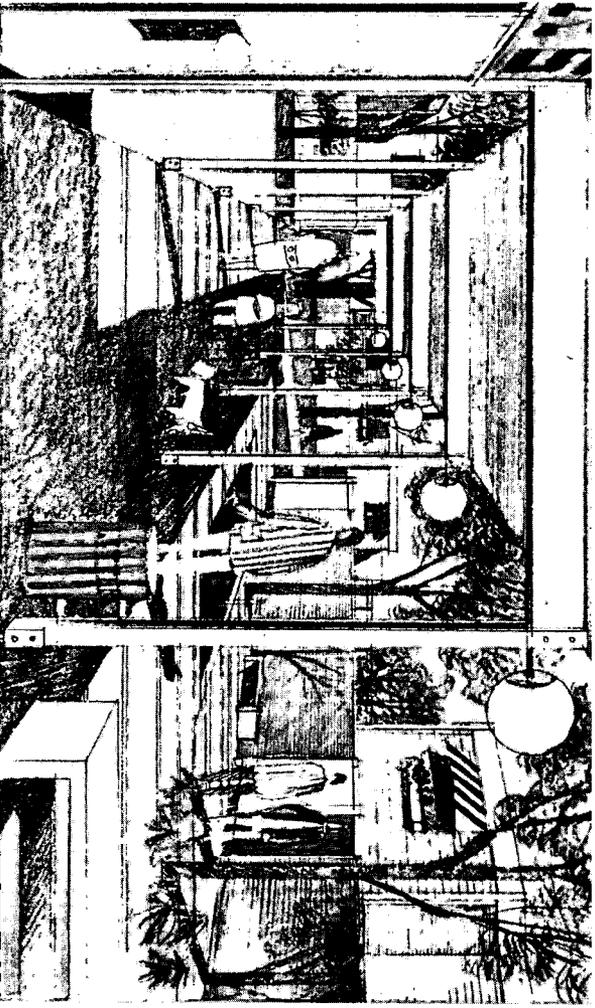
The Agency cooperated during 1964 with a special committee of the “Wiggin Group” in the completion of preliminary plans for the proposed housing development.

The Wiggin Group consists of trustees of an estate established about 1890 for the purpose of providing hous-



Courtesy of Albert Harkness and Peter Geddes, Architects

Proposed Classical Central Education Center



CENTRAL-CLASSICAL

ing for "the working class people". The fund originally amounted to about \$16,000 and was not to be used until it passed the \$500,000 mark. The fund has by now surpassed this figure.

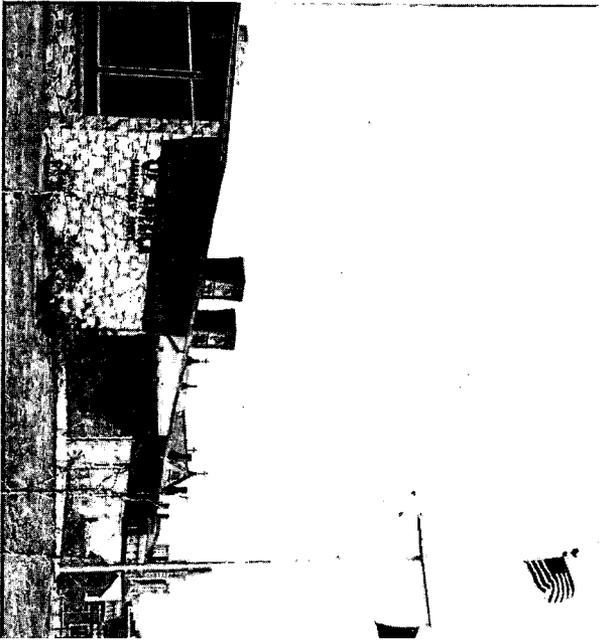
Trustees of the Wiggin Fund have expressed interest in serving as a non-profit group to sponsor the construction of approximately 300 dwelling units within the Central-Classical renewal area. As a non-profit group, the trustees would be eligible to obtain low-interest mortgage insurance under Section 221 (d) (3) of the 1961 Housing Act to attain the basic objective for the proposed Central-Classical development—housing rentals within the economic limits of low to moderate income families.

Architects for the Wiggin Trust completed preliminary plans for the housing complex during the year, consulting with officials of the Federal Housing Administration in order to facilitate financing arrangements for the development once final construction drawings are finished.

Also during 1964, the Redevelopment Agency obtained approval from the City Council and Urban Renewal Administration for several changes in the project redevelopment plan necessary to accommodate the preliminary site plans of the "Wiggin Group". While the redevelopment

Proposed Central-Classical housing.

New Boy Scouts headquarters on Broad street.

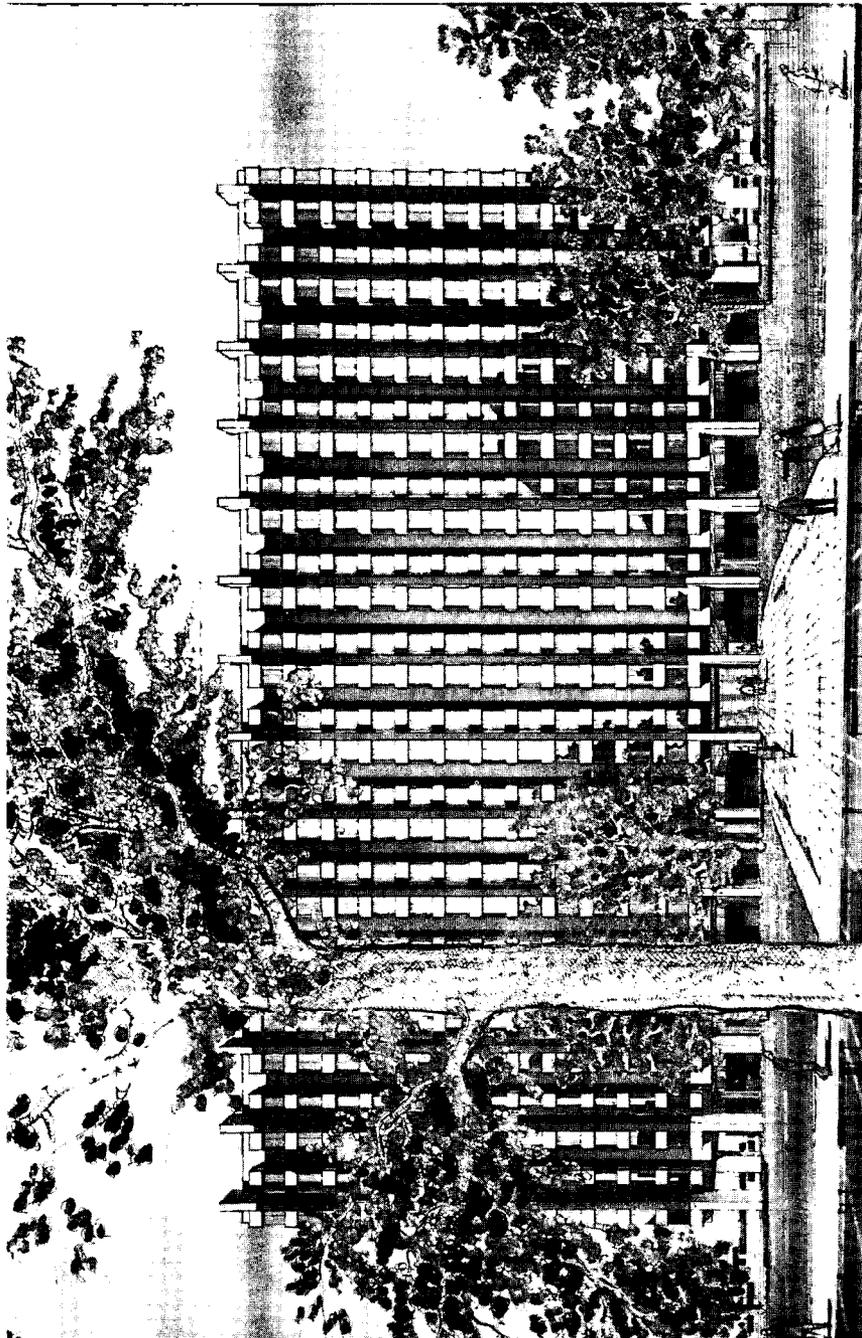


plan formerly permitted a commercial strip along Westminster Street, from Bridgman to Knight Streets, the Wiggin plan calls for extending the residential development all the way along Bridgman Street from Westminster to Broad Streets, with neighborhood shopping facilities to be constructed at both corners of Cranston and Bridgman Streets.

While certain legal questions concerning the use of the Wiggin Fund for this housing development remained unresolved at the end of 1964, it appears that this phase of the project should be in construction by summer of 1965.

Residential relocation from this project area was completed during the past year, with the last family moving out in March. Only three of the original 144 non-residential occupants of the project area were still on-site December 31, 1964. Two of these plan to relocate early in 1965.

Ten structures in the project remained to be demolished at the end of the year. These included Classical High School and two other school buildings designated for clearance under the revised project plan.



13-story apartment tower planned for Fountain street.

Courtesy of Curtis and Davis, Architects

WEYBOSSET HILL

Highlights of 1964 for the Weybosset Hill urban renewal project were completion of the Majestic Parking Garage, and completion of plans for the 13-story apartment house to be constructed near LaSalle Square by the Reynolds Metals Development Corporation and the Gilbane Building Company.

The first new facility built in the 54-acre downtown project, the 426-car Majestic Garage went into construction in October 1963 under sponsorship of a non-profit group called Providence Off-Street Parking, Inc., which leased a one-acre site from the Redevelopment Agency. When bonds for the \$1,150,000 facility are fully amortized, ownership of it will pass to the city. The completed garage was dedicated in September, 1964.

The 13-story elevator apartment house will contain approximately 192 units, the first of about 600 units proposed for the area. Its construction is scheduled to start in summer 1965 and to be completed in the fall of 1966.

Plans were developed during 1964 for a "town house square" of sales housing, the first of three that will extend along Jackson Street from Fountain Street to Westminster Street. The first of the town house squares is expected to be in construction by 1966.

During the past year preliminary plans were approved for Beneficent House, the 9-story apartment structure to be built by the Beneficent Congregational Church. The group sponsoring Beneficent House filed an application

for FHA financing during the year and plans to have this apartment building in construction during 1965.

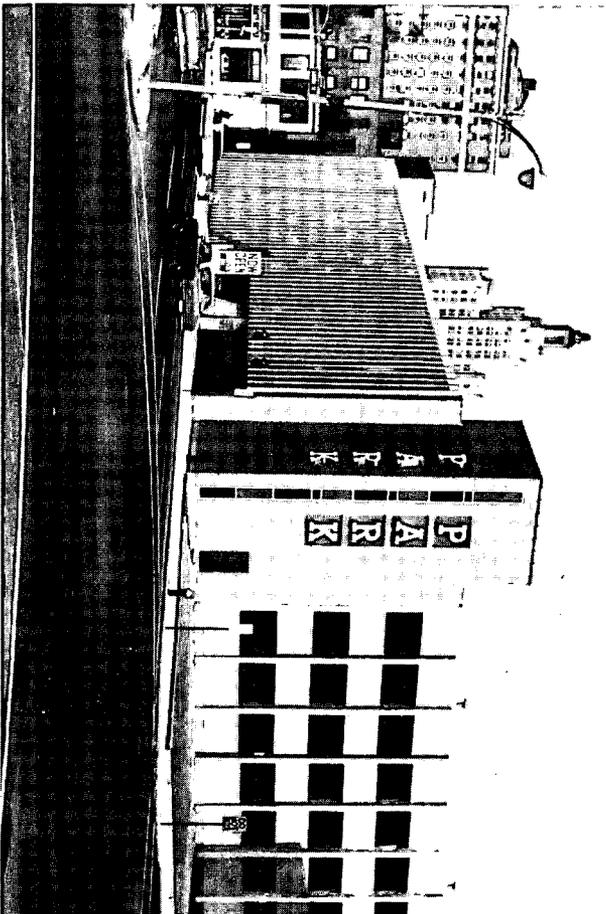
While Beneficent House is being sponsored by a non-profit corporation organized by the church, the facility will be subject to property taxes. The building cost of this structure is expected to exceed two million dollars.

Architects for the Roman Catholic Diocese of Providence continued in 1964 to develop plans for the new "Cathedral Complex" of offices and assembly facilities that the Diocese plans to construct next to the redesigned Cathedral Square.

Architects for the Reynolds Metals Development Corporation and the Gilbane Building Company also worked during the year on plans for the motor hotel, the travelers center and the mixed residential commercial structures that those developers propose to build within the Cathedral Square area. (The total building cost of construction proposed by the Reynolds-Gilbane group in the Weybosset Hill renewal area is expected to approach \$20 million).

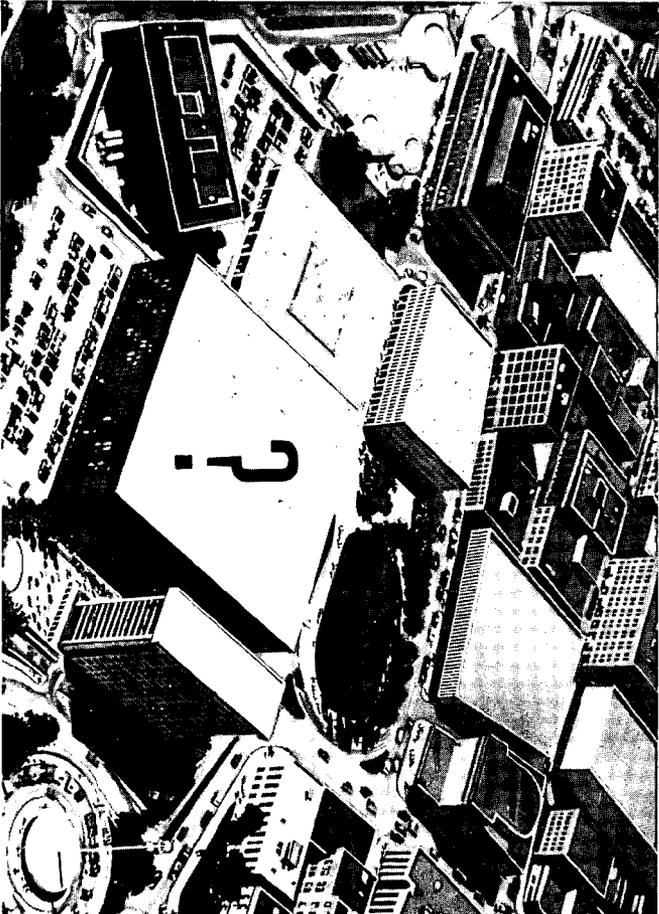
During the past year a special committee appointed by IMPACT, R. I., undertook a study of the merits of developing the convention-sports center proposed for the Weybosset Hill renewal area by the Downtown Master Plan. The committee also studied the means by which the center could be financed. Chairman of the committee was Edward P. Conaty, assistant director of the state Department of Administration. Also serving on the committee were representatives of the city, the Redevelopment Agency and the community.

In a report submitted to IMPACT's Projects Committee in October, the special committee suggested that further information is required before the advisability of developing the convention-sports facility can be finally determined.

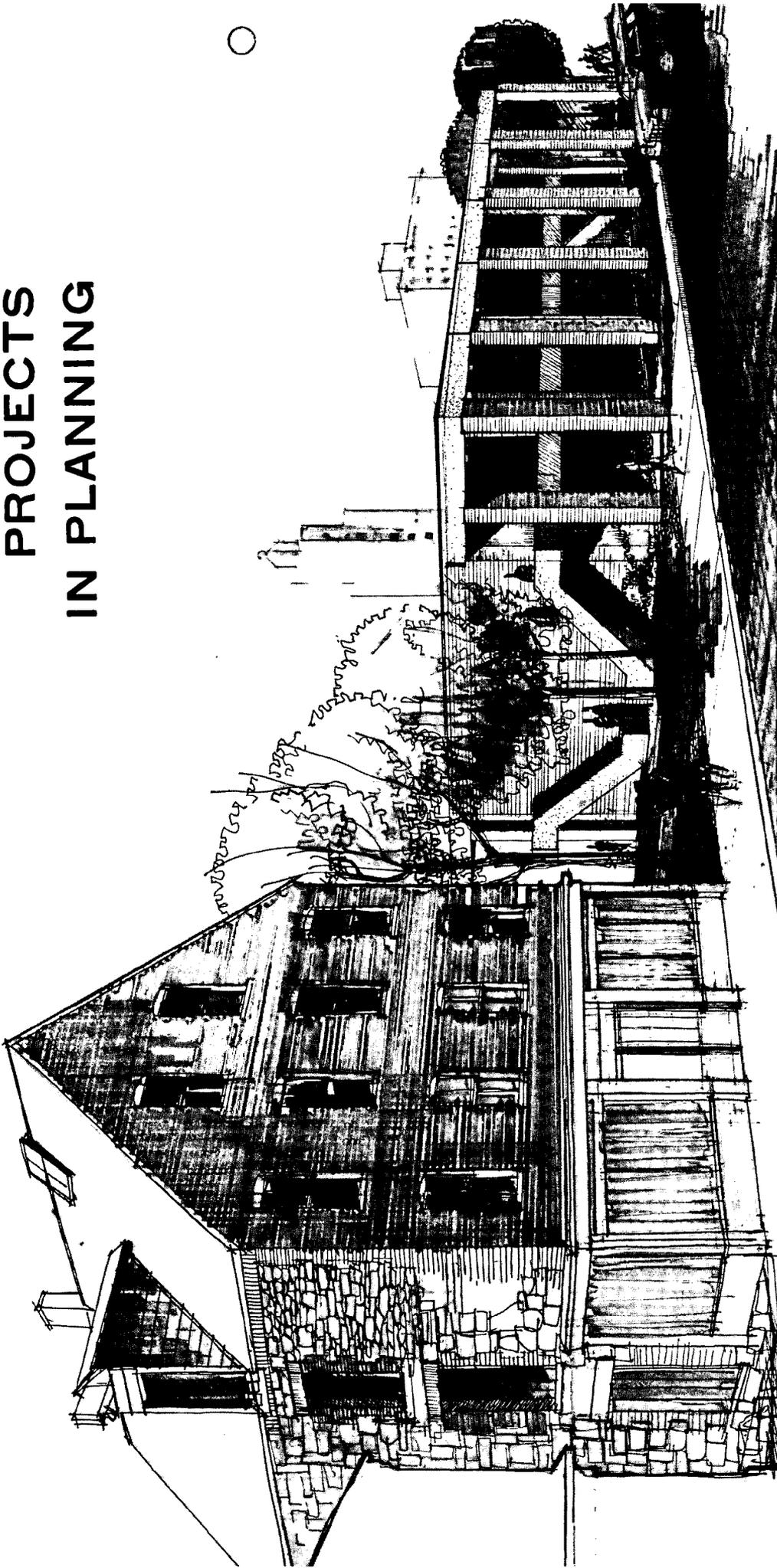


Majestic Parking Garage.

Financing questions have made the future doubtful for a downtown convention-sports center.



PROJECTS IN PLANNING



Proposed South Main street, with downtown in the background.

Courtesy of Horace Ginsbern and Associates, Architects

In October the Agency invited the Preservation Society to submit documentation to demonstrate their capability of achieving the project's objectives.

For several years the Society has been instrumental in developing proposals for this 14-acre section along the shore of the Providence River. Objectives for the area are restoration of several commercial structures rated historically valuable and new construction to provide housing and an arts and crafts and home furnishings center, as proposed by the city's College Hill planning study.

EAST SIDE

Perhaps the major development of 1964 for the East Side urban renewal project was the Agency's decision to open negotiations with the Providence Preservation Society for the sponsorship of restoration and redevelopment within the South Main-South Water streets portion of the project area.

As part of the required documentation, the Preservation Society was asked by the Agency to give assurances that it will develop the area in accordance with these objectives, and to guarantee financial resources to carry the project through to completion.

Among developments in other portions of the 333-acre project were these:

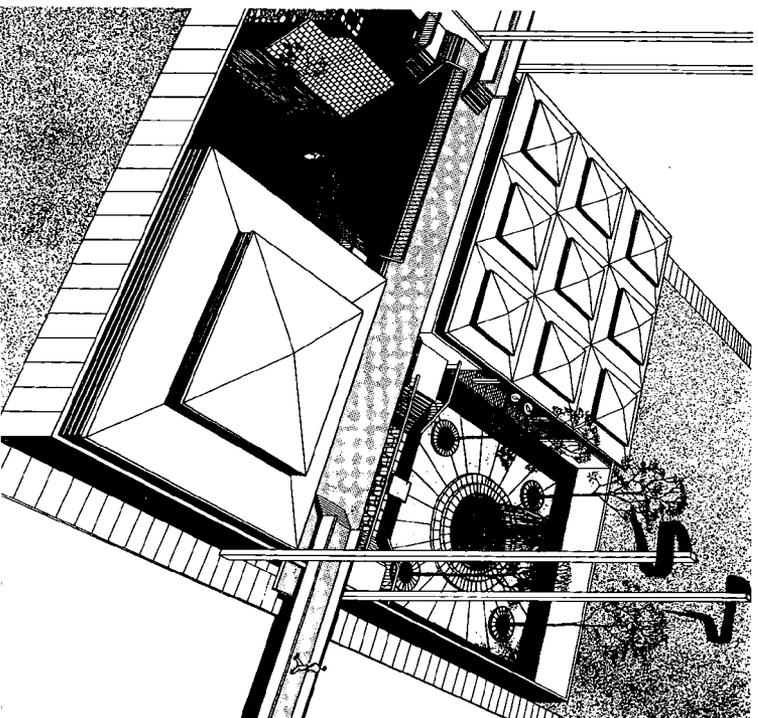
- **RANDALL SQUARE** is the only section of the project area where extensive clearance and redevelopment are proposed. Sometime in 1968 about 40 acres in Randall Square are expected to be ready for construction by small industries and commercial concerns.

Advanced during 1964 were plans for a wholesaler's shopping center on an eight-acre site being reserved for businesses who will be obliged to move from their present locations in the project area to accommodate the renewal plan. The North Main Street Businessmen's Association, organized by about twenty merchants for the purpose of developing this center, consulted during the past year with the Small Business Administration and the Redevelopment Agency regarding preliminary site planning and the necessary financing for the facility.

- **ROGER WILLIAMS NATIONAL MEMORIAL**—One proposal for the East Side renewal area is establishment of a national memorial on the traditional site where Roger Williams and his followers founded Providence Plantations in 1636. The concept of the memorial originated with the College Hill planning study, conducted by the city with URA assistance from 1957 to 1959. Legislation to create the memorial was introduced in Congress in May 1964 by Rhode Island Senator Claiborne Pell and Representative Fernand St. Germain. Assisting in the preparation of the bill were the Providence Preservation Society, the National Park Service and the Redevelopment Agency. The bill did not pass during 1964; it is expected that it will be reintroduced in the next session of Congress.

- In **FOX POINT**, where the Agency plans to assist home owners and tenants in the city's first large-scale rehabilitation program, citizen interest in the proposed renewal project increased notably during 1964. Reflecting this enlivened interest was the formation of a new neighborhood organization, the Fox Point Neighborhood Association. During 1964, the Association offered the Agency several proposals for Fox Point to be considered as the final East Side renewal plan is prepared for transmittal to URA early in 1965.

Roger Williams Memorial, as depicted in the College Hill plan.



Planning for the East-West Connector highway, shown at the center of this model, received considerable attention during 1964.

Essentially, the difficulty concerning the Connector has been based on the absence of any commitment of funds to finance its construction or to make the railroad tunnel suitable for automobile use. Early in 1964 this Agency took the position that project planning should be suspended until a commitment of funds for the future construction of this important public facility could be secured. Neither the city nor the state felt able to indicate willingness to assume the multi-million dollar cost of these improvements during the past year.

One important reason why the Agency took this position is that the area most affected by the tunnel-connector issue consists of those very parcels projected by the Master Plan as the site for the Civic Center. Obviously, it is very important for those planning the Civic Center's arrangement to know whether its site will be bisected by a limited access connector highway that might substantially reduce the size of the available parcels. The design of the Civic Center buildings will greatly depend upon the geometry of the highway, its horizontal and vertical alignment, its access points and proposed bridges.

The Agency's position was also founded on URA regulations that require the Agency to have a commitment of funds for this limited access highway, which forms the very foundation for all project planning decisions and proposals. Obviously, should such a basic element subsequently fail to materialize, the total plan developed upon it would collapse.

RAILROAD RELOCATION

Planning for the multi-million dollar Railroad Relocation project, initiated in 1961 for the purpose of developing a downtown Civic Center and other facilities recommended by the Downtown Master Plan, encountered a mounting variety of problems during 1964.

While progress was impeded by various factors, perhaps the chief impasse concerned the proposed downtown interchange of Interstate 95 and the proposed "East-West Connector".

The "East-West Connector" was proposed by the Downtown Master Plan as a means to convey traffic between the interchange and the new Red Bridge and points across the Seekonk River. The Master Plan proposed channeling this traffic through the East Side Railroad Tunnel, after reconditioning of the tunnel for automobile use. It is estimated that reconditioning would cost \$3 million.



In contrast to the Agency's position, the City Plan Commission, the Urban Renewal Coordinator and the Traffic Engineer generally shared the view that project planning should continue despite the absence of firm financial commitments, in the expectation that the city or state may give such assurances later.

In July of 1964 the City Plan Commission proposed a staged highway construction plan that provided a north-south connector to the east-west highway as an interim measure, thereby temporarily avoiding the costly tunnel conversion question.

In mid-December the highway proposals of the City Plan Commission were received by the Agency. Shortly thereafter the State Department of Public Works reported to the Agency that the final design for the Civic Center interchange would be made public in January 1965.

While negotiations over the tunnel-connector question dominated project activities during 1964, various other steps were taken toward Railroad Relocation:

- The first acquisition appraisal of railroad-owned property within the project area was completed early in 1964. Appraisals of non-railroad property within the area had been completed during 1963.

- In April the URA approved the Agency's revised Survey and Planning Application for the project, increasing the federal advance for planning operations from \$432,976 to \$694,633 and enlarging the size of the project from 81 to 119 acres. Later in the year URA granted the Agency an extension of the Survey and Planning period from October 1964 through July 1965.

- A special congressional amendment to the 1964 Housing Act made city-state contributions to the cost of the Fox Point Hurricane Dam eligible to count as part of the city's share of the cost of the Railroad Relocation Project. Based on the proportion of protection service that the hurricane barrier will give to the project area, the amount of possible credit available to the city is approximately \$600,000.

- In September the Agency was requested by IMPACT, R. I., to ask the URA to authorize, as an eligible project cost, an engineering study that would provide trustees of the New Haven Railroad with comprehensive information

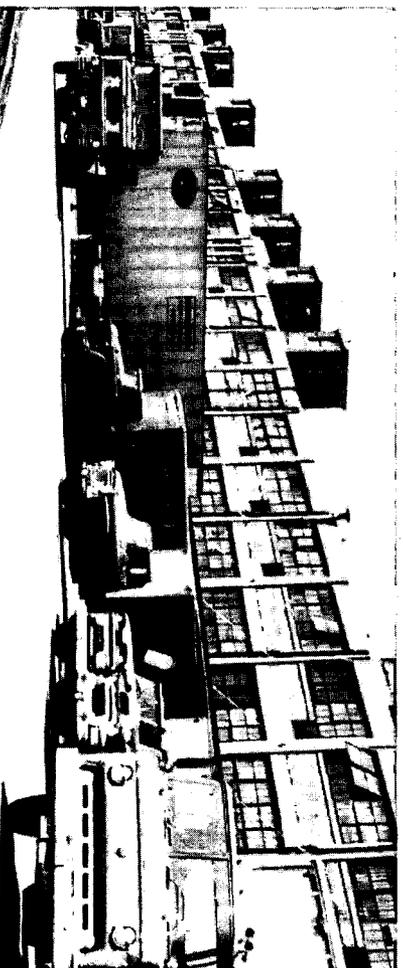
on how the relocation project would affect Railroad operations throughout Rhode Island and parts of Massachusetts. This study would cost an estimated \$400,000 to conduct. The URA was petitioned only after various other federal agencies had been approached by the Agency and the Rhode Island Development Council without success. Before the end of 1964 the Agency was informed by URA that such a study would not qualify as an eligible project expense. The matter was still unresolved at the end of the year.

- Title reports on property within the project area were completed and submitted to the Agency and the state Department of Public Works early in 1964.

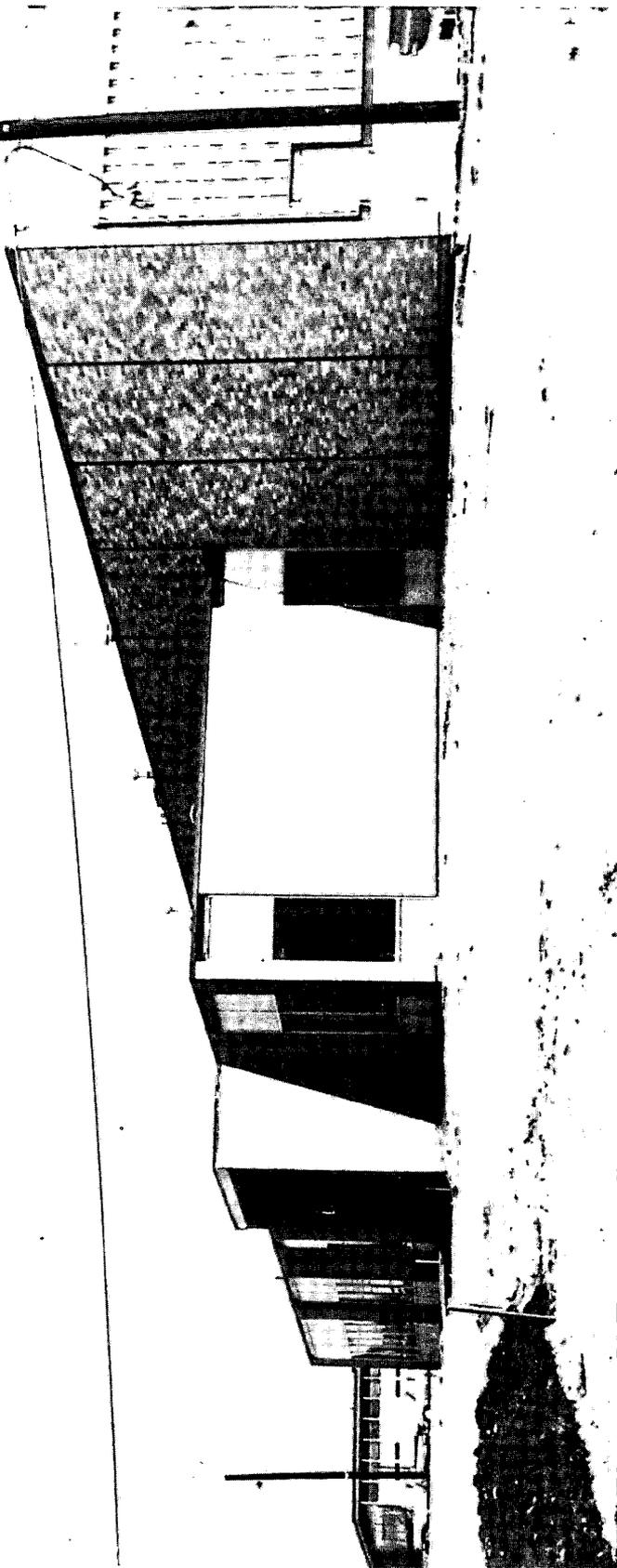
- Efforts continued to find a suitable new location for the Railway Express Agency, which would be displaced by the proposed project, and to establish a wholesale food center that would accommodate produce dealers who would be obliged by the railroad project to leave their Harris Avenue location, as well as wholesale meat dealers along Canal Street who would be similarly affected by the proposed East Side renewal project. It was reported to the Agency during the year that the Railway Express Agency has a suitable new location available if its proposed relocation takes place. A special committee of IMPACT, R. I., worked on the development of the wholesale food center.

- Partly completed during the past year was a hydrological engineering survey for the purpose of planning the conduit system necessary for containing and decking the Woonasquatucket and Moshassuck Rivers within the project area, as proposed by the Downtown Master Plan.

Harris avenue produce center.



New plant for the Nohel Manufacturing Corporation, under construction.



INDUSTRIAL DEVELOPMENT

Groundbreaking and construction of the fifth new plant at Huntington Expressway Industrial Park was the major development in the Agency's two industrial projects during 1964.

The Nohel Manufacturing Corporation of Providence, a footwear manufacturer, started construction of a 40,000 square foot, single-story plant late in the summer and the structure was almost completed by January 1965.

The company's development program calls for expanding the plant to approximately 136,000 square feet shortly after the company moves to its five-acre site in the Park. Nohel Manufacturing Corporation has been operating at 50 Aleppo Street.

When Nohel began operations in 1947 it employed four persons; its 1964 employment figure was 175. The company expects that its employment will increase slightly

upon the move to its new plant, up to about 200 workers. Within the first year at Huntington Park, Nohel expects to hire an additional 50 workers.

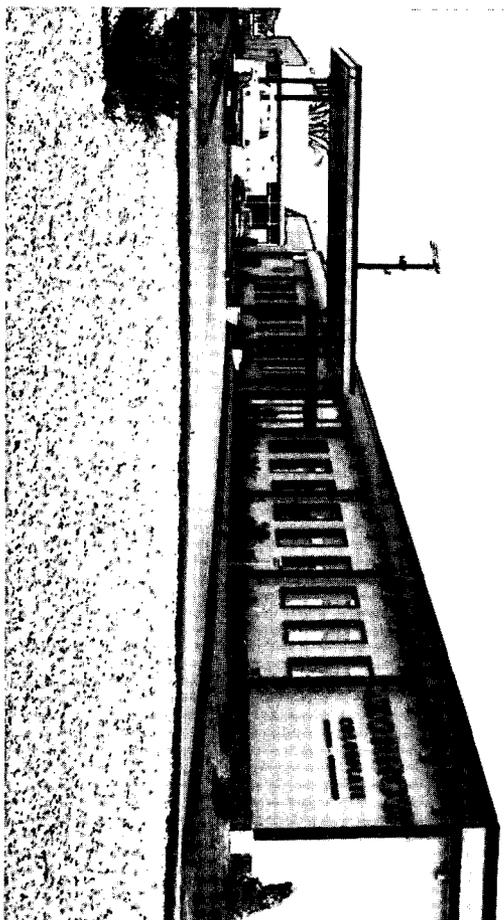
While the Nohel facility was in planning and construction, the first four industrial plants at Huntington Park were completed and into operation. These were the plants for Anson Incorporated; The Providence Wholesale Drug Company; Pak-All Products, Inc.; and Morrow Colorplate, Incorporated.

While the major attention of the Agency's Industrial Division during 1964 was focused on attracting more industry to Huntington Park, the Agency's industrial staff also concentrated considerable effort on other Providence industrial areas, including the proposed addition to West River Park.

Negotiations were conducted with numerous companies, particularly with those interested in purchasing plant sites at Huntington Park and the 160,000 square feet to be made available for sale sometime during 1965 next to West River Park.

As the industrial development agency for the city, the Agency division helped numerous local concerns to find new and expanded quarters, offering services and data regarding labor, plant financing, new markets and other relevant information about the Providence community.

Contributing valuable assistance to the Industrial Division during the past year were the Mayor's Advisory Committee on Industrial Development which was created by Mayor Reynolds and the Providence City Council early in 1964; the Greater Providence Chamber of Commerce; the Rhode Island Development Council; local realtors and banking officials.



Two new plants completed during 1964: (above) Morrow Colorplate, Inc.; plant at Huntington Industrial Park; (below) Samsan Company plant at West River Park.



Two demonstration houses: rehabilitation of 69 Doyle Avenue, at right, was largely completed.



Lippitt Hill resident, Mr. Alfred Martin, who purchased the house from the Agency in June 1964. A third house, 71 Doyle Avenue, was removed during the year from an undersized lot at the rear of 69 Doyle Avenue.

Approximately 75 per cent of the rehabilitation work on 69 Doyle Avenue was completed during the year. Some additional work, landscaping and driveway construction, is to be done early in 1965.

Rehabilitation progress on 67 Doyle Avenue was slower, since it was being done on a self-help basis. Considerable exterior improvements were made on that house during 1964, however, including replacement of windows and siding and installation of outside steps and a bulkhead entrance to the cellar.

Visiting 69 Doyle Avenue during the past year to learn about this rehabilitation effort were numerous residents from the Lippitt Hill area and other neighborhoods, including Fox Point, where extensive rehabilitation is proposed by the East Side renewal plan. The Agency anticipates further public interest in the demonstration houses during the coming year.

The Agency's Renewal Services Division was also active during 1964 in the preparation of rehabilitation proposals for the East Side urban renewal area, for which an official project plan is scheduled to be submitted to the Urban Renewal Administration early in 1965.

RENEWAL SERVICES

The major activity of the Agency's Renewal Services Division during 1964 was administration of the Agency's special demonstration of home improvement techniques in the rehabilitation section of the Lippitt Hill project.

Actual rehabilitation in the two Doyle Avenue demonstration houses began during the year. The renovation of 69 Doyle Avenue was sponsored by the Redevelopment Agency, which engaged several contractors to make the improvements. Work on 67 Doyle Avenue was done by a



Citizens Advisory Committee on the Elderly is briefed about Relocation Service's Ford Foundation project by Administrator David Joyce and Miss Gertrude Olson, social case worker (both standing). Committee members (left-right, seated) are Theodore M. Hathaway, Miss Mathilda Litwin, Joseph H. Lyons and Michael A. Gammino Jr.

RELOCATION

The city's Family and Business Relocation Service assisted the Agency on four separate renewal projects during 1964.

Most of the relocation agency's attention was directed to two of these projects:

EAST SIDE — The Relocation Service continued to administer, with the help of various health and social agencies, its special assistance program in Randall Square. While Randall Square residents will not be required to move until 1966, this program has been in operation since early 1963 as a means to help the residents relocate successfully. Approximately 90 families and individuals were assisted during the past year, with more than 200 referrals made to private and public health and welfare agencies. The Relocation Service reports that the program

has had the effect of eliminating the massive evacuation of the area by residents before condemnation that often occurs in proposed clearance projects. "The constant and continued working relationship has caused the residents to remain calm and work with our social caseworkers," according to David Joyce, Administrator of the Relocation Service.

WEYBOSSET HILL — When property in this project was acquired by the Agency in May, 34 families and 405 individual householders lived in structures scheduled for clearance. By the end of 1964 there were 14 families and 183 individual householders remaining in the area.

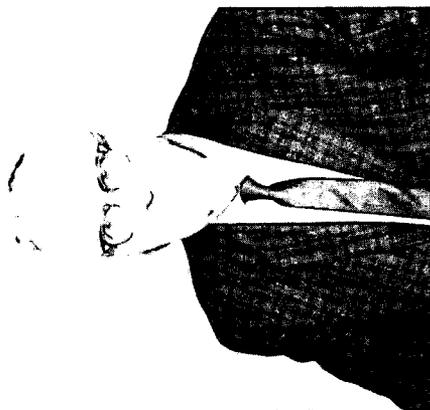
With the last two families and one individual occupant of the Central-Classical redevelopment area moving out early in 1964, the Relocation Service's main role in this project was in connection with its Ford Foundation—assisted program for the development of improved techniques for accommodating elderly persons displaced by government projects. The Relocation Service conducted a follow-up survey and social assistance program for 139 elderly persons displaced by the Central-Classical project. The objective of the program is to study the impact of relocation on the elderly so that their problems can be alleviated.

Finally, the Relocation Service extended help to six families and individuals who occupied 67 and 69 Doyle Avenue, the two demonstration houses purchased by the Agency for the Lippitt Hill rehabilitation project.

The Agency's Business Relocation Division concentrated its efforts during the past year on finding suitable new locations for the 293 businesses affected by the Weybosset Hill renewal project in the downtown area. By the end of the year 42 of the businesses had moved to new locations, 37 of these within the City of Providence. Also during 1964, 19 commercial establishments went out of business after their structures were acquired for the project. Among these were six rooming houses, three restaurants and three bars, as well as other miscellaneous uses.



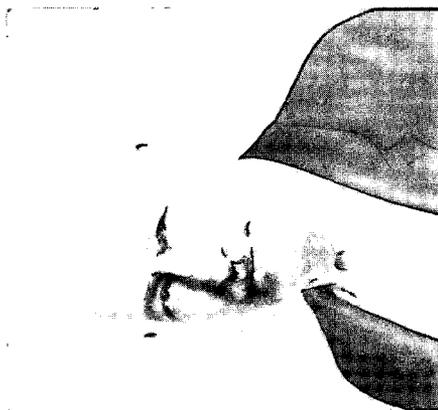
Edmund M. Mauro
Chairman



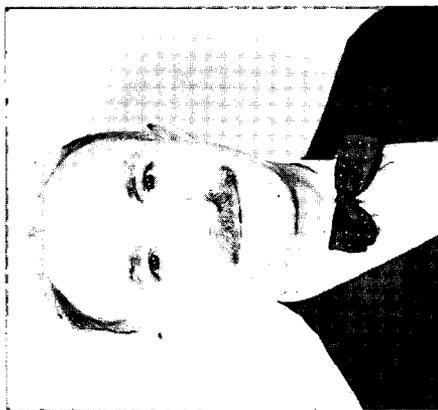
Timothy A. Purcell
Vice Chairman



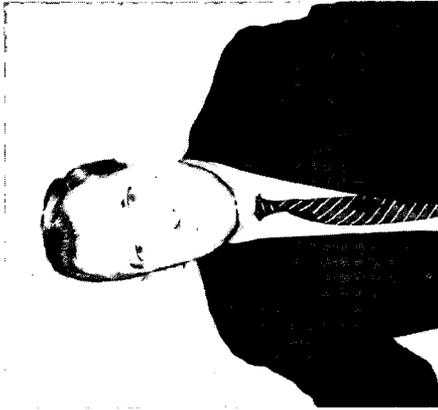
Charles M. Smith
Secretary



Albert Harkness



Joseph E. Adelson



James F. Reynolds
Executive Director

BOARD OF COMMISSIONERS

Responsible for establishing policy for the Redevelopment Agency are five Providence citizens who serve, without compensation and on a non-partisan basis, on the Agency's board of commissioners.

During numerous regular and special meetings required by Agency business, these men continued to contribute generously of their time and efforts during the past year.

Chairman of the Agency is Edmund M. Mauro, a Providence businessman who has been an Agency commissioner

since 1948. Vice chairman is Timothy A. Purcell, a retired Providence businessman who has been on the Agency board since 1951. Secretary is Charles M. Smith, a vice president of the Industrial National Bank, who joined the Agency in 1962. Agency members are Albert Harkness, a Providence architect who was one of the commissioners originally appointed in 1947; and Joseph E. Adelson, a Providence attorney, who was appointed commissioner during 1963.

AGENCY STAFF

EXECUTIVE OFFICE

Executive Director—James F. Reynolds
Deputy Director—Robert C. Smith
Special Administrative Asst.—Nathan Bell

Public Information

Assist. to Exec. Director—John J. Fawcett, Jr.

Fiscal

Business Manager—Anthony P. Costantino*
Business Manager—George N. Moorachian
Accountant II—David P. D'Iorio
Clerk II—Daniel Byrne*
Clerk I—William J. D'Amico*

Clerical

Clerk Steno III—Ann A. Fera
Clerk Steno II—Rae Budnick
Clerk Steno II—Ronda V. DeStefanis
Clerk Steno I—Ann A. Fera

RESEARCH OFFICE

Prin. Planner in Charge of Research—Melvin L. Feldman
Research Officer—Bryan A. Bailey*
Research Aide—Barbara R. Saydam
Clerk Steno I—Elaine M. Couto

PLANNING OFFICE

Prin. Planner in Charge of Planning—Thomas B. Marston, Jr.
Chief of Redev. Project Planning—Richard R. Torchia
Sr. Redevelopment Project Planner—Nannini G. Martucci*
Assoc. Redevelopment Project Planner—Soo Dip Chin
Redevelopment Project Planner—William F. Mattos
Assistant Planner—Merrick A. Cook, Jr.
Draftsman—John R. D'Antuono
Clerk Steno II—Maria A. Schiano

DEVELOPMENT OFFICE

Project Director—Stanley Bernstein
Project Director—Sidney Kramer
Project Director—Michael J. Kopeski
Legal—Litigation
Chief Counsel—Timothy J. McCarthy

Attorney I—Paul F. Casey
Clerk Steno III—Jacqueline T. LaRose

Legal—Urban Renewal

Urban Renewal Counsel—Vincent Pallozzi
Clerk Steno I—Mary F. Burns

Real Estate Acquisition

Real Estate Officer—Roger W. Nani
Assistant Real Estate Officer—Robert F. Moran
Real Estate Aide—John E. Keefe
Clerk Steno I—Gloria J. Monti

Real Estate Disposition

Land Disposition Officer—Paul C. Lareau*
Land Disposition Officer—Robert H. Yermian

Engineering

Senior Engineer—Arthur W. Beaugard
Associate Engineer II—L. Daniel Libutti
Engineering Aide III—Thomas J. Angelli*

Renewal Services

Chief of Renewal Services—John R. Kellam

Property Management

Management Agent—Melvin S. Susi
Clerk Steno I—Carol L. Berman
Clerk Typist I—Elaine C. Smith*
Clerk Typist I—Jacqueline A. Lopez

Housing Inspector

James F. Murphy

Business Relocation

Business Relocation Officer—Robert F. Arrigan
Assistant Business Relocation Officer—Henry Fernandes, Jr.
Industrial Promotion
Chief Industrial Representative—Edwin P. Palumbo
Industrial Representative—Peter L. Cannon, Jr.
Clerk Steno I—Lois C. Lettieri

*Resigned

FINANCIAL

CITY OF PROVIDENCE — PROVIDENCE REDEVELOPMENT AGENCY

FINANCIAL STATEMENT

FISCAL YEAR 1963-1964

	Appropriation	Expenditures	Surplus Returned To General Fund
Salaries	\$36,200.00	\$36,169.70	\$ 30.30
Contract Services	9,310.00	7,723.96	1,586.04
Materials and Supplies	700.00	441.92	258.08
Furniture and Equipment	950.00	794.60	155.40
	<u>\$47,160.00</u>	<u>\$45,130.18</u>	<u>\$2,029.82</u>

PROJECT COST ESTIMATES

	Central- Classical	East Side	Lippitt Hill	Mashapaug Pond	Weybosset Hill	Railroad Relocation
Gross Project Cost	\$ 7,301,816	\$19,149,000	\$ 5,846,643	\$ 5,850,000	\$16,743,930	\$25,500,000
Less: Sales of Land	966,500	2,200,000	870,777	850,000	3,236,800	9,200,000
Net Project Cost	<u>\$ 6,335,316</u>	<u>\$16,949,000</u>	<u>\$ 4,975,866</u>	<u>\$ 5,000,000</u>	<u>\$13,507,130</u>	<u>\$16,300,000</u>
City Share	\$ 2,111,772	\$ 4,237,250	\$ 1,658,622	\$ 5,000,000	\$ 4,502,376	\$ 5,400,000
Federal Share	4,223,544	12,711,750	3,317,244	9,004,754	10,900,000
	<u>\$ 6,335,316</u>	<u>\$16,949,000</u>	<u>\$ 4,975,866</u>	<u>\$ 5,000,000</u>	<u>\$13,507,130</u>	<u>\$16,300,000</u>

PROVIDENCE REDEVELOPMENT AGENCY
CONSOLIDATED BALANCE SHEET
 September 30, 1964
A S S E T S

Current		
Cash in Bank		
Survey and Planning Accounts:		
East Side Renewal	\$ 4,921.28	
Railroad Relocation	43,292.87	\$ 48,214.15
Project Expenditure Accounts:		
Central-Classical	97,970.49	
Lippitt Hill	206,015.36	
Weybosset Hill	49,822.83	
Mashapaug Pond	23,324.31	377,132.99
Temporary Loan Repayment Fund Accounts:		
Central-Classical	28,036.28	
Lippitt Hill	237,006.86	265,043.14
Other:		
Lippitt Hill University Heights	7,414.87	\$ 697,805.15
Accounts Receivable		
Federal Relocation Grants	105,290.61	
Tenants	(2,425.38)	
Revolving Fund	4,928.00	
Superior Court of R. I.	5,036,449.35	5,144,242.58
Investments Held		
Central-Classical	83,943.40	
Weybosset Hill	1,077,444.35	
Mashapaug Pond	196,809.00	1,358,196.75
Project Costs		
East Side Renewal	483,949.82	
Less: Other Income	5.10	483,944.72
Railroad Relocation		
Central-Classical	7,037,829.02	
Less: Other Income	\$ 121,804.12	344,324.74
Sales Price of Land Sold	87,723.95	6,828,300.95
Lippitt Hill		
Less: Other Income	69,075.46	
Sales Price of Land Sold	93,537.41	4,502,634.63
Weybosset Hill		
Less: Other Income	5,013,032.40	
Sales Price of Land Sold	11,826.46	5,001,205.94
Mashapaug Pond		
Less: Other Income	34,809.25	
Sales Price of Land Sold	368,408.88	5,548,991.00
Relocation Payment		
Supporting Facilities	689,014.79	
Donated Land	142,800.00	
Cost Exceptions	32,086.68	22,709,401.98
	<u>\$32,415,547.93</u>	

**PROVIDENCE REDEVELOPMENT AGENCY
CONSOLIDATED BALANCE SHEET**

September 30, 1964

LIABILITIES AND CAPITAL

Current		
Accounts Payable		
City of Providence:		
East Side Renewal	\$ 489,000.00	
Railroad Relocation	2,275.08	\$ 491,275.08
Other		60,111.38
Loans Payable		
Central-Classical	2,360,000.00	
Lippitt Hill	1,372,000.00	
Weybosset Hill	5,041,000.00	8,773,000.00
Accrued Interest on Loans Payable		
Central-Classical	30,624.93	
Lippitt Hill	27,903.66	
Weybosset Hill	34,178.02	92,706.61
Preliminary Advances Payable		
Railroad Relocation	370,000.00	
Accrued Interest Payable — Preliminary Advances		
Railroad Relocation	15,451.53	\$ 9,802,544.60
Capital		
Local Grants-in-Aid		
Cash:		
Central-Classical	1,928,829.28	
Lippitt Hill	1,396,944.33	
Weybosset Hill	1,515,816.15	
Mashapaug Pond	5,870,984.96	10,712,574.72
Non-Cash:		
Central-Classical	146,500.00	
Lippitt Hill	142,800.00	
Weybosset Hill	1,495,500.00	1,784,800.00
Federal Capital Grants		
Project Capital Grants:		
Central-Classical	2,791,778.00	
Lippitt Hill	2,139,622.00	
Weybosset Hill	4,565,188.00	9,496,588.00
Relocation Grants:		
Central-Classical	411,325.10	
Lippitt Hill	144,732.45	
Weybosset Hill	62,983.06	619,040.61
		<u>\$32,415,547.93</u>

**IN CITY
COUNCIL**

JUN 3 1965

FIRST READING

REFERRED TO COMMITTEE ON

Urban Redevelopment, General & Planning
Committee

ACKNOWLEDGMENTS

We thank the Providence Journal Company and the Providence City Plan Commission for their permission to use several of the illustrations in this report.

THE COMMITTEE ON

RECOMMENDS

Urban Redevelopment, General & Planning
be received by the City Council

6-11-65

O

O



