

DEPARTMENT OF
PLANNING AND
URBAN
DEVELOPMENT

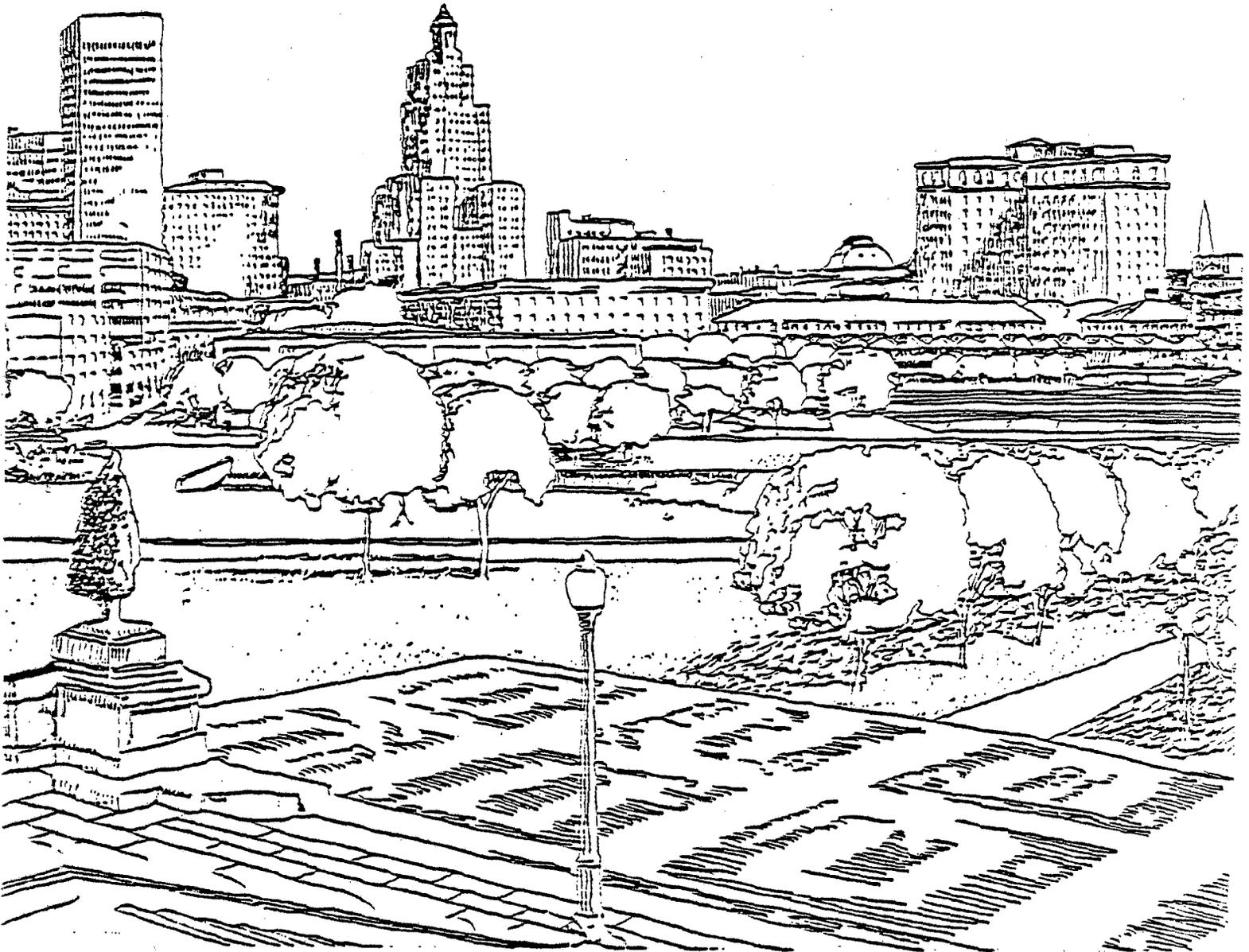
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IN CITY COUNCIL
AUG 5 1982

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

Rose M. Mendonca CLERK

**1981
ANNUAL REPORT**



40 FOUNTAIN STREET

PROVIDENCE, R. I. 02903

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PROVIDENCE, R. I.

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, 1981

40 FOUNTAIN STREET, PROVIDENCE, RHODE ISLAND 02903

Prepared by

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INTRODUCTION

The City Department of Planning and Urban Development was created in February, 1967. The enabling ordinance 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, reconstruction and expansion of the Westminster Pedestrian Mall within the Westminster Center Project. It has represented the City in the planning and design of the Capital Center Project, played a leading role in the planning and design of the Kennedy Plaza Transit Mall, assisted in the effort to locate the GSA Federal building, and the J. Joseph Garrahy Judicial Complex 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.

Because of a 1979, \$25 million bond authorization for the Providence Redevelopment Agency, the Department continues to plan redevelopment of neighborhoods, downtown revitalization and industrial retention, expansion and attraction strategies. Previous redevelopment bond issues, either spent or committed, amount to \$34 million.

CITY PLAN COMMISSION

DEPARTMENT OF
PLANNING AND
URBAN DEVELOPMENT

PROVIDENCE REDEVELOPMENT
AGENCY

PROVIDENCE OFF-STREET
PARKING, INC.

DIVISION
OF
PLANNING

DIVISION OF
PROJECT
DEVELOPMENT

DIVISION OF
RESEARCH +
EVALUATION

DIVISION OF
FISCAL
AFFAIRS

DIVISION OF
CODE
ENFORCEMENT

DIVISION OF
FAMILY
RELOCATION

DIVISION OF
LEGAL
SERVICES

THE COMPREHENSIVE PLANNING PROCESS

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 seeks to strengthen the comprehensive planning process. In the past the State Planning Enabling Act required a Comprehensive Plan that was basically an advisory document. With this Department's advice, the Home Rule Charter Commission incorporated a provision in the City's new Home Rule Charter that requires City Council adoption of a Comprehensive Plan, prepared by the Department and recommended by the City Plan Commission. This gives the planning process new meaning and enables the City to set goals and policies to guide its future. The Home Rule Charter takes full effect on the first Monday in January 1983. ^{1/}

The requirements for a Comprehensive Plan and its elements pose an ambitious agenda for the Department. To address these, the Department 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 Plans
- Environmental Evaluations
- Comprehensive Economic Development Plans

In the next few years, the Department 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 Department will continue to perform special planning services for the Mayor, Providence Redevelopment Agency, City Plan Commission, City Council and its Committees, other city departments and citizen groups.

Neighborhood Comprehensive Plans

Since 1976, the Department has published a series of neighborhood analyses for selected neighborhoods. These analyses provide 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.

Analyses for the following neighborhoods have been completed:

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

Neighborhood and Commercial Area Revitalization Plans

These action oriented plans aim 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. The Department has provided advice, consultation and recommendations on the following projects:

Charles Street

Originally presented to the Providence Redevelopment Agency as a \$3.5 million project by the Charles Street Revitalization Committee (PAC) in 1979, Albert Veri Associates prepared the proposal through a grant from the Mayor's Office of Community Development. The department subsequently prepared a \$1.2 million Urban Renewal Plan which achieved PRA and City Council approval. It is one of the first neighborhood commercial revitalization efforts funded by the Agency and administered by the department. In January 1981, the Agency approved final design plans prepared by Lee Pare Associates with the assistance of PAC and DPUD staff. In June 1981, Narragansett Improvement Company was awarded a site improvement contract.

Red Bridge Area

While this planning study did not lead to an urban renewal project, it identified opportunities for re-use of valuable East Side land. The department's original concept interested at least one private developer who proposed a complex of office, commercial and luxury condominium dwelling units.

Trinity Gateway

This project covers a 60-acre section of South Providence and Elmwood. As originally proposed by the Trinity Gateway Committee (PAC) the \$5.8 million plan has three basic parts: 1) revitalization of the Trinity Square retail district, 2) creation of a housing fund to provide home improvement loans and grants, and 3) revitalization of the area's industrial districts. In September of 1980 the Providence Redevelopment Agency approved the

sum of \$1.25 million for the project of which \$250,000 would be for rehabilitation purposes. In the later part of the year, a disagreement arose as to the PAC membership being representative of area residents. Subsequently, the Providence Redevelopment Agency determined that Trinity Square PAC's interests overlapped with those of another group attempting to represent the South Providence area and that both groups should coordinate their efforts.

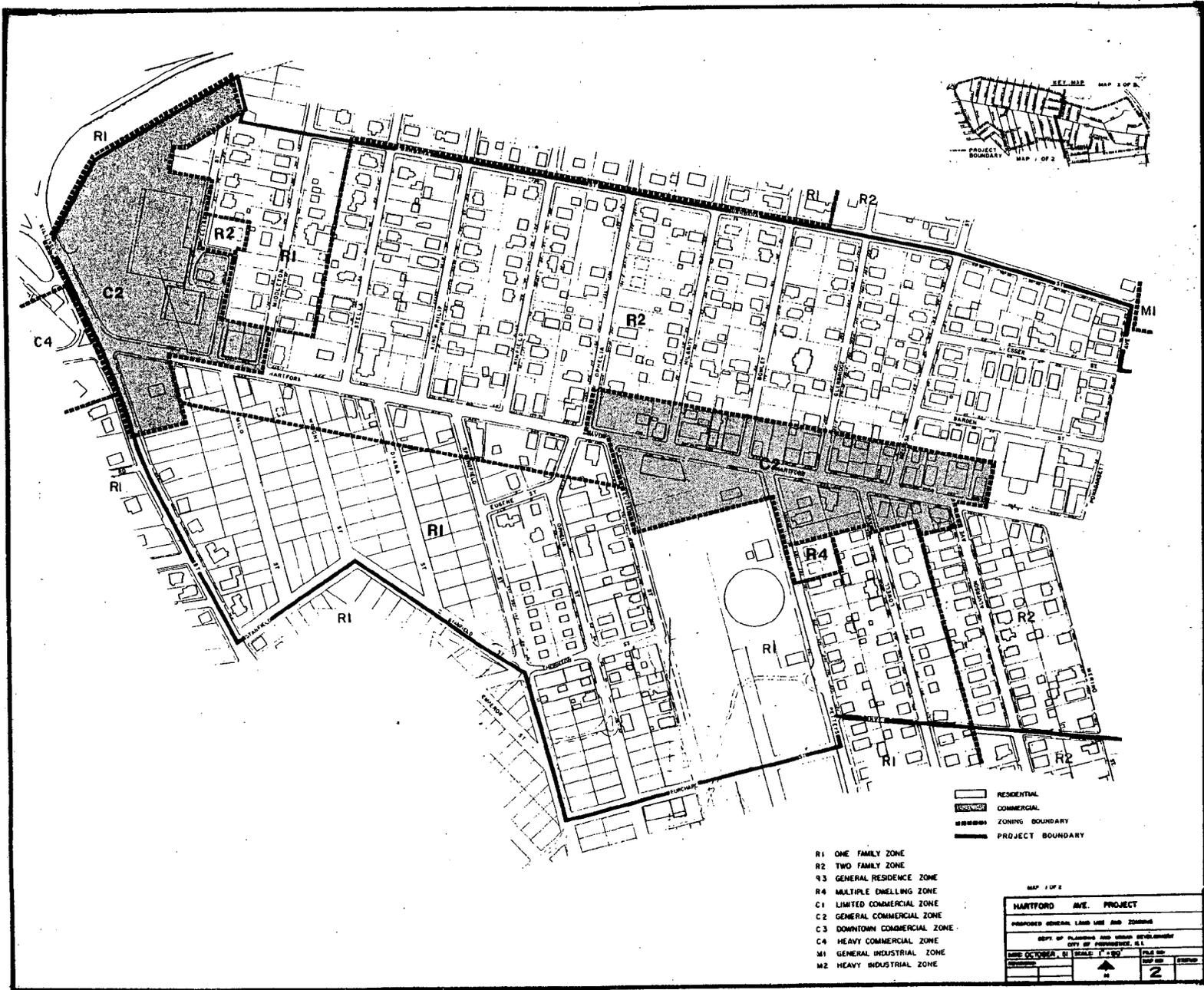
Olneyville Square

This plan was originally conceived as a proposal to relieve traffic congestion in Olneyville Square. In-house staff designed a circulator which became a centerpiece for a revitalization plan. Under funding from the Mayor's Office of Community Development (MOCD), C.E. Maguire was engaged to develop the final conceptual plan. The plan 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. Full implementation of the plan would cost about \$4.0 million. In January 1981, the Providence Redevelopment Agency agreed to reserve \$1.0 million towards the project's cost with the balance of funding to be requested through the State's Urban Systems Program.

Hartford Avenue

The Hartford Avenue Business Association initiated this project in an effort to revitalize the commercial district. Under a grant from MOCD, Albert Veri Associates (AVA) prepared a conceptual plan. The department staff provided basic field work, conceptualized street adjustments, and planning insights. AVA staff developed the site design to create a new square at the intersection of Petteys and Glenbridge Avenues. In March 1981, the Providence Redevelopment Agency received and accepted the plan and reserved \$1.0 million for the project. In June 1981, staff commenced work on a final Redevelopment Plan which is due for submission to the City Council by the end of 1981.

-7-



- R1 ONE FAMILY ZONE
- R2 TWO FAMILY ZONE
- R3 GENERAL RESIDENCE ZONE
- R4 MULTIPLE DWELLING ZONE
- C1 LIMITED COMMERCIAL ZONE
- C2 GENERAL COMMERCIAL ZONE
- C3 DOWNTOWN COMMERCIAL ZONE
- C4 HEAVY COMMERCIAL ZONE
- M1 GENERAL INDUSTRIAL ZONE
- M2 HEAVY INDUSTRIAL ZONE

HARTFORD AVE. PROJECT	
PROPOSED GENERAL LAND USE AND ZONING	
DEPT. OF PLANNING AND ZONING DEVELOPMENT CITY OF HARTFORD, CT	
DATE: OCTOBER 21, 1970	SCALE: 1" = 50'
SHEET NO. 2	TOTAL SHEETS 2

Smith Hill

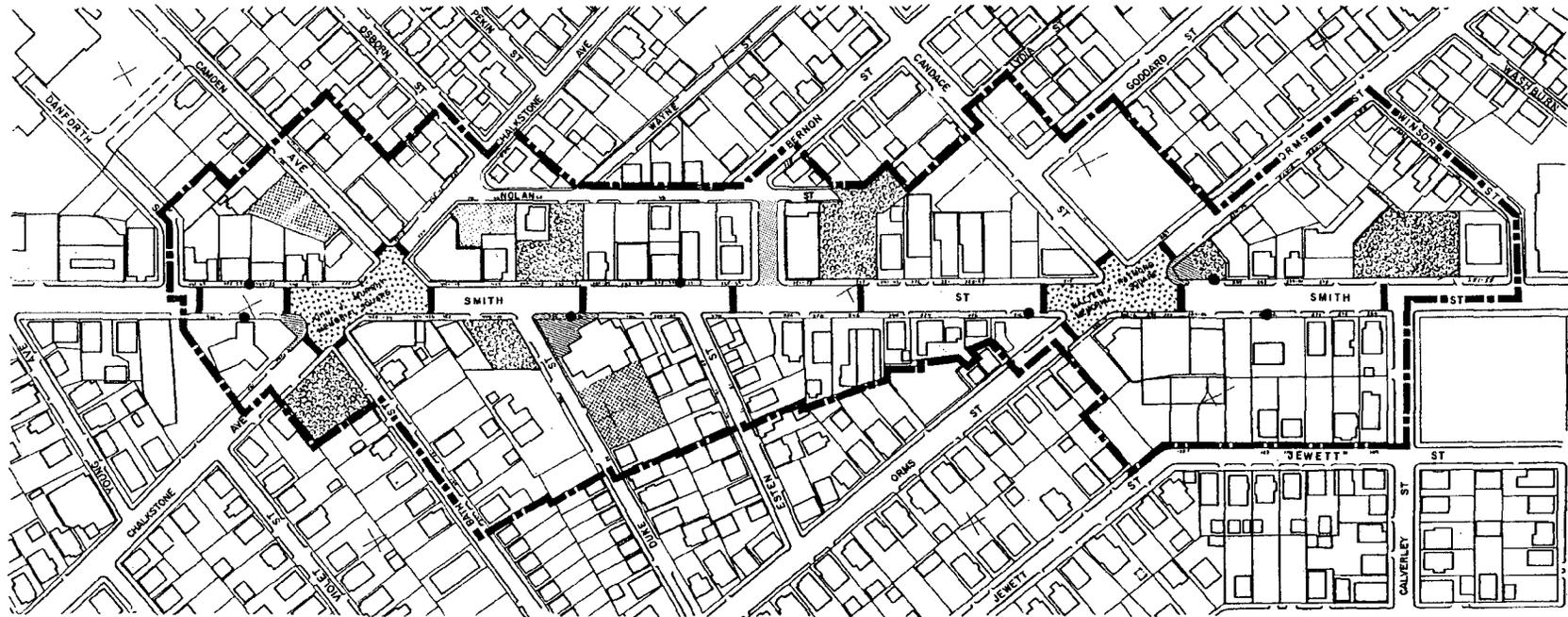
This project was initiated at the request of the Smith Hill Neighborhood Economic Revitalization Commission (SHNERC). The Smith Hill plan was completed in March 1981 and presented to the Providence Redevelopment Agency for approval. The Plan called for the redevelopment of several blighted and vacant properties; increased off-street parking; access to Nolan Street via Smith Street; and streetscape amenities. In addition, the Department was instrumental in initiating an Architectural Workbook which, in cooperation with the Mayor's Office of Community Development (MOCD) and the Providence Office of Economic Development (POED), was published in April 1981. The POED also targeted the Smith Hill business district for storefront loans. By the end of June 1981, the Department commenced work on the Redevelopment Plan for Providence Redevelopment Agency and City Council action.

Washington Park

This plan was completed by the middle of 1981. It calls for the redevelopment of several blighted parcels and streetscape amenities along Broad Street. In October 1980, the Providence Redevelopment Agency approved the conceptual plan for the area and reserved \$1.2 million for project activities.

South Providence

Because of a multitude of neighborhood revitalization needs (such as those the Trinity Gateway Committee, the South Providence Revitalization Committee, and others identified) the Department initiated a generalized comprehensive plan for all of South Providence, the West End and Elmwood. A generalized plan will propose activities in these neighborhoods as a framework from which to formulate specific revitalization projects. The intent is to allow local Project Area Committees to determine their own objectives and let staff and/or consultants provide technical input to achieve these objectives. The Providence Redevelopment Agency targeted \$1.0 million for project activities for this area.



SMITH HILL REVITALIZATION PROJECT

PROPOSED SITE IMPROVEMENTS

DEPARTMENT OF PLANNING AND URBAN DEVELOPMENT



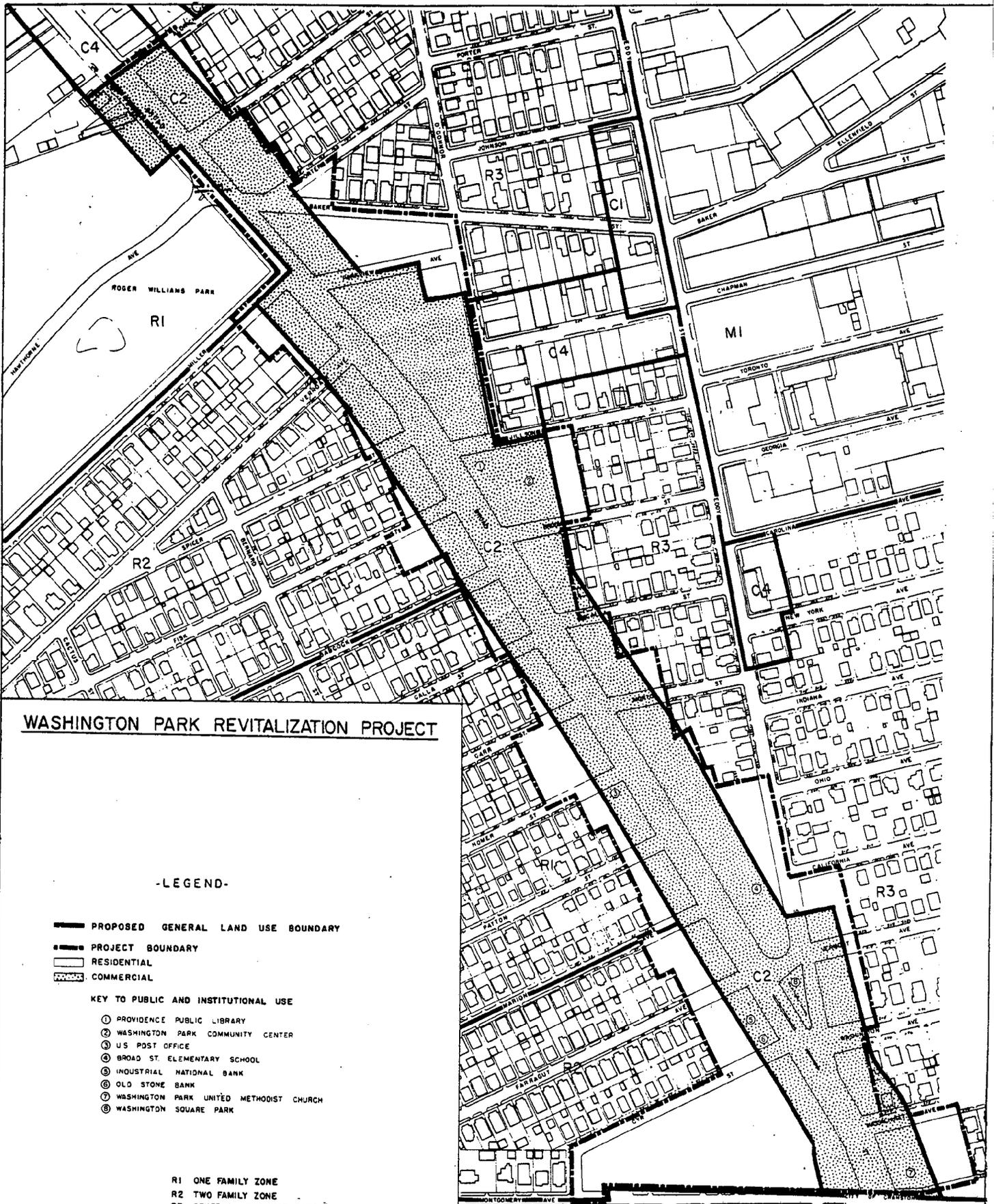
DATE: 10-81
REVISIONS:



FILE NO:	
MAP NO:	STATUS:
6	

LEGEND:

- PROJECT BOUNDARY
- PRECAST PAVERS
- PARKING
- REPAVE
- NEW STREET
- NEW COMMERCIAL REUSE
- PEDESTRIAN PARKS
- BUS SHELTERS



WASHINGTON PARK REVITALIZATION PROJECT

-LEGEND-

- PROPOSED GENERAL LAND USE BOUNDARY
- PROJECT BOUNDARY
- RESIDENTIAL
- COMMERCIAL

KEY TO PUBLIC AND INSTITUTIONAL USE

- ① PROVIDENCE PUBLIC LIBRARY
- ② WASHINGTON PARK COMMUNITY CENTER
- ③ U.S. POST OFFICE
- ④ BROAD ST. ELEMENTARY SCHOOL
- ⑤ INDUSTRIAL NATIONAL BANK
- ⑥ OLD STONE BANK
- ⑦ WASHINGTON PARK UNITED METHODIST CHURCH
- ⑧ WASHINGTON SQUARE PARK

- R1 ONE FAMILY ZONE
- R2 TWO FAMILY ZONE
- R3 GENERAL RESIDENCE ZONE
- C1 LIMITED COMMERCIAL ZONE
- C2 GENERAL COMMERCIAL ZONE
- C4 HEAVY COMMERCIAL ZONE
- MI GENERAL INDUSTRIAL ZONE

PROPOSED GENERAL LAND USE & ZONING			
WASHINGTON PARK REVITALIZATION PROJECT			
DEPT. OF PLANNING AND URBAN DEVELOPMENT CITY OF PROVIDENCE, R.I.			
DATE / E.D.	SCALE: 1" = 60'	FILE NO.	
REVISIONS		MAP NO.	2
			STATUS

Eagle Park

The Eagle Park Revitalization Commission retained as private consultants, MacDonald, Casner, Kelly, to prepare a proposal for submission to the Department for consideration by the Providence Redevelopment Agency for financing. This plan was completed in June 1981 and approved by the PRA in conceptual form.

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 an urgent need remains to continue and increase coordination. 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 public-private coordination; making diverse parts fit into a whole. This challenge will test the public/private partnership. That is, will the new and revitalized Downtown 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 mutually supportive financial, business and retail service? 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 achieve coordination. These initiatives will be in three basic areas: public policy, strategic physical actions, and management of existing systems. In the months ahead the Downtown Plan will center on planning 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:

Kennedy Plaza Transit Mall

In September of 1978 the Urban Mass Transportation Administration (UMTA) awarded the City a \$340,500 Section 3 construction grant (out of a total requested Section 3 grant of \$3,925,000) for final engineering and design studies. In November UMTA awarded a Section 6 demonstration grant of \$960,000 which is to be used to 1) supplement transit operations, 2) develop a management office and 3) provide technical assistance. The \$5.8 million project (local share \$981,000) will give Kennedy Plaza a new face, make walking safer and more pleasant, encourage bus travel and reduce downtown traffic congestion and air pollution.

In October 1980, due to inflation and delays in project execution, the Department proposed the project construction cost be increased by another \$1,545,000. The local share of this additional increase would be \$309,000 bringing the total local share to \$1,290,000.

This project 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 Fall 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, PRA 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. UMTA approved the contract in May 1980.

In the meantime, UMTA indicated that funding under Section 3 might not be available and requested that a supplemental application for construction funds be filed under its new Urban Initiatives Program. The latest amended application under the Urban Initiatives Program was filed in February 1981. A budget recession undertaken by the Reagan administration placed this project in further jeopardy and in June 1981 it was announced that UMTA would withdraw a long-standing pledge to award the \$5.1M grant needed to complete the project. Subsequently, the Department determined that a rescue effort might be mounted by tapping other grant money available through the U.S. Department of Transportation and the state since the state had dropped plans to construct Route 895. Federal law permits the state to ask that \$250 million in federal aid for Route 895 be reassigned to other transportation projects. The City has asked the state to include the Kennedy Plaza project among its substitute projects.

In anticipation of eventual receipt of the grant, the Mayor appointed a thirty-six member Advisory Committee for the Kennedy Plaza project. The Committee is composed of business and community leaders and representatives of various civic organizations and public bodies with an interest in downtown development. At its second meeting held on June 24, 1981, James Fairchild of the Greater Providence Chamber of Commerce was elected Chairman. This Committee will continue to function for the life of the project.

Capital Center Project

Union Station and the land occupied by the railroad tracks remain an important component in long-term redevelopment plans for Downtown Providence. Four buildings that comprise the station complex are on the National Register of Historic Places. Since most space is not needed for station use and since mixed use redevelopment would meet many planning objectives, the City of Providence solicited private development of the complex. Initial action under the Downtown Renewal Plan was removal of the parking deck in front of Union Station. Deck removal complemented plans for the Kennedy Plaza Transit Mall. The Providence Redevelopment Agency granted approval to acquire the parking deck by condemnation or purchase with \$343,696 subsequently being fixed as just compensation. Deck demolition occurred 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 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. A team of Federal, State, City and local business planners with aid from the architectural firm of Skidmore, Owings and Merrill prepared the plan. 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 the FRA prepares an Environmental Impact Assessment 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 toward 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 month of June 1980 saw several developments which moved 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, 1980, the Providence Redevelopment Agency voted to contribute \$4.3 million as the city's share of overall public improvement costs. By October, in order to meet rising costs the Agency proposed an amendment to the Downtown Plan to increase the local share to \$4.624 million. The cost of the project is now estimated at \$100 million plus 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.

With the accomplishment of several critical institutional and legal objectives during the past year, the Capital Center Project moved much closer to reality. In July of 1980, the final public hearing of the Federal Environmental Review procedure was held at Bishop McVinney Auditorium. Over 50 people spoke, approximately 40 in favor and 12 opposed to the relocation plan. A substantial number of business and civic leaders attended to voice their support for the project.

July also saw the appointment by Mayor Cianci, Governor Garrahy and the Providence Foundation of retired Supreme Court Justice Alfred H. Joslin as Chairman of the Capital Center Commission, the publicly appointed body which is to oversee implementation and development of the Capital Center Project. The Commission held its first meeting in August 1980, approving Articles of Association and By-Laws. In August the Project received a Design Excellence Award from the U.S. Department of Transportation for outstanding achievements in architecture, urban design and joint development.

On October 15, 1981 the City Council voted its final passage of an ordinance committing \$4.624 million in City funds to the project. The action confirmed a previous vote by the Providence Redevelopment Agency to contribute \$4.624-million, a figure which represented a slight increase over the original \$4.3-million the Agency had voted in June.

Over the course of the fall and winter, the Capital Center Commission with the aid of City and State planners developed Design and Development Criteria for the Capital Center district. These criteria established the parameters for both public and private development at Capital Center, defining permitted and prohibited uses, set-backs, building heights, and parking and open space requirements. The original conceptual plan for Capital Center was cited by Progressive Architecture in its annual January award issue. The project ranked second out of over 250 submitted in the Urban Design category.

In February of 1981, the Capital Center Commission approved the Development Criteria, which among other things, permitted the signing of a Memorandum of Agreement with the State Historical Preservation Officer and the Advisory Council on Historical Preservation. This Agreement was crucial to satisfactorily completing the Environmental Impact Statement.

May was an especially important month in the history of Capital Center. State enabling legislation was passed permitting the City to establish the Capital Center Commission to monitor public and private development within the district. In addition to the thirteen members previously appointed by the Mayor, Governor, and Providence Foundation, the Legislature added to the Commission the Chairman of the House and Senate Corporations Committees, the Chairman of the City Council Finance and Urban Renewal Committees, or their representatives.

Also in May, the State Department of Transportation, as part of a \$25 million bond referendum to be presented to voters in November 1981, announced plans for the long planned Civic Center interchange. The interchange, a series of seven highway ramps that would connect Route 95 to local streets in downtown Providence, is a key element in the development of the Capital Center Project and is considered a major attraction for promoting developer interest in construction of new office buildings. The interchange will cost \$40 million with the State paying its \$4 million share from the proposed bond issue.

A special Urban Land Institute Review Team visited Providence in mid-May to inspect the Capital Center area and review with the Commission and local planners how best to implement the project. The Review Committee called Capital Center a "unique opportunity" and an opportunity which "should be jealously guarded".

Finally, in June 1981, the Federal Railroad Administration issued the Final Environmental Impact Statement selecting railroad relocation as its preferred alternative and permitting further planning and development of design and construction documents that will transform the project from plan to reality.

Department staff members have been directly and actively involved with Federal, state and local officials during preliminary and advance design stages, serve on the Technical Coordinating Committee on design of the new station, highway and interchange locations, track relocation and new bridges. The department has also represented the city's interests in establishing a cooperative agreement among the entities involved in this project - Federal Railroad Administration (FRA), State of Rhode Island and Providence Plantations (State), City of Providence (City), Providence Redevelopment Agency (PRA), Providence and Worcester Realty Company (P & W) and National Railroad Passenger Corporation (Amtrak). This cooperative agreement will be the instrument which will chart the entire course of the project.

LaSalle Gateway

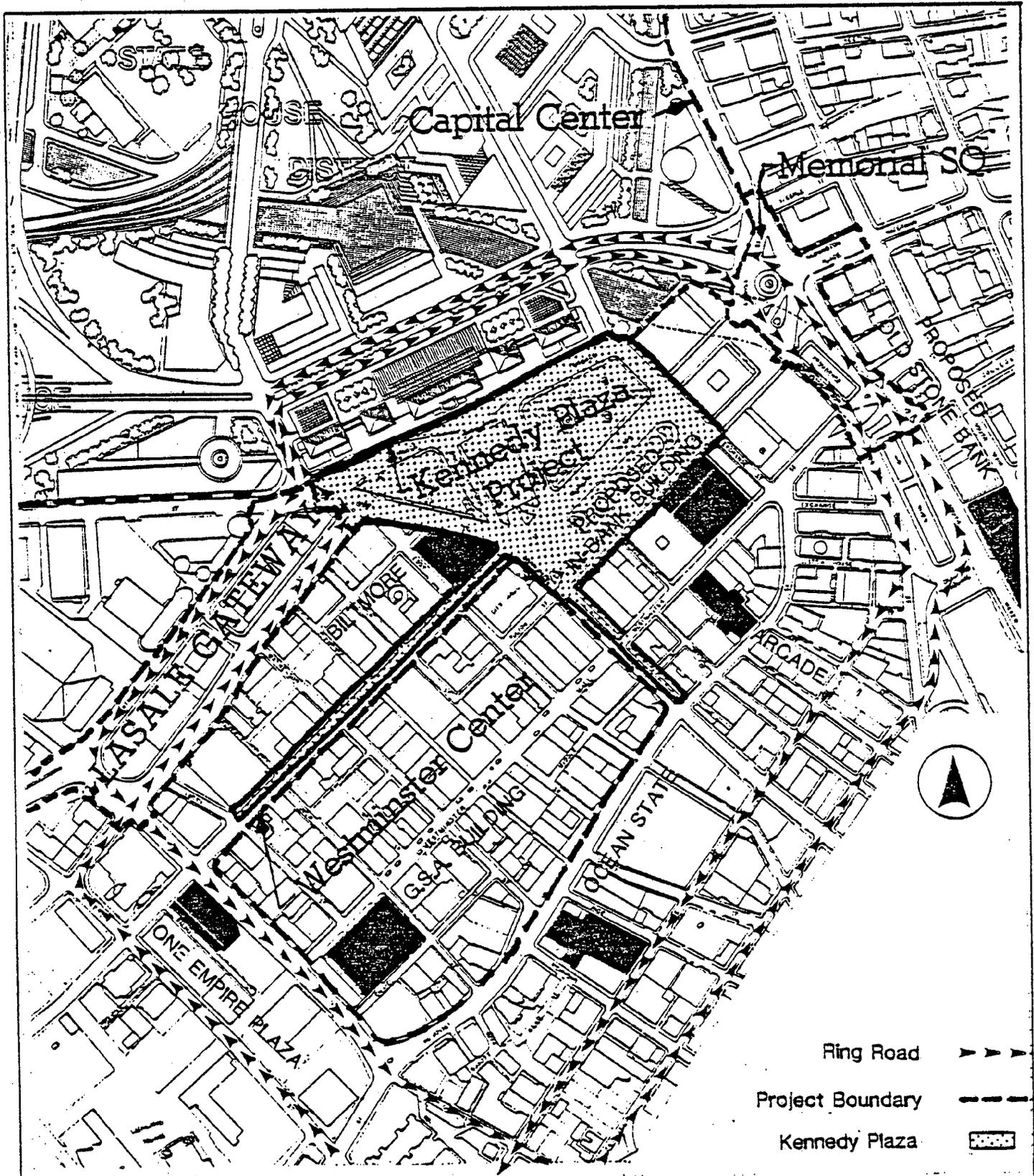
The Fountain Street Business Association originally requested \$1.1 million to make improvements on Fountain and Sabin Streets to include trees, brick sidewalks, new streetlights, flagpoles and other amenities. Now called LaSalle Gateway, the Department solicited a Request for Proposal from five consultant firms in July 1980. The project has been redefined as an extension of the Weybosset Hill Urban Renewal Project which will permit the Providence Redevelopment Agency to use surplus project funds to pay for proposed improvements. LaSalle Gateway is viewed as one component of the Downtown Master Plan and will be an element in implementation of the Ring Road discussed below.

Ring Road

The Ring Road concept for Providence consists of three elements:

- 1) primary access from outlying areas/routes (I-195, I-95 and outlying residential areas) to the Ring Road.
- 2) the peripheral access road or Ring Road and
- 3) penetration points off access road to downtown cove area.

The Ring Road is a key element in revitalizing the downtown area; its basic purpose is to get people to their destination as quickly as possible and with a minimum of frustration.



Recent Developments and Proposals

DOWNTOWN PROVIDENCE

Department of Planning and Urban Development

OTHER PLANNING ACTIVITIES

Environmental Planning

Environmental Planning activities of the Department 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 pollution of our environment.

During the year, staff assisted the Mayor's Advisory Committee on Narragansett Bay and other city agencies in preparing a new sewer use ordinance to limit 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 floor elevations in the rivers and harbor, and interpreting the applicability of the city's floor 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.

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."*

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.

The 1980-1986 Capital Improvement Program

The 1980-1986 Capital Improvement Program detailed actual funding commitments and pending grant applications for the up-coming fiscal year and inflation-adjusted projections for the next five years. The 1979-85 program, the first in a decade, outlined departmental needs. The 1980-86 program combines capital projects from the regular operating budget with development projects not funded from general revenues (e.g. Community Development projects, etc.).

* See excerpt from new Home Rule Charter at end of this section.

During the period covered by this report, the city suffered a major financial crisis when confronted with a multi-million dollar deficit. Also during part of this time, the city was without a Finance Director. The crisis was such that developing an annual operating budget became the exclusive priority of finance officers and department heads. As a result of these circumstances, preparation of a necessarily incomplete and advisory capital improvement program ceased. Work began at developing a CIP that will conform to the program budget and other provisions of the new Home Rule Charter.

Home Rule Charter provisions to become effective on the first Monday of January 1983.

Article X - City Departments

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:
- (4) to review and approve for submission to City Council the Capital Improvement Plan as prepared 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 71 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. As of the end of this reporting period (June 30, 1981) the Department was still waiting for official grant notification.

On June 12, 1981, the Department received a Planning Grant from the Heritage Conservation Recreation Service (merged with National Park Service in May, 1981) in the amount of \$41,438.00. As part of the UPARR Program, this grant will assist the City in analyzing management and maintenance requirements of the City's park system, to develop a cost effective management and operations system, and to assist in coordinating resources of various City departments in planning for public parks and leisure-time services.

Further, awarding of this grant will assist the DPUD in developing a five year Recovery Action Program required for participation in the UPARR Program and in meeting comprehensive planning objectives within the City of Providence.

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.

As a further commitment to the concept of historic preservation, this department, through a cooperative agreement with the Rhode Island Historical Preservation Commission, assists in funding the position of Administrator for the Providence Historic District Commission. The agreement provides for review of city programs for compliance with city, state and federal historical preservation regulations, additional historical preservation studies as recommended by the state Commission, preparation of nominations to the National Register of Historic Places for Providence properties, and other related work as required.

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 publicly debate and recommend policies on the many issues that comprise 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 of making recommendations to the City Council on amendments to the Zoning Ordinance and street abandonments. Zoning Referrals (variances and exceptions) and City Plan Commission Referrals (street abandonments and zoning changes) necessitate considerable use of staff time since, in all cases, field surveys are required which include photographing the area and documenting building condition, land use and topography. In-house work involves analysis, gathering supplemental information, making recommendations and in the case of City Plan Commission Referrals, preparation of detailed maps. The workload for the period July 1, 1980 - June 30, 1981 was:

Zoning Referrals - 113 cases

City Plan Commission Referrals - 15 cases

The Commission also reviewed a number of neighborhood planning proposals, the Capital Improvement Program, downtown plans, and other projects undertaken by the Department of Planning and Urban Development.

REDEVELOPMENT ACTIVITIES - IMPLEMENTATION

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 are 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 Water-South Main Streets and Fox Point. The project begun in 1967 is expected to be completed in 1982.

The purpose of the project was to selectively develop residential and commercial portions of the East Side and Randall Square. New developments include: garden apartments, housing for the elderly, an hotel, parking, office buildings, institutional headquarters, rehabilitated residential and commercial structures, a medical office building and restored historic structures. It is estimated that private investment in the total area will exceed \$100.0 million.

The project boundaries are proposed to be extended to include "Daval Square" a multi-million dollar major conversion and restoration of an old factory complex into a new office and retail complex combining professional office space with first class specialty shops and restaurants.

Weybosset Hill

56 acres, of which 29 were cleared and made available for redevelopment. Begun in 1964, this project is expected to be closed out in 1982. The major thrust of this project was the redevelopment of a portion of downtown in accordance with the plan for Downtown Providence 1970, as revised. Major developments include: the Providence Civic Center, an interstate bus station, an hotel, a health service headquarters, high rise luxury apartments, office buildings, a travel center and Cathedral Plaza. Private investment in this project area is expected to exceed \$125.0 million.

West Broadway

233 acres, of which 166 were built up. Begun in 1970 and expected to be completed late in 1981, this project was designed to stabilize

and develop portions of a residential neighborhood. Renewal activity resulted in the creation of a large number of scattered site parcels being made available for sale and reuse. Developments have included multi-unit housing for families and elderly persons, new single family housing, a neighborhood center, a health center, a new public school and the enhancement of small house lots through the sale of fringe parcels to adjoining owners for parking and landscaping. Private investment is expected to amount to about \$10.0 million.

Lockwood Street

11 acres, this small project begun in 1973 was designed to provide housing for families and the elderly. The largest development in this project consists of a 209 apartment complex which includes a six-story building with 101 units for the elderly and 17 two-and-three-story buildings with 108 units for families with children. This project will be completed by 1982 with private investment of around \$10.0 million.

Federal Hill East

170 acres, this project was formulated to revitalize the neighborhood by rebuilding and improving a commercial strip and preserving the ethnic flavor of the area. Major developments include a redesigned and rebuilt major arterial street (Atwells Avenue) a pedestrian plaza for an open air market, plazas, an entrance arch, brick sidewalks and historic style light standards. An amendment to the plan in May 1980 proposed additional acquisition and demolition at a cost of \$1.0 million. In July 1980 the PRA approved an amendment to acquire 9 scattered site parcels for rehabilitation or demolition utilizing unexpended project funds and an additional \$500,000 previously committed to the project but never budgeted. In February 1981 City Council gave second passage approving the amendment. A companion Resolution authorizing the City Treasurer to borrow the \$500,000 was referred to the Committee on Finance and by the end of this report period had not been reported out of Committee.

Downtown Providence Renewal Plan

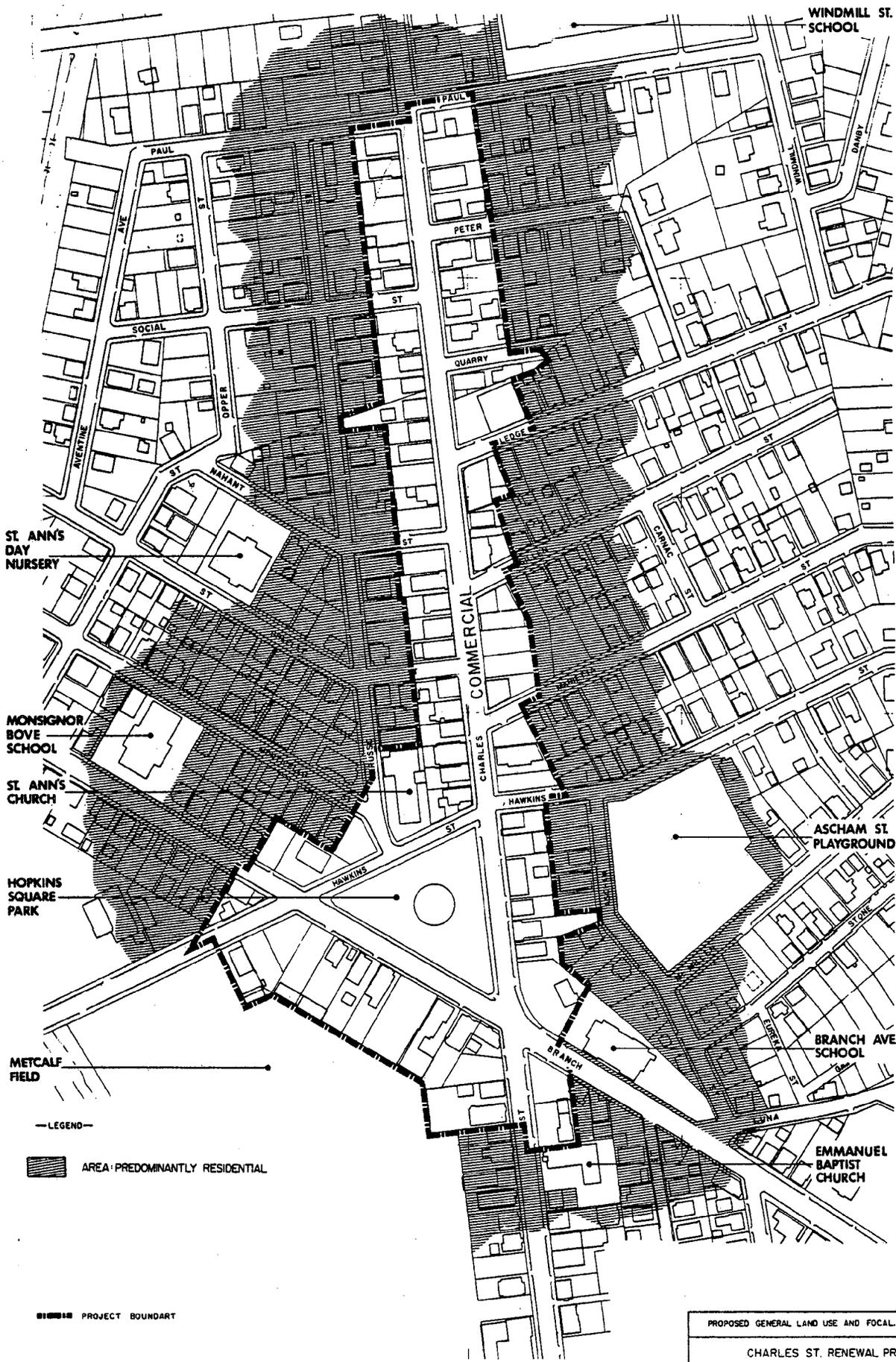
156 acres, this project initiated in 1977 provides the umbrella for all major undertakings in the downtown area reported elsewhere in this report.

Charles Street

Originally the Charles Street Revitalization Commission (PAC) 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 its July 1979 meeting and in an abbreviated form was approved at a cost of \$1.2 million to be used primarily for land acquisition and site improvements. Final design plans prepared by Lee Pare Associates with the assistance of PAC and DPUD staff, were approved in January 1981. In June 1981, Narragansett Improvement Company was awarded a site improvement contract in the amount of \$319,552.

West End

309 acres of densely mixed retail, commercial, residential, industrial and institutional uses. Project planning began in 1978 based on a transfer of \$1.0 million from Downtown Renewal for use in the West End. The essential purpose is to provide low-interest home improvement loans and selected clearance of dilapidated houses. As of June 30, 1981, a total of \$188,950 in loans had been granted to 33 homeowners. Of the 268 homeowners indicating an interest in the loan program, 80 had been referred to banks for further processing. Rehabilitation has been completed on 21 homes.



ST. ANN'S
DAY
NURSERY

MONSIGNOR
BOVE
SCHOOL

ST. ANN'S
CHURCH

HOPKINS
SQUARE
PARK

METCALF
FIELD

— LEGEND —

 AREA: PREDOMINANTLY RESIDENTIAL

 PROJECT BOUNDARY

WINDMILL ST.
SCHOOL

ASCHAM ST.
PLAYGROUND

BRANCH AVE.
SCHOOL

EMMANUEL
BAPTIST
CHURCH

PROPOSED GENERAL LAND USE AND FOCAL POINTS			
CHARLES ST. RENEWAL PROJECT			
DEPT. OF PLANNING AND URBAN DEVELOPMENT CITY OF PROVIDENCE, R. I.			
DATE: DECEMBER 1979	SCALE: 1" = 80'	FILE NO:	
REVISIONS:		MAP NO:	2
		 N	

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 playfield. 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

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, Current Annual Report

HOUSING

Code Enforcement

Enforcement of the municipality's minimum housing regulations is the responsibility of this Department through its 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 1981 fiscal year the workload consisted of:

	<u>STRUCTURES</u>	<u>DWELLING UNITS</u>
Complaints	2688	6160
Systematic Inspections and Reinspections	3624	2840
<u>Court Cases:</u>		
Municipal Court	2	
District Court	650	

Home Rehabilitation Program (Section 312)

Homeowners 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 low-interest loans of up to 20 years to owners of residential properties, up to the maximum amount 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.

For the fiscal year ending June 30, 1981, the Code Enforcement Division referred 81 cases to the Department staff for full field inspection. Voluntary compliance was obtained in 68 cases. The remaining 13 cases were corrected through the direct use of TERP funds.

NOTE: In anticipation of an organizational restructuring to be required under the new Home Rule Charter, steps were taken at the end of the fiscal year to transfer the Code Enforcement staff and functions to the Department of Building Inspection.

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 represents the Mayor 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 its Research and Evaluation Division.

The Comprehensive Economic Plan component of the City's Comprehensive Plan will provide a long range policy framework for economic development. Research activities to support policy recommendations continued through 1980. Four technical reports addressed residential housing markets, student retail spending, office space utilization, and demographic changes with economic impacts.

A key objective of the economic plan will be to relate economic priorities to the City's Capital Improvement Program.

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) authorized 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 leased 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 in first mortgage bonds 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 Providence Redevelopment Agency.

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.

The Annual Financial Report for 1980 and the Annual Inspection Report, prepared by Ramp Engineering Associates were received and accepted at the October 5, 1981 regular meeting of the Board of Directors.

DEPARTMENT OF PLANNING AND URBAN DEVELOPMENT

STATEMENT OF OPERATION

FISCAL YEAR ENDING JUNE 30, 1981

<u>ITEM</u>	<u>AVAILABLE APPROPRIATIONS</u>	<u>EXPENDITURES</u>	<u>UNEXPENDED FUNDS</u>
0 Salaries & Wages	\$ 913,547.83	\$ 872,998.33	\$ 40,549.50
1 General Services	179,040.00	142,920.31	36,119.69
2 Materials & Supplies	4,500.00	4,136.89	363.11
5 Capital Outlay	2,925.00	2,805.36	119.64
<u>DEPARTMENT TOTALS</u>	<u>\$1,100,012.88</u>	<u>\$1,022,860.89</u>	<u>\$ 77,151.94</u>

This Statement of Operations represents the budgeted City share of Department of Planning and Urban Development activities for fiscal 1981. Federal program budgets and expenditures during the fiscal year are reported separately as required by agreement or contract.

Through professional fiscal management, this department has again ended the fiscal year with a surplus that can be utilized to offset reported overruns of other City departments.

CITY PLAN COMMISSION

George D. Caldow, Chairman

Joseph Caffey, Vice Chairman

Jane Sherman, Secretary

*Grant Dulgarian, (Secretary)

William B. Zuccarelli, State Senate, Member

David J. Souza, Member

David G. Dillon, Councilman

Thomas F. O'Connor, Jr., Councilman

Stanley Bernstein, Director

Vincent A. Cianci, Jr., Mayor

Ex-Officio

*Term expired

PROVIDENCE REDEVELOPMENT AGENCY

Stanley P. Blacher, Chairman

John Rao, Jr., Vice Chairman

Robert J. Bevilacqua, Member

Frederick Lippitt, State Representative, Member

Joseph Mollicone, Sr., Member

Lawrence K. Flynn, Councilman, Member

Edward W. Xavier, Councilman, Member

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

Vacancy

Stanley Bernstein, General Manager

John J. Partridge, Legal Counsel

Mary J. Dessaint, Recording Secretary

DEPARTMENT OF PLANNING AND URBAN DEVELOPMENT

JUNE 30, 1981

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. Pietrunti

Chief
Assistant Chief
Fiscal Officer
Account 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 H. 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
Merrick A. Cook, Jr.
William F. Lombardo
Richard H. Piscione
Ronald A. Mercurio
Earl R. Shirley, Jr.
Edward K. Grant
Cecelia A. Diggins

Chief
Supervisor of Project Planning
Supervisor of Current Planning
Supervisor of Long Range Planning
Supervisor of Traffic Planning
Principal Planner
Senior Planner
Senior Planner
Senior Planner
Associate 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. DePico	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
Hulet Hill	Renewal Inspector I
Emilio M. Matos	Renewal Inspector I
Joan R. Craddy	Legal Secretary
Theresa R. Imondi	Clerk IV
Jean Roy	Clerk Stenographer III
Barbara C. Dodd	Clerk Stenographer III
Sheila R. Berger	Clerk Stenographer III
Angela M. Goff	Clerk Stenographer II

RECENT PUBLICATIONS

DEPARTMENT OF PLANNING AND URBAN DEVELOPMENT

AND

PROVIDENCE REDEVELOPMENT AGENCY

Federal Hill Neighborhood Analysis, 1980
Lower South Providence, Neighborhood Analysis, 1980
Upper South Providence, Neighborhood Analysis, 1980
Smith Hill - Architectural Workbook, April 1981
Washington Park Proposed Revitalization Project, September 1981

Department of Planning and Urban Development, Annual Report, 1980
Neighborhood Investment Trends, 1976-79-Residential, March 1981
Providence - An Introduction to Neighbors and Neighborhoods, undated
College Students and Neighborhood Retailing - Comprehensive Economic
Development Plan: Technical Paper No. 1, September 1981
Downtown Office and Retail Space Utilization Study, 1980-1981 -
Comprehensive Economic Development Plan: Technical Paper No.2, undated
Neighborhood Population Trends 1970-1980, Key Age Groups - Comprehensive
Economic Development Plan: Technical Paper No. 3, January 1982
Department of Planning and Urban Development, Annual Report 1981

Charles Street Renewal, Proposed Redevelopment Plan 1980
Hartford Avenue Renewal Project, Proposed Redevelopment Plan 1981
Providence Redevelopment Agency, Annual Report 1980
Smith Hill Revitalization Project, March 1981
Smith Hill Renewal Project, Official Redevelopment Plan, 1981

NOTE: Publications are usually printed and distributed in limited quantities. Copies of some publications are no longer available. Copies of publications are available for use in our Division of Research and Evaluation.

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.

EXCERPTED FROM PROVIDENCE HOME RULE CHARTER OF 1980.

- (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 to 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, 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.

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

July 12, 1982

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 1981 Annual Report for the period ending June 30, 1981.

In keeping with our responsibility and commitment to fostering municipal growth, we have continued our leadership role in the planning and execution of an increasing number of renewal activities within the City, and in particular, the Capital Center Project, the Kennedy Plaza Transit and Pedestrian Improvement Project and the Westminster Center Project, which focus on revitalization efforts within the central core of the City.

In addition, and because the Department continually searches for opportunities to increase the viability and livability of our residential neighborhoods, the department has encouraged neighborhood residential and commercial revitalization projects through the use of the redevelopment process.

Our accomplishments over the past year reflect the leadership of the Providence Redevelopment Agency, the City Plan Commission, Mayor Vincent A. Cianci, Jr., and the City Council. With this direction, a loyal professional staff, together with a public-private partnership of citizen groups, civic organizations, state and local agencies, has implemented the program and projects described in this report.

Sincerely yours,


Stanley Bernstein
Director