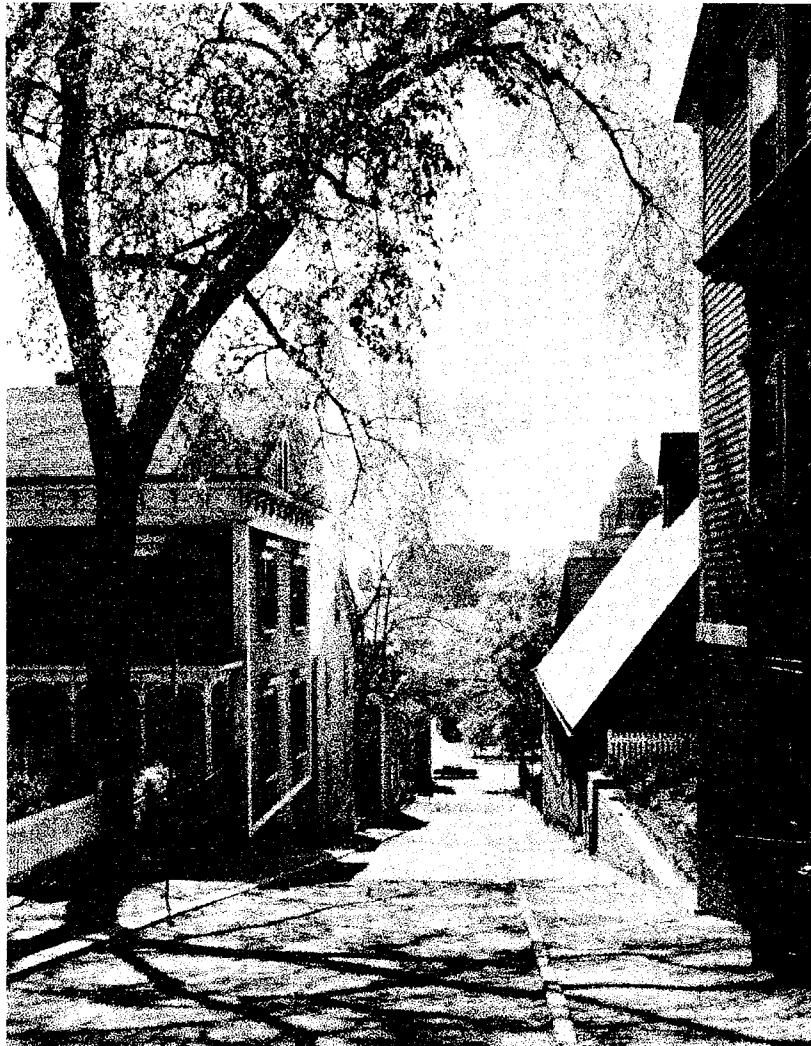


DEPARTMENT OF PLANNING AND URBAN DEVELOPMENT - PROVIDENCE, RHODE ISLAND



NEIGHBORHOOD ANALYSIS

CITY COUNCIL

APRIL 1961

VERMONT VESPER

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City Plan Commission

Providence, Rhode Island 02903

The Honorable Joseph A. Doorley, Jr.
Mayor of Providence
City Hall
Providence, Rhode Island

Dear Mayor Doorley:

The City Plan Commission presents herewith a report on NEIGHBORHOOD ANALYSIS prepared with federal assistance under the 701 Program.

The provisions of Article XV, Section 2-249 of the Code of Ordinances of the City of Providence, include the directive to "make careful studies of the . . . needs of the city with reference to its future and progressive development . . . the causes and prevention of congestion of population . . . in the city . . . and the improvement of any districts in the city which are run down or decreasing in value; the public health or sanitary conditions and any . . . facilities for promoting the public health, comfort, or welfare."

It is therefore one of the functions of the City Plan Commission to make studies and analyses of the City of Providence for the purpose of suggesting improvements and public facilities which can be made in providing for the future growth and development of the municipality. The material contained in this report will be of primary value in the continuing planning process especially in regard to social planning, throughout the nineteen neighborhoods or planning areas comprising the City.

During the course of this study the staff of the City Plan Commission was absorbed in the new Department of Planning and Urban Development, which directed the completion and publication of this report.

Very truly yours,

Edward Winsor
Chairman
City Plan Commission

**IN CITY
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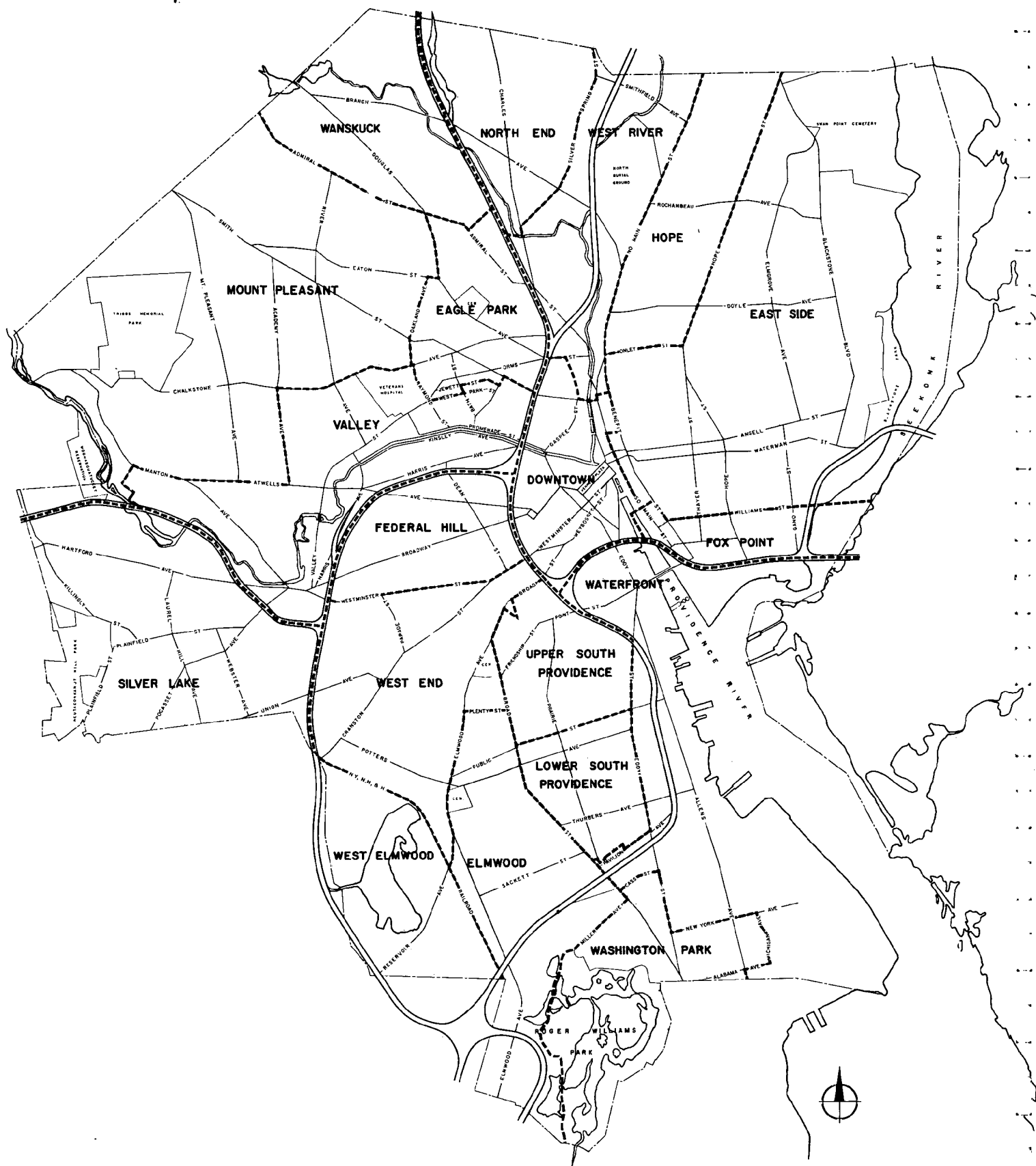
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Edward Winsor
CLERK

**THE COMMITTEE ON
URBAN REDEVELOPMENT
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Recommends
To Receive
Edward Winsor
OCT 30 1969
Clerk



NEIGHBORHOOD ANALYSIS

GENERAL INTRODUCTION

The purpose of this analysis is to study the physical, social, and economic conditions in each residential area of the City and to serve as a guide for future neighborhood improvement.

Throughout the report the term "neighborhood" is used to designate sections of the City that might more properly be called planning areas. Neighborhood does not necessarily imply anything in terms of the social cohesiveness or social homogeneity of any section or area. It is merely a convenient term. The delineation of each area was determined by either physical barriers, major thoroughfares and arterials, or by similarity of land use. The boundaries of a neighborhood provide a convenient framework in which to plan for a subsection of the City.

The report is arranged so that it can be read as a whole, covering every planning area (neighborhood) in the city. It is also subdivided into individual neighborhood sections and each section can be used as an individual guide for neighborhood improvement.

Each neighborhood section contains its own Introduction and an analysis of Land Use and Housing, Population and Socio-Economic Conditions, Public Service Systems and Facilities and a Summary of Government Action.

Various sources and methods of statistical data and analysis were employed in studying each individual area. Much of the data is self-explanatory and needs little or no explanation, but it is felt that due to the technical nature of some of the material certain technical terms and data should be more fully defined and explained at this time.

LAND USE AND HOUSING

In Table 3, Conditions of Structures, a structure was classified as follows:

- | | |
|------------------|---|
| <u>Good</u> | only minor deficiencies that were easily correctable; |
| <u>Fair</u> | economically feasible to rehabilitate the structure to F.H.A. minimum property standards; |
| <u>Deficient</u> | needed extensive reconditioning or was beyond repair and in need of demolition. |

In Table 4b, Residential Blocks Affected by Specific Environmental Deficiencies, the following conditions were identified as environmental deficiencies:

- a. Land coverage: coverage of 40 percent or more of the site by a building.
- b. Off-street parking: less than 0.61 parking spaces per dwelling unit.
- c. Mixed land uses: more than 30 percent of the block in any commercial or industrial use, as defined by the City Plan Commission land use code.
- d. Excessive street traffic: a block bounded by two collector streets or an arterial and a collector street.
- e. Public elementary schools: any major street crossing required between the block and the nearest school, or block more than one-third of a mile from the nearest school.
- f. Public recreation areas: at least two major street crossings required between the block and the nearest recreation area, or blocks more than one-third of a mile from the nearest recreation area.

PUBLIC SERVICE SYSTEMS AND FACILITIES

Both the Master Plan for Public Schools and the Master Plan for Recreation and Conservation recommend standards for the City of Providence. These standards as well as many of the recommendations set forth in the two Master Plans have been incorporated in this analysis.

The standards for schools and recreation are as follows:

RECREATION STANDARDS

<u>Facility</u>	<u>Size</u>	<u>Service Radius</u>	<u>Age Group Served</u>
Playlot	2,000-12,000 sq. ft.	1/8-1/4 mi.	1-7
Jr. Play-ground	.2-2 acres	1/4-1/2 mi.	8-11
Playground	2-7 acres	1/4-3/8 mi.	8-14
Playfield	5-20 acres	1/2-1 mi.	15+
Neighborhood Park	.25-7 acres	3/8-3/4 mi.	All ages
Large Park	20-500 acres	within city	All ages

SCHOOL STANDARDS

<u>Facility</u>	<u>Size</u>	<u>Service Radius</u>	<u>Optimum Capacity</u>	<u>Optimum Pupils per Classroom</u>
Primary	3 acres		350-500	20 (in each of two shifts)
Elementary	5 acres	3/4 mile	500-800	30
Junior High	10 acres	1 1/2 miles	800-1200	30
Senior High	20 acres	2 miles	over 1,000	varies

The Master Plan for Public Schools (1965) is presently being re-evaluated because of the following developments since its publication: The proposed adoption by the School Department of the recommendations of the Cope Report for a change in the school grade organization from K-6-3-3 to K-4-4-4 with the attendant changes in the development of the school plant and the publication of the Final Report to the General Assembly (1968) of the Rhode Island Special Commission to Study the Entire Field of Education with its potential effect for diverse changes

in the whole school system

A vital part of any Neighborhood Analysis Study is a complete and thorough analysis of circulation and parking in each individual neighborhood and the City in its entirety. The circulation system of any neighborhood serves a two-fold purpose; it serves the needs of neighborhood residents and also the needs of non-residents who wish to travel in, through or around the neighborhood. The circulation and parking analysis of this study was undertaken with this two-fold purpose in mind. Neighborhoods were analyzed both individually and on a City-wide basis.

Parking data was derived from the Community Renewal Program's Environmental Survey and supplementary field checks by this section. A residential block was considered to be deficient in off-street parking if less than 0.61 parking spaces per dwelling unit were provided.

Dwelling Units per Block were compiled from the 1960 U. S. Census and the Community Renewal Program Report. The number of cars per Dwelling Unit were derived from Report #10, "Rhode Island State-Wide Traffic Study", by the R. I. Department of Public Works.

Throughout the following text proposals of the Master Plan for Circulation are referred to on numerous occasions. The Master Plan for Circulation was officially adopted by the City Plan Commission in November 1965. This "Master Plan for Circulation", presents a complete arterial street system for the City of Providence that will be supplemented by the federal and state freeway systems within the City and surrounding area.

Future traffic volumes were taken from a study done in conjunction

with the Master Plan for Circulation. This study utilized the most up-to-date methods of traffic assignment. Traffic volumes were assigned to both the existing and proposed street networks by electronic computer.

In analyzing the street system as to its adequacy certain design standards must be used as a guide. The following standards are generally accepted as being minimum:

SUMMARY OF MINIMUM DESIGN STANDARDS*

<u>Design Elements</u>	<u>Arterial</u>	<u>Collector</u>	<u>Local</u>
Number of Traffic Lanes	4	2	2
Width of Traffic Lanes	10	10	10
Width of Curb Lanes	10	10	10
Width of Border Area	10	10	10
Width of Right-of-Way	80	60	50
Design Speed	40	30	25
Stopping Sight Distance	275	200	160

*Adopted from Better Transportation for Your City, National Committee on Urban Transportation, (Chicago: Public Administration Service, 1958).

Due to age of the City's street system, it was felt that even these minimum design standards were high for some streets. In cases where streets were functioning well, but did not conform to the standards, the standards were relaxed. It is recommended that any future street construction conform to standards.

DEFINITION OF TERMS

Any profession uses terms which are meaningful to itself yet may be confusing or unintelligible to the general public. Planning is no exception - though every effort has been made to limit the professional jargon, certain planning terms have been used.

It is hoped that this report will have a wide distribution and will be used by the residents of Providence as a guide to improve their neighborhoods. Accordingly, the definition of professional terms are included:

Land Use - the purpose to which a lot or parcel of land is put. Thus a factory on a parcel of land would constitute an industrial land use; a house on a lot is considered a residential land use; a grocery store or business office is considered a commercial land use.

Density - the number of dwelling units per lot or block (may also apply to commercial or industrial as well). The lowest residential density is single family, the highest would be high-rise apartments.

Mixed Uses - Different kinds of land uses in the same block or area, e.g., businesses with residences or industry with residences.

Freeway - This class of facility is devoted entirely to traffic movement, and provides little land service function. This classification, which is characterized by some degree of access control, is used for multi-lane, divided roads with few, if any, intersections at grade. Freeways provide for large volumes of traffic at high speed and are primarily intended to serve long trips.

Major Arterial - This class of street brings traffic to and from the freeway and serves those major movements of traffic within or through the metropolitan area not served by the Freeway. Major Arterials inter-connect the principal traffic generators within the City and the important rural routes. Major Arterials handle trips between different areas of the City and should form a reasonable integrated system.

Major Arterials mainly serve to move traffic, but normally also perform a secondary land service function. Thus, although abutting property will have free access, parking and loading may have been restricted altogether to improve capacity.

Collector - This class of streets serves the internal movement within an area of the City and connects this area with the Major Arterial System. They do not handle long, through trips and are not continuous for any great length. In gridiron patterns, however, a street of several miles in length may serve as a Collector rather than a Major Arterial if the predominant use is to reach the next junction with a Major Arterial and there turn off.

The Collector street supplies abutting property with the same degree of land service as a Local street, while at the same time serving local traffic movement.

Local - Local Streets' sole function is to provide access to immediately adjacent land. They carry a small proportion of the vehicle miles of travel but make up a large percentage of the total street mileage of the City.

A.D.T. - Average Daily Traffic is the total yearly volume divided by the number of days in the year.

Peak Hour - The one hour period during which the maximum of travel occurs. Generally there is a morning peak and an afternoon peak. Traffic assignments are usually made and recorded for each period.

Capacity - "Practical Capacity" in vehicles per hour is defined as the maximum number of vehicles that can pass a given point on a roadway in a designated lane during one hour, without the traffic density being so great as to cause unreasonable delay, hazard or restriction to the driver's freedom to maneuver under the prevailing roadway or traffic conditions. Traffic flow at Practical Capacity allows a tolerable amount of congestion and provides a reasonable quality of service.

The social statistics contained herein were derived from the social pathology and environmental studies conducted as part of the Community Renewal Program.



DOWNTOWN



DOWNTOWN

DOWNTOWN NEIGHBORHOOD

I. INTRODUCTION

The Downtown Neighborhood, which is the central business and commercial core of the city of Providence, is bounded by Interstate 195 on the south and Interstate 95 on the west. This area is also bounded on the north by a small section of Orms Street and on the east by State Street and parts of Benefit and South Main Streets. Of nineteen neighborhoods Downtown ranks eighteenth in land area with 278 acres and eighteenth in population with 806 residents as of 1965.

II. LAND USE AND HOUSING

A. Land Use Characteristics

TABLE 1

Existing Land Use, Downtown

<u>Land Use</u>	<u>Area in Acres</u>	<u>% of Net Area</u>
Residential*	16.8	9
Commercial	74.0	38
Industrial	48.7	25
Public & Institutional	45.3	23
Vacant	<u>9.7</u>	<u>5</u>
Total Net Area	194.5	100%
Streets	83.0	30
Net Land Area	<u>194.5</u>	<u>70</u>
Total Land Area	277.5	100%

*Includes mixed residential and nonresidential uses.

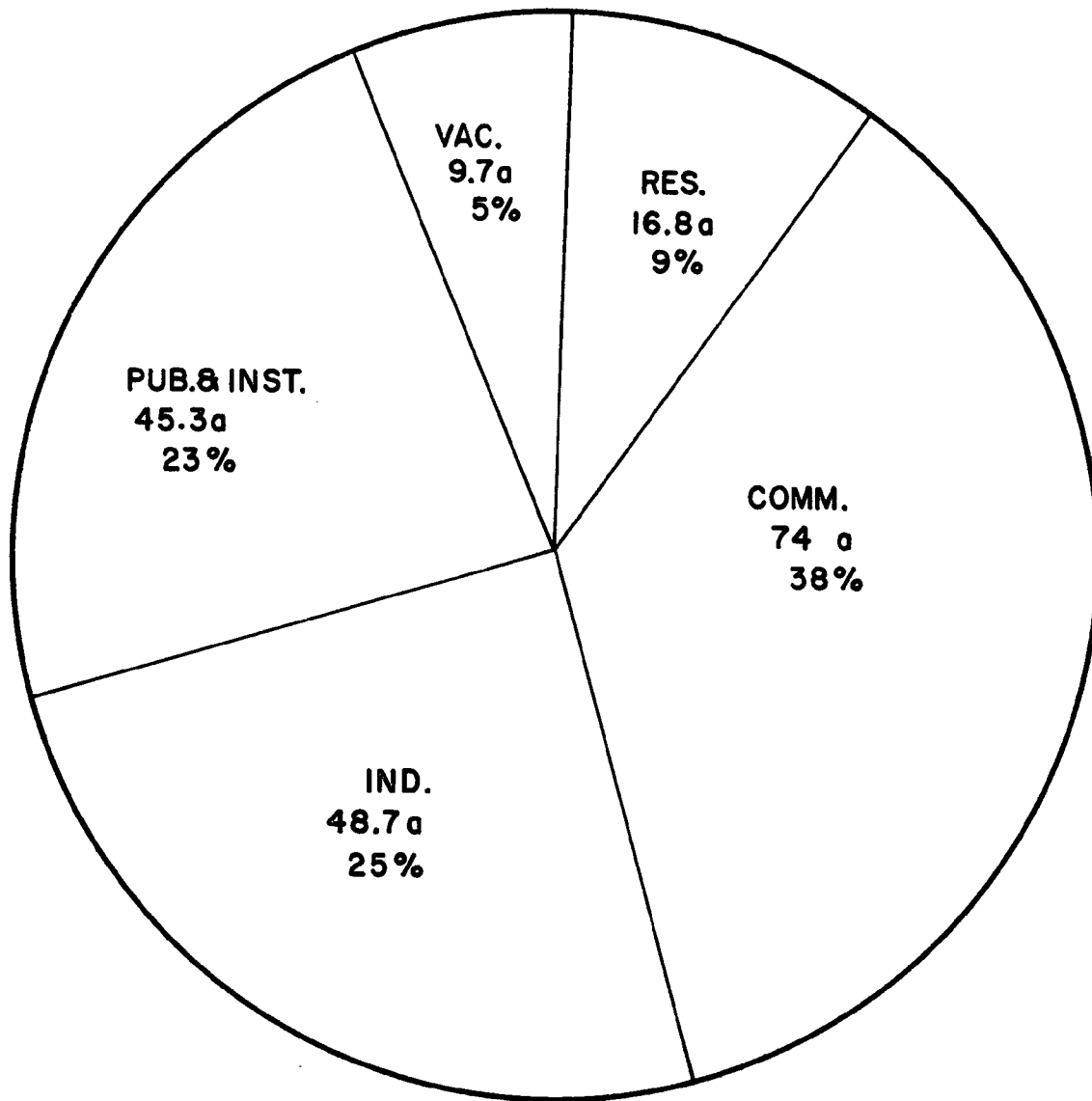
Source: Providence Community Renewal Program, Technical Supplement Appendix C. (1964)

As would be expected, commercial and public and institutional activities are the two most important users of downtown land. Less than 10% of the net area is occupied by residential uses. However, industrial uses which would be excluded from downtown under the Master Plan, now account for one quarter of the net land area.

Most of the residential structures are located in the small area to the north of the State House. This section is isolated from the Smith Hill residential area to the west by Route I-95 and is hemmed in by the industrial development to the east.

A predominance of retail stores are found southwest of Dorrance Street with the office area northeast of the same street. All but 8 of the structures in this area are classified as commercial with the remainder divided between industrial and institutional uses. None are classified as residential since apartment-hotels are included in the commercial group. The latest change in this section was the creation of the Westminster Street Pedestrian Mall. Plans are now being carried out for the creation of several parking structures, redesign of the circulation pattern and development of new retail facilities.

The area south of Pine Street includes mixed industrial and commercial structures and parking lots, Roger Williams Junior College (in rented quarters) and one residential structure. Almost all of the buildings in this area are deficient. This area can play an increasingly important role in the development of the downtown area by providing a location for many activities of a commercial character which support downtown core uses such as wholesaling, storage, printing, business



EXISTING LAND USE
DOWNTOWN

services, repair shops, etc.

The Weybossett Hill Area is now undergoing great changes and will play a dominant role in the future development of this City. Two high rise, luxury apartments have been built as well as housing for the elderly and a bus terminal. Other new buildings will include, the Catholic Diocese Offices, the Gulf Travel Information Center, the Blue Cross Offices, Holiday Inn, a Sports-Convention Center and the Department of Public Welfare Building. An extension of the Westminster Pedestrian Mall will also be developed within the Cathedral Square Area. A city park will be located on Empire Street and at LaSalle Square as part of the City's open space plan.

TABLE 2

Residential Structure Type, Downtown

<u>Structure Type</u>	<u>No. of Structures</u>	<u>% of Total</u>	<u>No. of D. U's</u>	<u>% of Total</u>
1 Family	8	17	8	1
2 Family	9	20	18	2
3 Family	20	43	60	7
4 or more Families	<u>9</u>	<u>20</u>	<u>769</u>	<u>90</u>
Total	46	100%	855	100%

Source: Assessor's Office, City of Providence, 1962

Note: The Weybosset Hill and Railroad Relocation projects are not included in this tabulation.

Of the few residential buildings that are located in the downtown area, almost 1/2 are 3-family structures. The rest are evenly divided among one-family, 2-family and 4 or more family dwellings. However, 90%

of the dwelling units are found in the 4 or more family-structures such as Dexter Manor, which contains over 200 units for the elderly. Almost all the other structures are in the area north of the State House. The number of multiple dwelling units have increased considerably in the Weybosset Hill area where two new high rise apartment houses have been recently completed - the Beneficent House and The Regency. Plans have been made to build Town Houses and garden apartments in the Weybosset Hill Area which will greatly change the whole makeup of the downtown area, leading to a substantial increase in the residential population.

TABLE 3

Condition of Structures, Downtown

Type of Structure	Good		Fair*		Deficient**		Total	
	No.	%	No.	%	No.	%	No.	%
Residential & Mixed	14	30	25	54	7	16	46	100
Commercial	26	14	144	80	11	6	181	100
Industrial	4	10	33	87	1	3	38	100
Public & Institutional	7	54	6	46	0	--	13	100
Total of all Structures	51	18	208	75	19	7	278	100%

*Those structures classified as rehabilitatable by C.R.P.

**Those structures classified as poor and reconditionable by C.R.P.

Source: Providence Community Renewal Program, Technical Supplement, Appendix C.

As Table 3 indicates, less than one third of the residential and mixed residential structures are in good condition and 16% are classified as deficient. As of 1960 only 1.9% of the residential structures are owner-occupied. The average gross rent is \$40, quite a bit lower than the city average of \$60. The median family income is extremely

low, \$1596 annually, pointing out the extreme poverty of those persons living in the core of the city. An enormous percentage of family income is used for rent, 30% as compared to the City average of 11%.

TABLE 4

Condition of Residential Environment, Downtown

a. Residential Blocks with Environmental Deficiencies

No. of Deficiencies/Block							Total No. of Residential
0	1	2	3	4	5	or more	Blocks
0	0	2	3	3	1		9

b. Residential Blocks Affected by Specific Environmental Deficiencies

<u>Environmental Deficiency</u>	<u>No. of Res. Blocks Deficient</u>	<u>% of Res.(total) Blocks Deficient</u>
Excessive Land Coverage	0	0
Inadequate Off-Street Parking	7	78
Mixed Land Uses	5	56
Presence of Specific Nuisance Uses	2	22
Excessive Street Traffic	2	22
Inadequate Service by Public Elementary School	9	100
Inadequate Service by Public Recreation Area	1	11

Note: All blocks given an environmental rating are in the State House treatment area (as defined by C.R.P.)

Source: Community Renewal Program, Technical Supplement, Appendix C. (1964)

Of the nine residential blocks located north of the State House, all have 2 or more environmental deficiencies. Inadequate service by public

elementary schools, lack of off-street parking, mixed land uses and proximity to railroads are problems for more than half of the blocks. This area is too small and isolated to get an elementary school located within its boundaries and it is doubtful whether the railroad tracks will be moved. There is no land available for parking and if some deficient houses were removed for space, only a small handful would remain. Therefore, the most logical use for this area is for expansion of State Administrative Offices and parking. However, the degree of clearance and redevelopment required to implement this proposal cannot be accomplished through urban renewal. Although one third of the structures in the area are deficient, only one is so substandard structurally as to require its clearance. Consequently, reconditioning should be used as an interim treatment program in this area.

TABLE 5

Comparison of Vacancy Rates*, City of Providence, Downtown

	<u>1950</u>	<u>1960</u>
Downtown	6.2	30.1
City of Providence	2.6	6.9

*Rate per hundred housing units

Source: U. S. Census, 1950, 1960

As can be expected from the central core of almost any city, downtown Providence's vacancy rate during the decade from 1950-1960 has increased almost 5 times compared to the total city's increase at a rate of 2.5. However, the actual number of persons should have increased greatly as of 1968, with the completion of Dexter Manor, The Beneficent

House, and The Regency. Together, these 3 new buildings have added several hundred dwelling units to the downtown area. As the Townhouses and Garden Apartments are added to the Weybosset Hill Area, the number will increase even more. The whole concept of the central core has changed within the past decade. Plans have been made for cities all over the country to provide more central residential areas of luxury and middle class apartments to replace the usual transient and low socio-economic family facilities often found in the core. The convenience of apartment living near the commercial and entertainment areas is beginning to be appreciated in comparison with the problems of home ownership and reliance on transportation. Although suburbia will appeal to the families with small children, the apartments near downtown will, on the other hand, appeal to single individuals, elderly persons and middleaged couples with grown children. Thus, the new apartments and town houses in Providence reflect the modern trend in America's cities.

2. Non-Residential

Table 3 points out that although only a very small percentage of non-residential structures are deficient, not many are classified as good. Almost 80% are in fair condition and rehabilitatable. The public and institutional buildings are in relatively better shape than either the commercial or industrial buildings. There is no real concentration of structural problems within downtown.

Environmental problems include traffic congestion on narrow, poorly aligned streets, a complete lack of off-street loading facilities for most structures, inadequate off-street parking, constriction of the core area by the railroad lines and depot, and mixed land uses in inefficient

patterns in the western and southern sections.

Unfortunately, these are problems encountered by all cities and solutions will be long-coming. However, Providence has started aligning streets more efficiently and is in the process of building parking structures to alleviate some of the present congestion.

III. POPULATION AND SOCIO-ECONOMIC CONDITIONS

A. Population

1. Number

The population of the downtown area has decreased at the very high rate of 78.5% over the 15 year period from 1950 to 1965. In 1950, the number of persons living in this area was 3,761 and in 1965 the residents numbered only 806, a decrease of 2,955 persons. As mentioned earlier, however, with the recent completion of 2 high rise apartment houses, the population should start to increase at a higher rate than those leaving the area. Within the next decade, when the townhouses and garden apartments are completed, a relatively stable size of residential population (although with high turnover) should exist in the downtown area. Also, most of the existing housing should be rehabilitated or cleared by that time.

2. Age Structure

TABLE 6

Age Structure, Downtown

	<u>0-4</u>	<u>5-19</u>	<u>20-44</u>	<u>45-64</u>	<u>65+</u>	<u>Total</u>
1950	234	478	1319	1174	556	3761
1965	2	97	121	199	387	806
Numerical Change	-232	-381	-1198	-975	-169	-2955
% Change	-99%	-81%	-91%	-83%	-30%	-78.5%

Source: U. S. Census of Population, 1950, 1965



Although every age group has felt considerable losses, those in the group over 65 have decreased in number at a rate of only 30%. These elderly persons make up close to 1/2 of the remaining population. As of 1965, there were less than 100 persons under the age of 19 of which only 2 were under 4 years. The high percentage of elderly is mostly a result of the building of Dexter Manor which is strictly housing for the elderly. The two just completed high rise apartments house mostly those people in the 20-64 age groups who have no children or have older children (12 years or older). The apartments do not allow families with infants or small children. Therefore, these two age groups will also increase or at least not decrease at such a high rate. As was mentioned earlier, the convenience of the core city finds great appeal among adults who no longer have to concern themselves with the care of small children. With new luxury apartments being built, many of the middle class adults will be drawn back into the City and will sell their houses with yards and room for expanding families near schools, to young families just starting out. The inner core of the city is very suitable for the elderly who should be near the center and within walking distance to stores and movie theatres. Dexter Manor fulfills this latter need. Therefore, the usage of the downtown area is now undergoing great changes. Commercial and institutional will remain within the City but residential will replace industrial - and a new concept in city planning is underway.

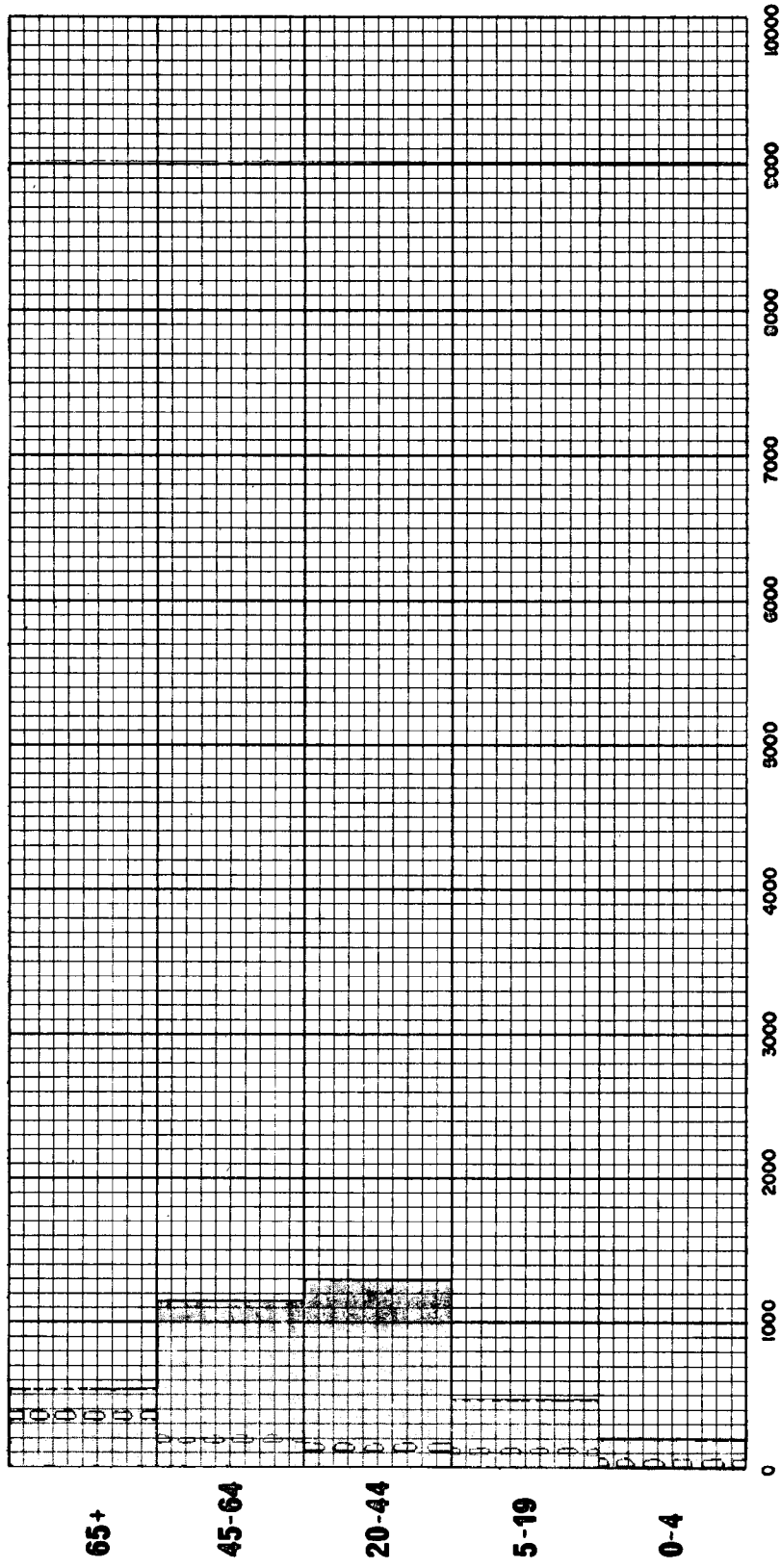
3. Racial and Ethnic Structure

As of 1965, 3% of the population was non-white. The rest of the population is a mixture of Irish, French and Italian ethnic groups with none particularly outstanding.

COMPARISON OF AGE GROUPS

DOWNTOWN

1950 
1965 



SOURCE: U.S. CENSUS, 1950-1965

B. Socio-Economic Characteristics

1. Economic Factors

TABLE 7

Economic Factors: Rate per 1,000 people of segment indicated 1962

	<u>Downtown</u>	<u>City</u>	
Unemployment Insurance Payments	119.0	37.3	ages 15-64
General Public Assistance	132.4	7.3	total population
Aid to Families with Dependent Children	32.3	111.3	ages 0-19
Old Age Assistance	213.2	79.9	ages 65 & over
Aid to the Blind & Disabled	85.6	6.4	

Source: Council of Community Services Social Pathology Index
Technical Supplement

As Table 7 indicates, the rate of Public Assistance in Downtown Providence is several times higher than for the City as a whole (except for the ADC rate but this can't be large considering the extremely small number of children living in Downtown). This will hold true for all the socio-economic characteristics shown in Tables 8-11. Unfortunately, this problem of very unstable, socially and economically deprived families living in the city's core area, is typical of many urban areas all over the country. Most social agencies spend a great deal of time and energy trying to alleviate the problem but the high rate of transiency of these residents makes qualitative social work almost impossible. These persons are the hard core unemployed, the depraved (as seen in Table 11), and the delinquents. All the social problems seen in today's society are epitomized in the central core of the City.

2. Educational Factors

TABLE 8

Education Factors: Rate per 1,000 people of segment indicated 1962

	<u>Downtown</u>	<u>City</u>	
School Dropouts	462.0	260.1	ages 15-19
Truancy	--	10.9	ages 5-19
School Behavior Problems	--	5.1	ages 15-19

Source: Council of Community Services Social Pathology Index
Technical Supplement (1964)

Although no statistics are available on the amount of truants and behavioral problems within the downtown area, one can assume that considering the high dropout rate, the other characteristics are comparable. It is only natural that in an area of extremely low-status families, education plays a very small role, a role which seems to them more often negative rather than positive. School means discipline, authority, restriction and often seems to them all in all, a "waste of time".

3. Conduct Factors

TABLE 9

Conduct Factors: Rate per 1,000 people of segment indicated 1962

	<u>Downtown</u>	<u>City</u>	
Juvenile Arrests	100.0	29.5	ages 15-19
Adult Arrests	221.0	15.9	total population

Source: Council of Community Services Social Pathology Index
Technical Supplement (1964)

Both arrest rates are extremely high for this area. As can be expected, the adult arrest rate is approximately 14 times higher than

the total city rate, thus emphasizing that downtown is at this time a hard core social-problem area. These statistics, however, must not be taken literally. After all, many of the persons who are arrested are transients living in downtown hotels and cannot, in reality, be called residents of the downtown area although for the police records they are. Also, many criminals and degenerates move intentionally to central areas of cities where they can live inconspicuously.

4. Family Stability Factors

TABLE 10

Family Stability Factors: Rate per 1,000 people of segment indicated 1962

	<u>Downtown</u>	<u>City</u>	
Court Disposition of Children	200.0	5.9	ages 0-19
Illegitimate Births	47.1	21.2	live births
Petitions for Divorce	8.9	1.7	total population
Source: Council of Community Services Social Pathology Index Technical Supplement (1964)			

Again, the high rate of illegitimate births and court disposition of children point out the great instability of the downtown area. One reason for the relatively low rate of petitions for divorce is the expense involved in getting a divorce. Among low-economic class families it is more common to live separately rather than bother with a divorce.

C. Health Characteristics

TABLE 11

Health Characteristics: Rate per 1,000 people of segment indicated 1962

	<u>Downtown</u>	<u>City</u>	
Syphilis and Gonorrhea	102.5	8.5	total population
First Commitment Alcoholism	102.4	4.1	total population
Infant Mortality	0.0	20.9	live births
Resident Deaths	33.4	7.8	ages 0-19

Source: Council of Community Services Social Pathology Index
Technical Supplement (1964)

The number of persons known to suffer from syphilis, gonorrhea and alcoholism in the downtown area is several times greater than the rate of the city as a whole. Resident deaths are also many times higher. It is not hard to understand these rates when one takes into consideration the extreme poverty, instability, transiency and crime found within the downtown area. When all these other social problems exist, poor health of these residents logically has to follow.

IV. PUBLIC SERVICE SYSTEMS AND FACILITIES

A. Public Facilities1. Schools

There are no elementary or secondary schools within the downtown area. Considering that there are so few school-age children within the area and those that are remaining are decreasing at a high rate, it is impractical to build such schools. This does mean, however, that adequate facilities should be provided to transport any of the remaining students to their respective schools.

2. Recreation

TABLE 12

Recreation: Downtown

<u>Site Number</u>	<u>Name of Facility</u>	<u>Primary Use</u>	<u>Proposal*</u>	<u>Size in Acres</u>	
				<u>Existing</u>	<u>Proposed</u>
15	Bernon Mem. Park	Park	Expand	0.19)	4.00
16	Roger William Spr.	Park	Expand	0.17)	
87	City Hall Park	Park	Retain	2.57	2.57
88	Kennedy Plaza	Traffic Separator	Retain	0.75	0.75
89	Abbott Park	Traffic Separator	Retain	0.18	0.18
P-72	Empire Park	Park	Proposed	--	<u>0.96</u>
*Proposed by Master Plan			Total	3.86	8.46

Source: Master Plan for Recreation and Conservation

There is more than enough recreation space available for the 806 remaining residents although it is doubtful how much of it is used by the people living in the downtown area. These "parks" are for aesthetic beauty rather than utility for the most part. The open space areas that are now being planned will serve the shoppers and the older persons who enjoy walking and sitting. This kind of planned space is keeping up with the changing character of planning within urban areas which has previously been discussed.

3. Police and Fire Facilities

The Central Police Station and Fire Headquarters are located in the downtown area. Another fire station is located on Franklin Street in the southern part of this area. As expected, downtown falls within

the first fire district because of the extreme importance to watch carefully and keep fires under control in this area.

4. Library Facilities

The main building of the Public Library is located in the downtown area. Because it is much larger and offers more facilities than its branches throughout Providence, many persons belong here rather than to the branch libraries or in many cases, belong to both. This is the reason that the rate of borrowers is so high compared to the City as a whole, 31.8 per 1,000 persons and 8.9 respectively. Again, this rate does not reflect the area resident participation - rather the rate of the State as a whole since the main library is its central source.

5. Hospitals and Clinics

There are no hospitals and clinics within the downtown area but the Rhode Island Hospital and its Clinic are easily accessible to the residents of the area. The District Nursing Association, whose nurses can go into individual homes should provide the major health aid in the neighborhood. Referrals are necessary and presently the main source of the District Nurses' referrals is the Lying-In Hospital. However, the age group of greatest concern in this area is the elderly and often sources of referral should be developed. It is suggested that various social agencies make a greater effort to identify problems within individual homes and refer these families to the District Nurses (if it is a problem of health) or to the respective agencies for personal care.

6. Social Service Agencies

Since the residential population of the Downtown Area is small and quite contained and the amount of social problems are immense, social service agencies need to work intensively with the remaining residents. It is not an easy job and in some cases it is impossible for social agencies even to identify and work with problem families. So many persons live in residential hotels and move around too fast and often for agencies to keep track of them. With urban renewal playing such an important part in the development of a new downtown area, many hard core problem families will be relocated out of the Downtown Area and their facilities will be replaced by high quality residential housing such as the Regency and Beneficent apartments presently built in the renewal area. The residential character of the Downtown Area will change over the next decade as was discussed previously, thus eliminating a good percentage of the social problems now existing.

Many of the social agencies' headquarters are located within this area such as the new Department of Public Welfare building and Progress for Providence. According to the Master Plan they will remain in this area.

It would be unrealistic to say that the central core of any city will eventually be cleared of all persons and families with social problems but it is probable that the percentage will become minimal as urban renewal completes its projects. A city will always have its quota of itinerants but hopefully they will be only a small percentage of a city's population.

B. Public Utilities

As of 1962, the whole downtown area was covered by sewers except for a few streets bordering the railroad station and State Capitol.

The whole area is served by public water.

C. Streets

There are seventeen miles of streets in the Downtown area and most of the mileage falls within the Arterial and Collector street classification. A majority of the streets in the Downtown area serve a dual capacity and function both as Arterials and Collectors.

Much study and analysis was given to circulation and parking within the Downtown area during the planning phase of the "Downtown Providence 1970" study. This study was undertaken in late 1957 and completed in early 1961 and was financed in part by Federal and City funds. Many of the proposals set forth in this plan have already been implemented.

The Downtown Master Plan proposes that the basic circulation pattern in the Downtown area consist of a high speed loop road circling the outer fringes of the area and two inner loops for internal traffic distribution.

The high speed route consists of Interstate Routes 95 and 195 which are presently built and functioning well. The two local loop roads will consist of Weybosset, Exchange, Washington and Empire Streets one-way in a counter-clockwise direction and Washington Row, Pine, Greene and Fountain Streets one-way in a clockwise direction. The new construction necessary to connect Greene Street to Pine Street was undertaken as part of the Weybosset Hill Urban Renewal Project.

The circulation proposals set forth in the Downtown Master Plan have been incorporated into the Master Plan for Circulation and are a vital part of the overall circulation system of the city.

Adequate parking facilities are vital to a Downtown area if it is to remain competitive in today's automobile oriented society. Parking, in the Downtown area, is basically of two types; short term and long term. The former are close-in facilities and the latter are large open lots or open-decked parking structures, where the driver leaves his car all day while he works nearby. The short-term facilities are multi-level garages, catering to the shopper and businessman.

The Downtown area has approximately 6100 parking spaces at the present time. The Downtown Master Plan proposes to increase this number to close to 16,000 spaces. The plan proposes that six garages be built in the core area of the city to handle short-term parking needs. Two of the proposed garages, the Majestic and the Biltmore garages, are already completed. These two facilities provide spaces for close to 1000 cars.

Additional long term parking is being provided, on a temporary basis, in the Weybosset Hill Project which borders on the core area of Downtown.

Traffic volumes in the Downtown area are high and will remain high for some time to come. Some relief can be expected when the Civic Center Interchange and the new Route 6 Connector are completed. The inner and outer loops will also provide a better flow of traffic, within the core area, when completed.

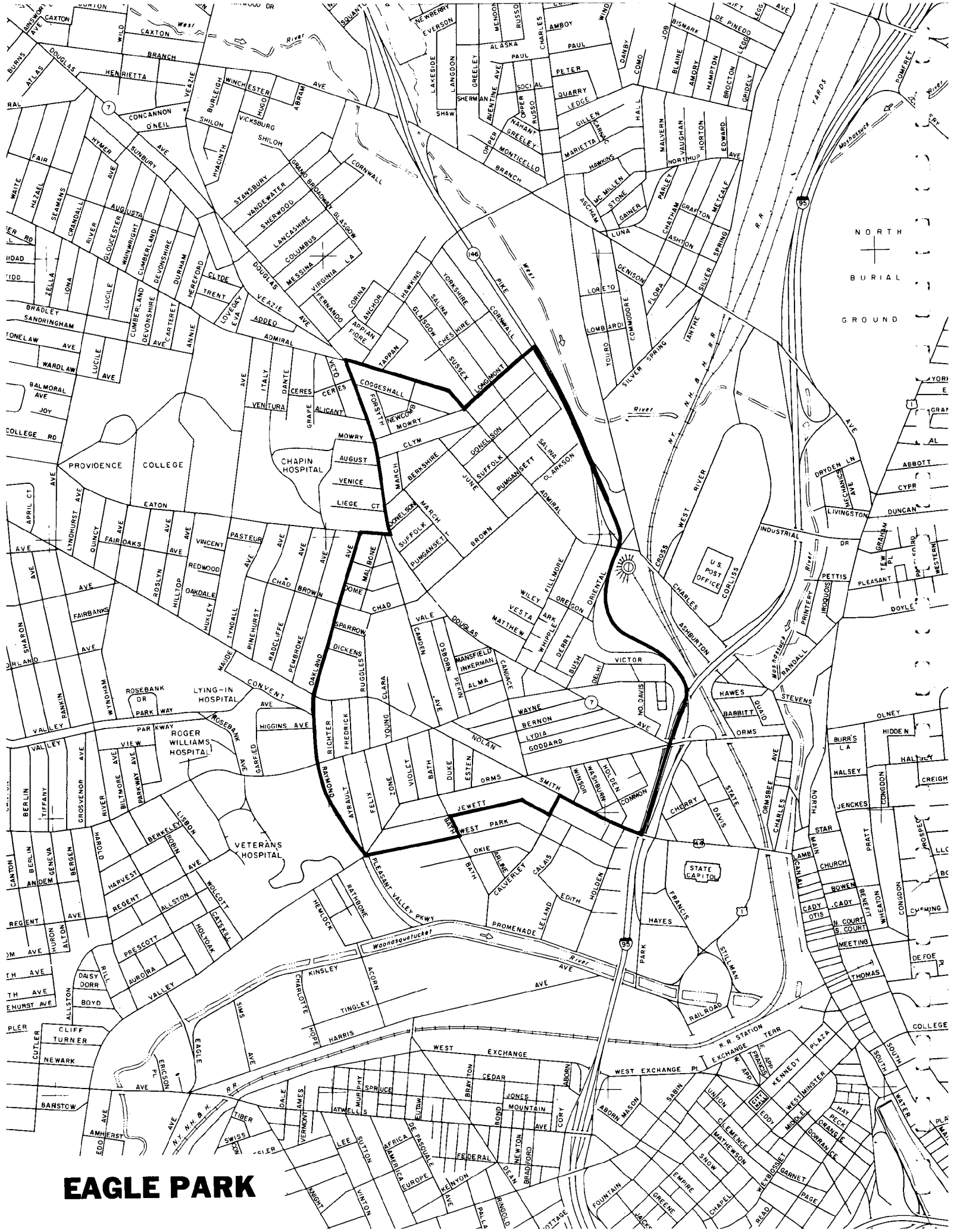
V. SUMMARY OF GOVERNMENTAL ACTION

The first program in the City, the Point Street Urban Renewal Project, consisted of only 3.8 acres and was completed in April of 1961.

There are two Federally Sponsored Urban Renewal Programs in the Downtown Area; the Weybosset Hill Project which has been in the execution stage for approximately one year and the East Side Project which is in the planning stage.



EAGLE PARK



EAGLE PARK

EAGLE PARK NEIGHBORHOOD

I. INTRODUCTION

The Eagle Park Neighborhood is located in the northwest sector of Providence, adjacent to the downtown business district. It is bounded on the North by Admiral and Longmont Streets, on the east by Interstate 95 and Route 146, on the south by Smith, Jewett, and West Park Streets and on the West by Raymond Street and Oakland and Douglas Avenues. Of nineteen neighborhoods Eagle Park ranks thirteenth in land area with 358 acres and eleventh in population with 8,114 residents as of 1965.

II. LAND USE AND HOUSING

A. Land Use Characteristics

TABLE 1

Existing Land Use, Eagle Park

<u>Land Use</u>	<u>Area in Acres</u>	<u>% of Net Area</u>
Residential*	178.7	61
Commercial	22.1	8
Industrial	29.6	10
Public & Institutional	36.2	12
Vacant	<u>26.8</u>	<u>9</u>
<u>Total Net Area</u>	<u>293.4</u>	<u>100%</u>
Streets	65.0	18
Net Land Area	<u>293.4</u>	<u>82</u>
<u>Total Land Area</u>	<u>358.4</u>	<u>100%</u>

*Includes mixed residential and nonresidential uses.

Source: Providence Community Renewal Program, Technical Supplement, Appendix C. (1964)

The Eagle Park Area occupies the high ground northwest of the State House rising about 70 feet above the Woonasquatucket and Moshassuck River Valley floors. It is defined by major industrial areas along these two streams and by the proposed Dean Street-Silver Spring circumferential street. In Eagle Park, industry takes up 10% of the total net area and is concentrated in the easternmost part of the area. It consists primarily of railroad yards and salvage dealers.

The majority of land (61%) is used for residential and mixed residential purposes and is mostly of medium density although it is higher in the northern sections of the area.

The Smith Hill shopping center, at Chalkstone and Smith Streets is the most important collection of retail facilities in the area, although commercial sites are spread all along Chalkstone Avenue, Smith Street, and Douglas Avenue.

B. Characteristics of Structures and Environment

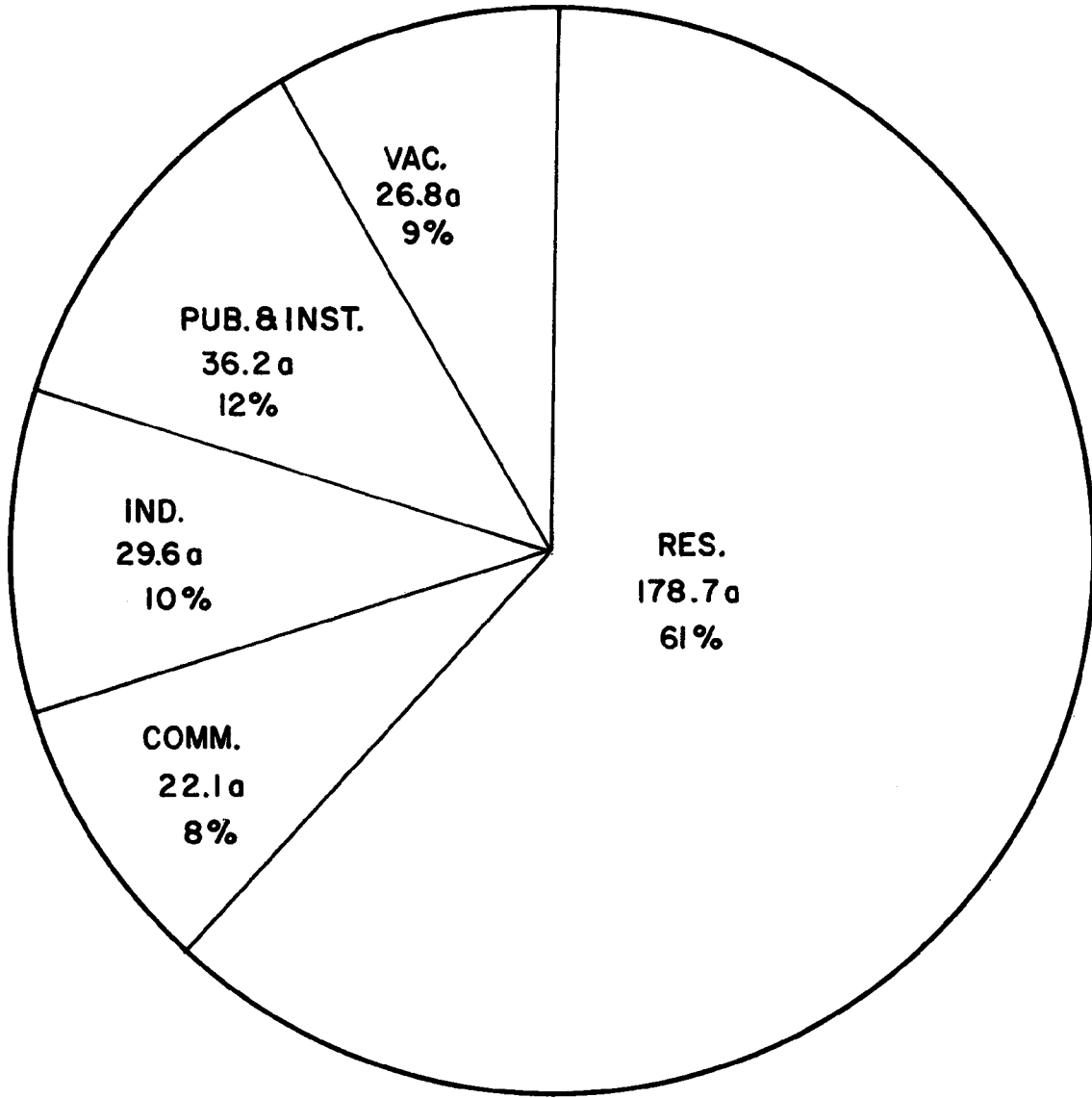
1. Residential

TABLE 2

Residential Structure Type, Eagle Park

<u>Structure Type</u>	<u>No. of Structures</u>	<u>% of Total</u>	<u>No. of D. U's</u>	<u>% of Total</u>
1 Family	332	18	332	7
2 Family	650	37	1300	25
3 Family	720	41	2160	42
4 or more Families	<u>65</u>	<u>4</u>	<u>1332</u>	<u>26</u>
Total	1767	100%	5124	100%

Source: Assessor's Office, City of Providence, 1962



EXISTING LAND USE

EAGLE PARK

All types of residential structures are found in the area, but more than three quarters are 2 and 3 family buildings. There are quite a few single family houses and multiples including the Chad Brown, Admiral Terrace and Sunset Village public housing projects with a total of 626 units. Almost three quarters of the units are occupied by renters. Contract monthly rents are often very low (\$15-\$30) in the area and the average gross rent is \$53 per month as compared to the City average of \$60 per month. The median monthly income for residents of this area is \$376 and 14% of this income goes to rent, the City's rate being 11%. 25.1% of the families earn less than \$3,000, the level of poverty set by the Office of Economic Opportunity.

TABLE 3

Condition of structures, Eagle Park

Type of Structure	Good		Fair*		Deficient**		Total	
	No.	%	No.	%	No.	%	No.	%
Residential & Mixed	283	16	830	47	654	37	1767	100
Commercial	54	68	14	18	11	14	79	100
Industrial	13	76	1	6	3	18	17	100
Public & Institutional	20	91	2	9	0	--	22	100
Total of all Structures	370	20	847	45	668	35	1885	100

* Those structures classified as rehabilitatable by C.R.P.

**Those structures classified as poor and reconditionable by C.R.P.

Source: Providence Community Renewal Program, Technical Supplement, Appendix C. (1964)

Only 16% of the residential and mixed structures are good and over 1/3 are classified as deficient. These substandard structures are concentrated in the eastern part of the area. Inadequate heating equipment,

structural deterioration, and lack of bathtubs or showers are the most common deficiencies. Therefore, a good deal of clearance needs to be done in certain areas of Eagle Park.

TABLE 4

Condition of Residential Environment, Eagle Park

a. Residential Blocks with Environmental Deficiencies

No. of deficiencies/Block	Total No. of Residential Blocks
<u>0 1 2 3 4 5 or more</u>	
3 15 32 30 22 8	110

b. Residential Blocks Affected by Specific Environmental Deficiencies

<u>Environmental Deficiency</u>	<u>No. of Res. Blocks Deficient</u>	<u>% of Total Res. Blocks Deficient</u>
Excessive land coverage	4	4
Inadequate off-street parking	82	75
Mixed land uses	35	32
Presence of specific nuisance uses	33	30
Excessive street traffic	35	32
Inadequate service by public elementary school	73	66
Inadequate service by public recreation area	41	37

Source: Community Renewal Program, Technical Supplement, Appendix C. (1964)

More than 80% of the residential blocks have two or more environmental deficiencies. Most of the blocks lack adequate off-street parking, and service by public elementary schools. Excessive land coverage does not seem to be a problem. The housing has been inspected by the Division of minimum housing standards.

TABLE 5

Comparison of Vacancy Rates*, City of Providence, Eagle Park

	<u>1950</u>	<u>1960</u>
Eagle Park	1.5	3.9
City of Providence	2.6	6.9

*Rate per hundred housing units

Source: U. S. Census, 1950, 1960.

Although one of the oldest residential areas, the population decreased only at the same rate as the entire City during the 1950 to 1960 decade. However, the vacancy rate of Eagle Park (on the whole) is still much lower than that of the City, 3.9 and 6.9 respectively.

2. Non-Residential

The non-residential structures are in much better condition than the residential buildings, and three quarters of them are classified as good (see Table 3). None of the public or institutional structures is deficient. Most of these buildings are one-story and fire resistant. Land coverage is very high in that about two thirds of the buildings occupy more than half of their sites. Consequently, off-street parking and loading are inadequate for many buildings. Poor street access is also a widespread problem.

The Master Plan* proposes that high density housing be developed in the area immediately northwest of the State House. Execution of this proposal requires clearance of the lower density residential and mixed commercial structures now occupying the area. The industrial section in the northeast part of the area is to be retained and expanded.

*Master Plan - Providence, R. I. (1964)

III. POPULATION AND SOCIO-ECONOMIC CONDITIONS

A. Population

1. Number

During the 15 year period from 1950-1965, the population has dropped from 14,514 to 8,114 persons. Thus, there has been a 44% decrease or a total of 6,400 residents.

2. Age Structure

TABLE 6

Age Structure, Eagle Park

	<u>0-4</u>	<u>5-19</u>	<u>20-44</u>	<u>45-64</u>	<u>65+</u>	<u>Total</u>
1950	1350	3004	5791	3091	1278	14,514
1965	854	2240	2278	1599	1152	8,123
Numerical change	-496	-764	-3513	-1492	-126	-6,391
% Change	-37%	-25%	-61%	-48%	-10%	-56%

Source: U. S. Census of Population, 1950

The population has decreased in all age groups but over one half of the people leaving in the past 15 years were in the 20-44 year old age group. The only group that has not decreased at a considerable rate are those people over 65 years old. As a result the labor force has become considerably smaller. Therefore, efforts must be made to make this area more desirable to families with children. Without this productive population, the area will become dependent upon the City's social agencies for its existence.

3. Racial and Ethnic Structure

The non-white population has increased from 7.5% in 1960 to 12.6% in

1965. This area used to have a very high concentration of Jewish especially in the 1940's. As of 1960, 9.5% of the population was Jewish and 6.3% Irish.

B. Socio-Economic Characteristics

1. Economic Factors

TABLE 7

Economic Factors: Rate per 1,000 people of segment indicated 1962

	<u>Eagle Park</u>	<u>City</u>	
Unemployment Insurance Payments	34.7	37.3	ages 15-64
General Public Assistance	4.9	7.3	total population
Aid to Families with Dependent Children	171.0	111.3	ages 0-19
Old Age Assistance	100.8	79.9	ages 65 & over
Aid to the Blind & Disabled	2.3	6.4	total population

Source: Council of Community Services Social Pathology Index Technical Supplement (1964).

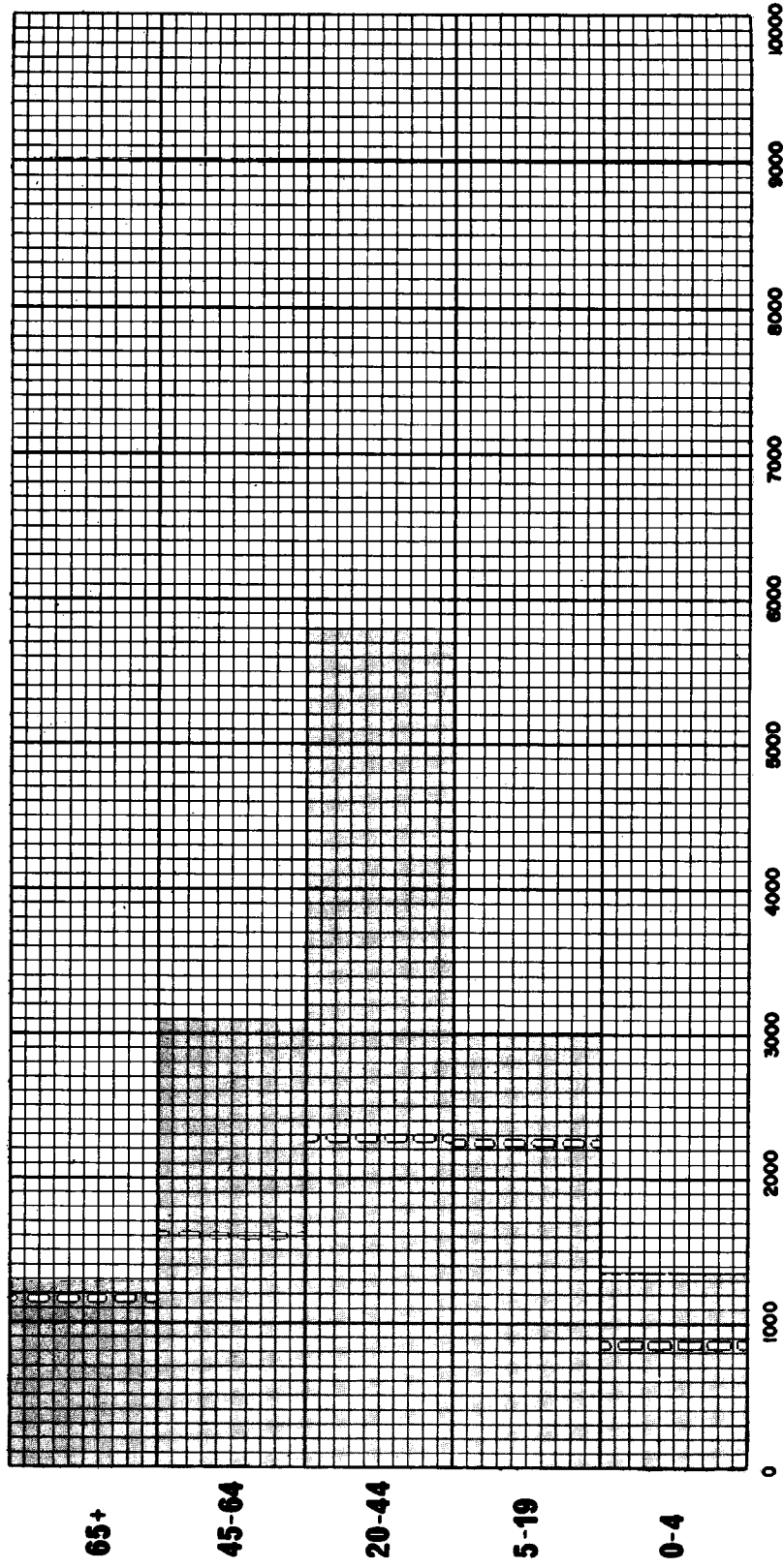
The figures in Table 7 show that this area is much higher than the City as a whole in the number of people receiving ADC payments and Old Age Assistance. This results from the large amount of public housing in the area which basically serves families with small children and the elderly who are on small pensions. Services should be made available to decrease these high rates, such as day care centers to get the dependent mothers out of the house and working, and supervised playgrounds and Head Start programs to motivate these dependent children in the direction of school and therefore, education. There should be vocational training and adult education classes for these mothers, and golden agers clubs and small parks for the elderly.

COMPARISON OF AGE GROUPS

EAGLE PARK

1950

1965



SOURCE: U.S. CENSUS, 1950-1965

2. Educational Characteristics

TABLE 8

Education Factors: Rate per 1,000 people of segment indicated 1962

	<u>Eagle Park</u>	<u>City</u>	
School Drop outs	278.5	260.1	ages 15-19
Truancy	12.1	10.9	ages 5-19
School Behavior Problems	5.8	5.1	ages 15-19

Source: Council of Community Services Social Pathology Index
Technical Supplement (1964)

The higher number of school dropouts, truants and behavior problems in Eagle Park compared to the City points out the lower socio-economic status of this area and the need to attack family social problems with greater intensity. This should be done through community schools and vocational training. Also by upgrading the employment opportunities of the adults, more children will have a better chance of continuing school. Headstart programs can attack the school problem in the very early years of a child by giving him a good foundation before he enters school.

3. Conduct Factors

TABLE 9

Conduct Factors: Rate per 1,000 people of segment indicated 1962

	<u>Eagle Park</u>	<u>City</u>	
Juvenile Arrests	27.2	29.5	ages 15-19
Adult Arrests	16.0	15.9	total population

Source: Council of Community Services Social Pathology Index
Technical Supplement (1964)

Table 9 indicates that the juvenile and adult arrests occur at about the same rate as that of the City as a whole. However, the number of

arrests are still quite high. Much of the delinquency results from the large number of families on public assistance. This kind of economic dependency often leads to futility, resignation and/or lack of pride within the family. These feelings often lead to striking out against authority in the form of delinquent acts. This kind of behavior has become especially common among the non-white juveniles and it will become more noticeable as the non-white population increases. Social agencies will have to intensify their services in order to control this group of delinquents.

4. Family Stability Factors

TABLE 10

Family Stability Factors: Rate per 1,000 people of segment indicated 1962

	<u>Eagle Park</u>	<u>City</u>	
Court Disposition of Children	3.4	5.9	ages 0-19
Illegitimate Births	21.2	21.2	live births
Petitions for Divorce	1.8	1.7	total population

Source: Council of Community Services Social Pathology Index
Technical Supplement (1965)

Again, the Family Stability Factors in this area reflect the rate of the City as a whole. It should be remembered, however, that these figures only show the number of illegitimate births, petitions for divorce and court disposition of children. Family instability is reflected in the high rates of public assistance and school drop outs as well.

C. Health Characteristics

TABLE 11

Health Characteristics: Rate per 1,000 people of segment indicated 1962

	<u>Eagle Park</u>	<u>City</u>	
Syphilis and Gonorrhea	6.3	8.5	total population
First Commitment Alcoholism	3.1	4.1	total population
Infant Mortality	14.8	20.9	live births
Resident Deaths	6.2	7.8	ages 0-19

Source: Council of Community Services Social Pathology Index
Technical Supplement (1964)

The health problems in Eagle Park are slightly less than the rates for the City as a whole. One of the reasons is that, with three housing projects, more concentrated health services are offered to a greater number of people. One can find in these projects health clinics and well-baby services offered by the District Nursing Association and the Department of Public Welfare. These clinics are easily accessible to the many families who are living in the housing projects.

IV. PUBLIC SERVICE SYSTEMS AND FACILITIES

1. Schools

The Eagle Park Area includes three elementary schools.

The Berkshire Street School, K-3, occupies a paved 1/2 acre site with no playground. Many, if not most, of the pupils come from the Wanskuck area. The enrollment in the 280-capacity school is 208 pupils. The Master Plan* recommends that it be closed and that a portion of the stu-

*Master Plan for Public Schools (1965)

dents attend the Camden Avenue School. Ultimately the Berkshire School is to be replaced by a New Berkshire Street School with a 200-250 student capacity.

The Camden Avenue School, K-6, occupies an 8.3 acre site including a 6.3 acre playground and was built in 1962. It has a capacity for 876 students. The Master Plan recommends that it be retained.

The Smith Street School, PK-2, was built in 1884, and is situated in a mixed commercial-residential area on U. S. Route 44, a main east-west artery that runs almost immediately in front of the school. The site on which the school is built is 1/2 acre, all paved, and all available space is used for parking, leaving no room for a playground. The school serves 187 students. Because of its hazardous location, inadequate site and its age, the Master Plan* recommends that it be closed as soon as possible and consolidate its enrollment with the Camden Avenue School.

The Nathaniel Greene Junior High School is within walking distance (1 mile) from the furthest point in the neighborhood.

St. Patrick's is the only parochial school now open in this area and contains the first through eighth grades. It is located near the State House and has a 265 student enrollment. St. Casimir's on Smith Street has been closed.

*Master Plan for Public Schools (1965)

2. Recreation

TABLE 12

Recreation, Eagle Park

<u>Site Number</u>	<u>Name of Facility</u>	<u>Primary Use</u>	<u>Proposal*</u>	<u>Size in Acres</u>	
				<u>Existing</u>	<u>Proposed</u>
77	Camden Ave. School	Neigh. Center Pool, Ice Rink	Improve	4.72	4.72
78	Chad Brown West	Jr. Playground	Improve	0.30	0.30
79	Chad Brown East	Jr. Playground	Improve	0.50	0.50
80	Hopkins Park	Playfield	Improve	7.44	7.44
81	Candace St.	Park	Improve	0.55	0.55
P-60	**Berkshire St.	Park	Proposed	--	0.55
P-68	Bath St.	Playlot	Proposed	--	0.12
			Total	13.51	14.18

**Proposed for abandoned school site

Source: *Master Plan for Public Recreation and Conservation (1965)

A total of 13.51 acres are now being used for recreational purposes in Eagle Park. Applying the conservative standard of 1.25 acres per 1,000 person, (10.14 acres) this area does have a substantial amount of land allotted to recreation use.

Basically, what is needed is improved play areas with new equipment and this is what the Master Plan has proposed.

3. Police and Fire Facilities

There is a Police substation located near Douglas Avenue across from the Chad Brown Housing Project. It is only open 20 minutes every eight hours for roll call and inspection of patrolmen. Complaints are read off and problem locations are sited at this time. The Police Department has

recently begun a community relations project wherein any members of the various area can attend a monthly meeting in their neighborhood sponsored by the Providence Police Department. At this meeting, all complaints of the residents are written down and then dispersed within the department to whichever sub-department is responsible for its solution. These meetings hopefully will bring the police and residents closer together and show both parties how concerned they are for the betterment of the area. The meetings, which have so far been very successful, are held at the Danforth Street Recreational Center.

There are no fire stations within this area, but one is very closely located on Admiral Street near the Douglas Avenue intersection.

4. Library Facilities

The Smith Hill Branch of the Providence Public Library is located on Candace Street. The registered borrowers from the library are fewer than those for the whole City, the rates being 6.2 and 8.9 per thousand persons, respectively.

5. Hospitals and Clinics

There are no hospitals within the Eagle Park area but the Roger Williams Hospital is very close as is the Charles V. Chapin Hospital. Route 95 makes even Rhode Island Hospital and its clinic easily accessible. However, there is a well-baby clinic run by the District Nurses which is located in the Chad Brown Housing Project. Progress for Providence also operates a clinic on Smith Street for the residents of the Eagle Park Area. The District Nurses visit individual homes, which is especially necessary in this area with so many residents on Old Age Assistance who find it difficult to leave their homes but cannot hire a private doctor

to make house calls.

6. Social Service Agencies

Progress for Providence maintains a resource unit within this area at the Danforth Street Recreational Center. Within this unit are provided Legal Aid Services, a Credit Union, Vocational Counseling and homemaker aides, to name a few. A charm center is planned. This agency also runs a community school at the Camden Avenue School after school hours and a Health Center on Smith Street.

Thus, Progress for Providence offers a full gamut of services, helping and receiving help from the caseworkers at the Department of Public Welfare, who, as seen in Table 7, have large caseloads from this area of families and individuals many of whom are on some form of economic assistance.

However, with the extensive kind of social problems mentioned previously in this area, all these services need to be intensified. More vocational counseling and job training are needed for the school dropouts or truants. Because of these problems and because the rate of juvenile and adult arrests is fairly high, more efforts must be made by social agencies to identify existing problem areas before hard core delinquency results.

The large number of persons on Old Age Assistance, as mentioned earlier, need to be given individual care. The District Nurses perform an excellent service by going into the homes where needed. However, other agencies should also become involved by sending homemaker aides and caseworkers into the homes to identify the problems of the elderly, some of whom may often only need companionship. Golden Agers Clubs

should be formed and small parks for sitting should be made available.

Although the Eagle Park Area is not outstanding in the number and intensity of social problems, it does have certain problem areas that need to be taken care of, such as the high economic dependency of both families and elderly persons and the large number of school dropouts. Progress for Providence could handle many of these problems by intensifying services already offered and by working with State and City agencies who are equipped to handle the problems of juvenile delinquency, the dependent elderly persons and job training and counseling.

B. Public Utilities

As of 1962, sewers were present throughout most of the area except for a few of the small streets to the north of Douglas Avenue between Chad Brown and Charles Street. No streets in the area lack public water.

C. Streets

Although the Eagle Park section has approximately fourteen miles of streets, nine of which fall in the category of local streets, one and one-half lineal miles of these streets were below the accepted standard in width. A majority of these are located in the older southerly section of the neighborhood.

The arterial streets, although low in total mileage, (3.76 miles), carry heavy volumes of through traffic. Douglas Avenue, Raymond and Whipple Streets carry over 12,000 A.D.T. each. Other arterials such as Chalkstone Avenue, Smith and Orms Streets carry from 5,000 to 9,000 fall short of being adequate in width and other design features under today's standards.

Traffic on Whipple Street and portions of Douglas Avenue and Admiral Street will be reduced substantially when the connection between Interstate Route 95 and State Route 146 is completed. New intersection design and circulation patterns at the intersection of Admiral and Whipple Streets will enable both of these streets to function more efficiently. The Circulation Master Plan also calls for the widening of Raymond Street as a portion of the proposed Dean Street widening. This widening will increase the capacity of Raymond Street and bring it up to accepted arterial street standards. These improvements plus the completion of the State's planned highway system will reduce through traffic on other arterial streets in the neighborhood.

Six intersections within the neighborhood had six or more accidents during the past year. The three highest accident locations were all in the vicinity of Route 146 and Admiral Street. Two intersections, Oregon and Whipple Streets and Oriental Street and the Route 146 off-ramp had fourteen accidents each. The intersection of Admiral and Whipple Streets had eleven. The total of thirty-nine accidents took place within a two-block area and can be attributed to high volumes and the temporary circulation patterns in the area. The accident rate should be reduced greatly when Route 146 is permanently connected to Interstate Route 95.

Elsewhere in the neighborhood, the intersections of Douglas Avenue and Orms Street, Smith Street and Orms Street and Valley and Raymond Streets had six, seven and eight accidents respectively.

A majority of the residential blocks in Eagle Park do not have adequate off-street parking facilities. Car ownership figures show the

neighborhood has over 2,800 automobiles, over 1,200 of these vehicles do not have adequate on-site parking. This tends to cause overcrowding of residential blocks by automobiles seeking parking spaces. This overcrowding cuts down open space within the blocks and has a blighting influence on the neighborhood. The following table shows in detail the number and percentage of residential blocks deficient.

EAGLE PARK

Total Residential Blocks	110
Number of Blocks Deficient	82
% Total Blocks Deficient	74.5%
Total Cars per Neighborhood	2,821
Total Cars per Deficient Blocks	2,028
Cars with Inadequate Spaces	1,209
% Total Cars with Inadequate Spaces	42.8%

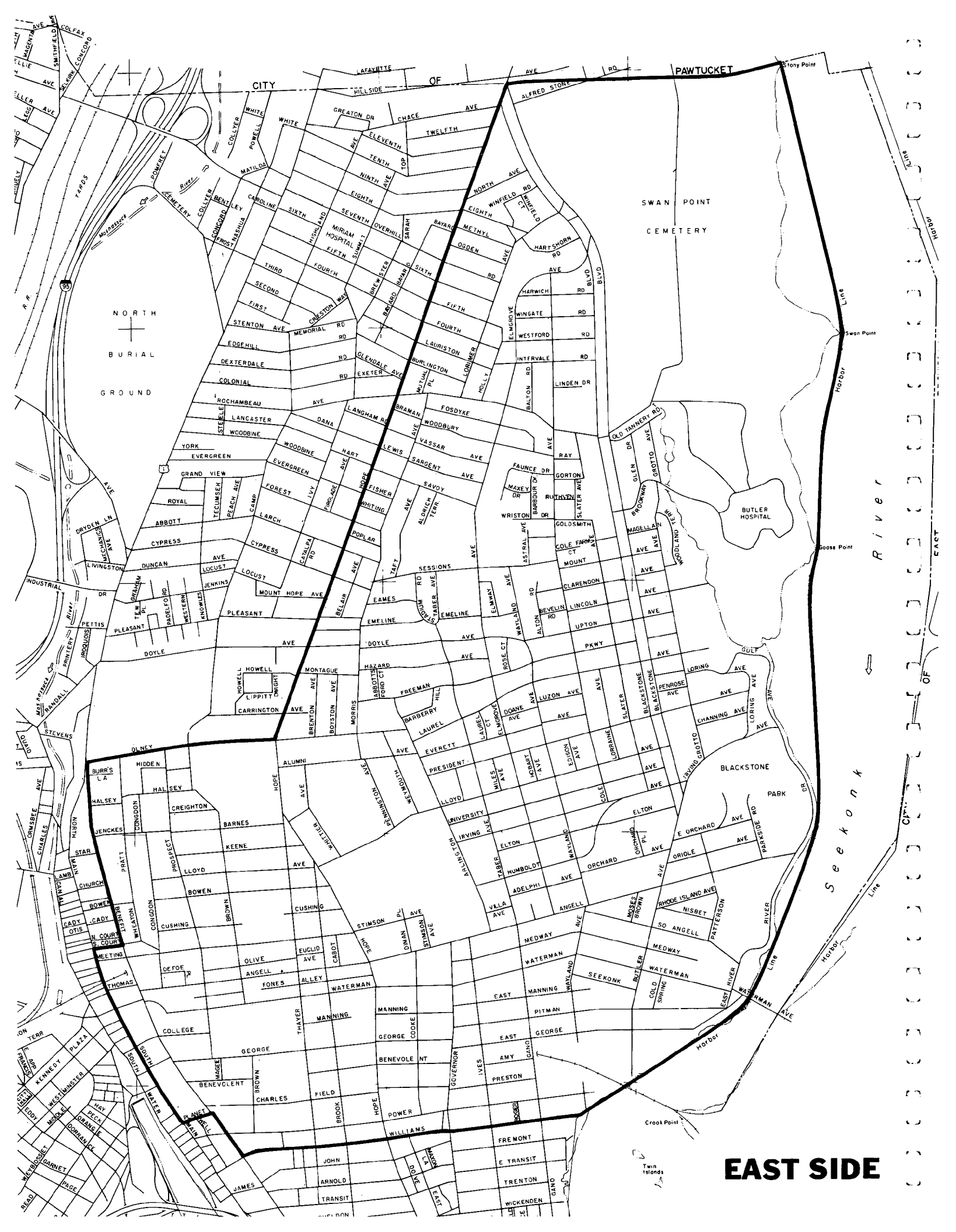
The only Master Plan for Circulation arterial proposal that falls within the neighborhood boundaries is the Silver Spring Street Loop which runs from Smith Street to the Pawtucket City Line. Route 146, a state highway, and a part of the Circulation Master Plan's freeway proposal forms one of the neighborhood boundaries. The effect of this proposal on the neighborhood has already been mentioned.

V. SUMMARY OF GOVERNMENT ACTION

No government action has thus far taken place in the Eagle Park Neighborhood.



EAST SIDE



EAST SIDE

EAST SIDE NEIGHBORHOOD

I. INTRODUCTION

The East Side Neighborhood is located in the northeast corner of the city of Providence and is bounded by Pawtucket on the north, Seekonk River on the east, Williams and Planet Streets, on the south, and South Main, Benefit, Olney and Hope Streets on the west. Of nineteen neighborhoods East Side ranks first in land area with 1,576 acres and second in population with 22,550 residents as of 1965.

II. LAND USE AND HOUSING

A. Land Use Characteristics

TABLE 1

Existing Land Use, East Side

<u>Land Use</u>	<u>Area in Acres</u>	<u>% of Net Area</u>
Residential*	603.5	46
Commercial	46.5	4
Industrial	24.0	2
Public & Institutional	567.1	44
Vacant	<u>50.5</u>	<u>4</u>
Total Net Area 1,291.6		100%
Streets	284.0	18
Net Land Area	<u>1,291.6</u>	<u>82</u>
Total Land Area 1,575.6		100%

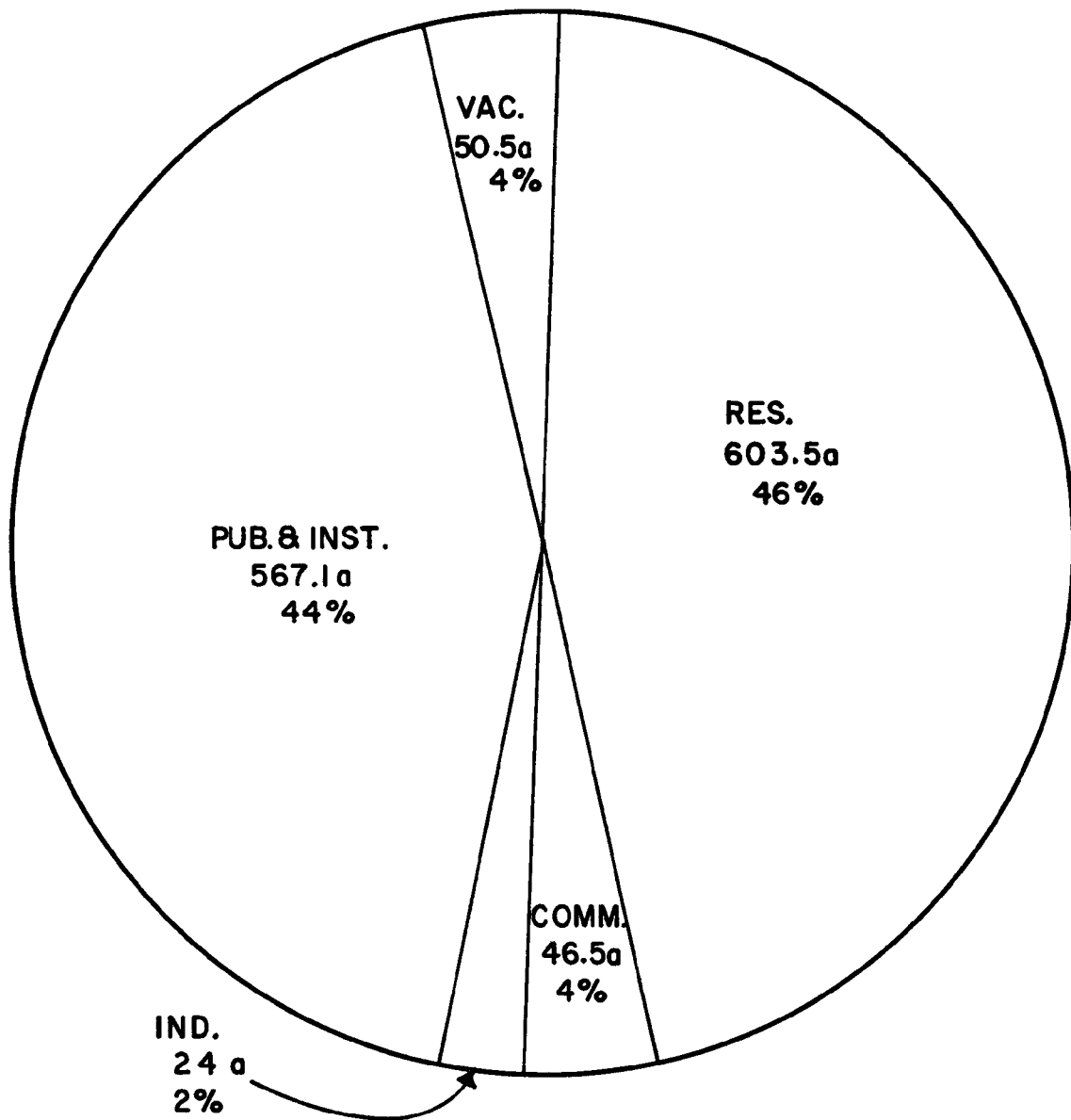
*Includes mixed residential and nonresidential uses.

Source: Providence Community Renewal Program, Technical Supplement, Appendix C. (1964)

Almost all the net area in the East Side Area is divided between

residential and public and institutional land use. The character of this area is quite different in the various sections. To the northeast is the most prestigious residential area in the city, especially around Blackstone Boulevard and Elmgrove Avenue. The residential area to the northwest between Hope Street and Elmgrove Avenue, although of high quality, is less expensive. The area around Wayland Square and between Angell and Waterman Street is geared to professional offices and apartment houses. Wayland Square itself is the main shopping center of the area and ranks with Olneyville Square as one of the two most important retail areas outside of downtown. Several industries are concentrated near the Red Bridge in the southeast section of the East Side. The southwest sector is a unique part of the city. A determining factor in the development of this sector was the establishment of Brown University. Much of this section is used for educational purposes - Moses Brown School, Brown University, R. I. School of Design, Hope High School, and Bryant College. Many persons living in this area attend the college and are living in rented rooms or apartments. Some extremely elegant homes and estates are located in this section many of them owned by old families of Providence. There are also modest homes where many professionals, especially those connected with the schools, live. At the same time there are some very poor underprivileged residents who have come into the area from the bordering Hope and Fox Point neighborhoods. In spite of some of the differences among its parts there is a certain cohesiveness to the area.

Public and Institutional uses other than schools that take up a great deal of land are Butler Hospital, the Swan Point Cemetery and Blackstone Park, all located on the eastern border of the East Side.



EXISTING LAND USE

EAST SIDE

In addition to Wayland Square, other smaller commercial centers are found at the northern part of Hope Street, on Thayer Street near Brown University and on Elmgrove near Lloyd Avenue. There is very little vacant land.

B. Characteristics of Structures and Environment*

1. Residential

TABLE 2

Residential Structure Type, East Side

<u>Structure Type</u>	<u>No. of Structures</u>	<u>% of Total</u>	<u>No. of D. U's</u>	<u>% of Total</u>
1 Family	2,239	69	2,239	28
2 Family	618	19	1,236	15
3 Family	197	6	591	7
4 or more Families	<u>198</u>	<u>6</u>	<u>4,100</u>	<u>50</u>
Total	3,252	100%	8,166	100%

*Does not include East Side Renewal Area.

Source: Assessor's Office, City of Providence, 1962.

Almost 70% of the residential buildings are one-family structures and are found throughout the area. Most of the multiple dwelling units are around Wayland Square; some are in the southwest area. As Table 2 indicates, however, over half of the dwelling units are in multi-family structures. Wayland Square contains most of the privately developed multiple-family structures in the City which were built as such.

TABLE 3

Condition of Structures, East Side ***

<u>Type of Structure</u>	<u>Good</u>		<u>Fair*</u>		<u>Deficient**</u>		<u>Total</u>	
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>
Residential & Mixed	2536	78	650	20	66	2	3252	100
Commercial	100	97	3	3	0	-	103	100
Industrial	10	77	3	33	0	-	13	100
Public & Institutional	118	100	0	--	0	-	118	100
Total of all Structures	2764	79	656	19	66	2	3486	100%

*Those structures classified as rehabilitatable by C.R.P.

**Those structures classified as poor and reconditionable by C.R.P.

***Does not include East Side Renewal Area.

Source: Providence Community Renewal Program, Technical Supplement,
Appendix C. (1964)

Over three quarters of the residential structures are in good condition and only 2% in the whole area are classified as deficient. Most of the poor structures are concentrated along the southern and western borders of the East Side area. The western section of the area includes all types of dwellings in a mixed pattern. The household income is predominantly above average (\$10,000 or more) except for the northwest corner which is part of the East Side Renewal Project and is below average. As would be expected from the high number of unrelated individuals, two thirds of the units are rentals. Most of the owner occupied units are in the area immediately north of Moses Brown School. Average rents and values follow the pattern of household incomes, with those nearest to Brown University valued at \$25,000 or more. In the Wayland Square area to the southeast, in addition to apartments there are also many single, two and three family houses. Household income in this sector is above

average and is highest in the part north of Wayland Square from Angell Street to Doyle Avenue. Rentals are the highest in the City with the \$75 - \$90 group predominating. Owner-occupied units, primarily in the above-mentioned northern half of the area, are valued at \$20,000 to \$25,000. The northeast sector of the East Side from Hope Street and Lloyd Avenue over to the Butler Hospital and Swan Point Cemetery is an area for the most part of expensive single family homes on large lots, almost suburban in character. It has the highest household income in the city averaging \$10,000 or more. Most units which are owner occupied are valued at \$30,000 or more; the few rentals have correspondingly high rents. Most of the 2 and 3 family dwellings are located near Hope Street west of Elmgrove Avenue or in the southernmost part of this sector, around Lloyd Avenue. The percentage of persons earning below \$3,000 annually is 14.8 and the majority of these persons can be found in the peripheral areas within the East Side Renewal Project in the northwest and southeast sectors.

TABLE 4

Condition of Residential Environment, East Side*

a. Residential Blocks with Environmental Deficiencies

No. of Deficiencies/Block							Total No. of Residential
0	1	2	3	4	5	or more	Blocks
38	118	57	21	15		3	252

b. Residential Blocks Affected by Specific Environmental Deficiencies

<u>Environmental Deficiency</u>	<u>No. of Res. Blocks Deficient</u>	<u>% of Total Res. Blocks Deficient</u>
Excessive land coverage	10	4
Inadequate off-street parking	44	17
Mixed land uses	27	11
Presence of specific nuisance uses	8	3
Excessive street traffic	44	17
Inadequate Service by public elementary school	187	74
Inadequate Service by public recreation area	54	21

*Doesn't include East Side Renewal Area or C.R.P. Treatment Area
CS-3. (1964)

Source: Community Renewal Program, Technical Supplement,
Appendix C.

Over one third of the blocks have two or more environmental deficiencies and 84% have at least one. This is interesting to note considering the extremely high economic status of the East Side Area. An important deficiency, inadequate service by a public elementary school, affects almost 3/4 of all the residential blocks, including those of highest prestige in the city. In the vicinity of Angell and Waterman

Streets and the Thayer Street Shopping Center, the residential structures suffer from lack of off street parking space, traffic congestion and mixed land uses.

The residents in the northeast sector, along with inadequate service by an elementary school, also lack adequate service by public recreational areas.

TABLE 5

Comparison of Vacancy Rates*, City of Providence, East Side

	<u>1950</u>	<u>1960</u>
East Side	4.9	6.1
City of Providence	2.6	6.9

*Rate per hundred housing units

Source: U. S. Census, 1950, 1960

The vacancy rate during the decade from 1950 to 1960 has increased very little although in 1960 it nearly equalled that of the city as a whole. The Wayland Square area decreased only slightly in population whereas all other sections suffered fairly significant decreases. This is interesting to note in light of the high prestige quality of much of the East Side.

2. Non-residential

The majority of non-residential structures is in good condition and none is deficient (see Table 3). All the public and institutional buildings and 97% of the Commercial are classified as good, but 33% of the industrial structures are rated as fair. However, numerically this means 3 buildings are so classified. All the industrial buildings

are in the southeast sector of the East Side. These, particularly the ones clustered at the end of the Red Bridge, are somewhat undesirable, largely due to obsolescence. One third of the industrial buildings are multi-story and constructed of combustible materials. The construction of the new Red Bridge, now in progress, will take with it several industrial buildings and will buffer most of the remaining industry from nearby housing. The extension of the bridge approaches south to Interstate 195 will solve much of the problem of through traffic on the streets of the area. The main environmental problem of the commercial establishments in this section is lack of adequate off-street parking and loading space.

Almost two thirds of the non-residential structures in the southwestern section of the East Side are in public or institutional use with the remainder in commercial use. Although almost 40 percent date from the 19th Century, all but one is rated in good condition. Several environmental problems have reached a serious level in the area. Off-street loading and parking is lacking or inadequate for the majority of structures. Most cover more than one half of their sites and about one quarter were converted from the use originally designed for (primarily from residential to professional office or classroom use). The latter factor probably accounts for the fact that almost one quarter of the structures are of a combustible construction type.

The condition of the few non-residential buildings in the northeast sector is quite good. Most of the structures were built between 1900 to 1940 of fire-resistant materials. About 1/2 are one-story structures and the rest are mainly 2 and 3 stories. As in the rest of the East

Side, the main environmental problems are lack of off street parking and loading and congested streets.

III. POPULATION AND SOCIO-ECONOMIC CONDITIONS

A. Population

1. Number

During the 15 year period from 1950 to 1965 the population of the East Side decreased only 5.7%, compared with a city-wide loss of 9.85%. The population in 1950 was 23,921 residents and in 1965 it decreased 1,371 persons to 22,550 residents.

2. Age Structure

TABLE 6

Age Structure, East Side

	<u>0-4</u>	<u>5-19</u>	<u>20-44</u>	<u>45-64</u>	<u>65+</u>	<u>Total</u>
1950	1386	5095	8099	6116	3225	23,921
1965	<u>1010</u>	<u>5759</u>	<u>6865</u>	<u>4631</u>	<u>4285</u>	<u>22,550</u>
Numerical Change	<u>-376</u>	<u>+664</u>	<u>-1234</u>	<u>-1485</u>	<u>+1060</u>	<u>-1371</u>
% Change	-27%	+13%	-15%	-24%	+32.9%	-5.7%

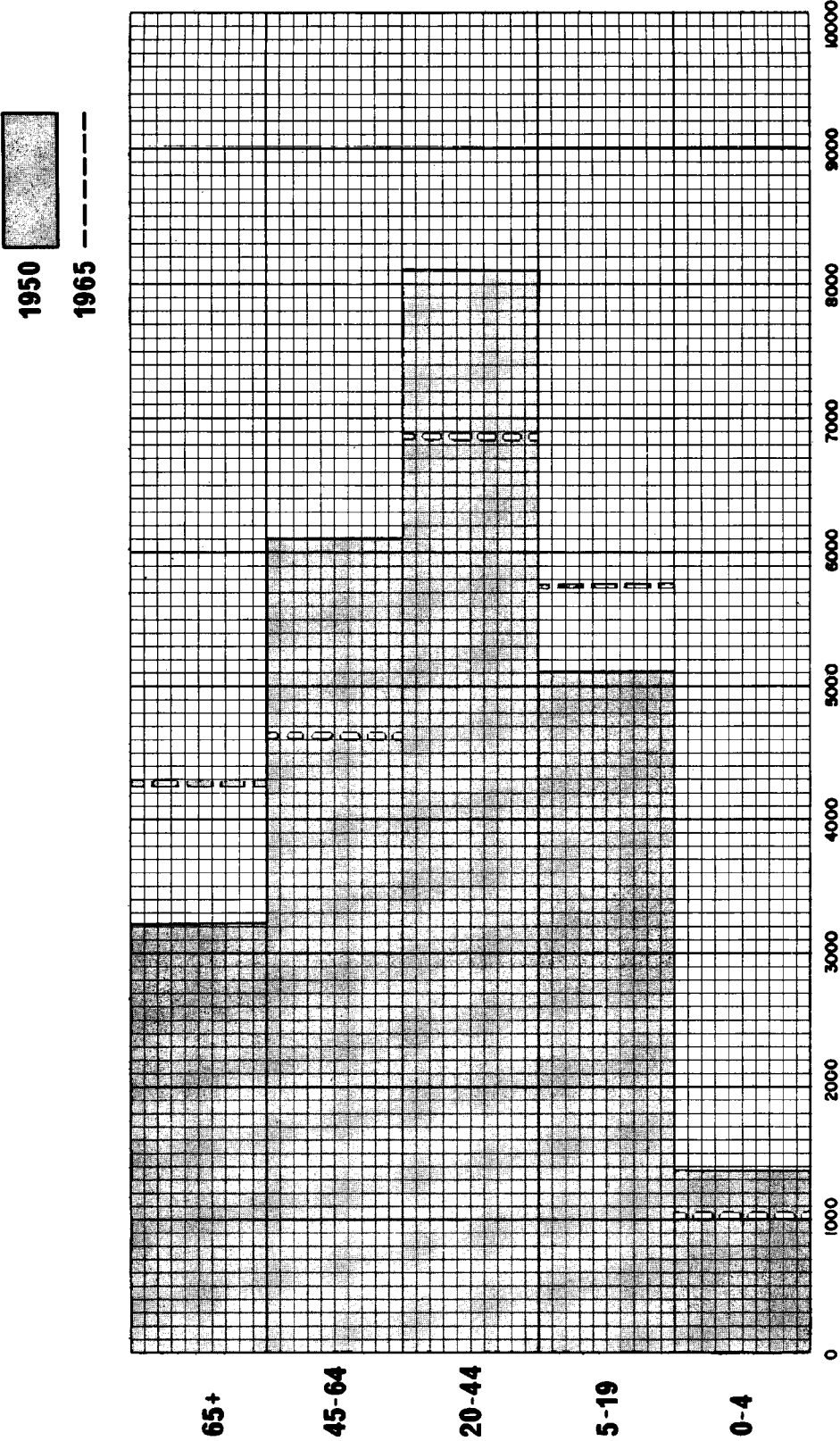
Source: U. S. Census of Population, 1950, 1965

The number of persons over 65 increased at a rate of 32.9% and the persons between the ages of 5 and 19 also increased but at a smaller rate of 13%. All other age groups decreased in number at high rates.

In the southwest sector the out migration of white persons has been partially offset by an increase in non-white residents. Unrelated individuals (resident college students) make up more than half of the population in this sector, accounting somewhat for the increase in the 5-19 age group. This area is one of the only three residential plan-

COMPARISON OF AGE GROUPS

EAST SIDE



SOURCE: U.S. CENSUS, 1950-1965

ning areas in the City which lost in aged population during the past decade and the other two can be traced directly to clearance for redevelopment or freeway construction. The proximity of the educational institutions in this section leads to its appeal for the college students and professors. Many elderly persons who live in this area own their own homes. When they die, often their property is bought by employees of the surrounding educational institutions. Also, many of the residents are very wealthy families who have purchased the old mansions in this area.

The southeast section has remained quite stable due to its convenience to a large shopping center (Wayland Square) and its relative prestige as a place to live. Many appealing apartment houses are located in this area. Although turnover does occur it does not affect the overall stability of the character of the population.

Surprisingly while the northeast section obviously maximizes prestige of residential location, its population has declined by almost 10% during the period from 1950 to 1960. This cannot be attributed to age of the population since the 45 years and older groups suffered a small net loss but instead can be ascribed to the out migration of the 20-44 age group. This indicates a significant lack of attraction for this most important group on the part of the "best" residential area in the city or at least a competitive disadvantage as compared with suburban areas.

3. Racial and Ethnic Structure

In 1965, 2.4% of the population was non-white. Most of these residents can be found in the areas west of Congdon Street and south of East George in the East Side Renewal Project. As this project and the Mount

Hope Project to the north go into execution, relocation will take place and it can be assumed that many of the non-whites will move into the inner sections of the East Side Area. The population in 1960 was predominantly of English and Irish descent. Twelve percent of the population were Jewish.

B. Socio-Economic Characteristics

1. Economic Factors

TABLE 7

Economic Factors: Rate per 1,000 people of segment indicated
1962

	<u>East Side</u>	<u>City</u>	
Unemployment Insurance Payment	14.0	37.3	ages 15-64
General Public Assistance	0.6	7.3	total population
Aid to Families with Dependent Children	20.7	111.3	ages 0-19
Old Age Assistance	31.8	79.9	ages 65 * over
Aid to the Blind & Disabled	13.2	6.4	

Source: Council of Community Services Social Pathology Index
Technical Supplement (1964)

As Table 7 indicates, a very small percentage of the East Side population receive any sort of aid, relatively much less than for the City as a whole except for Aid to the Blind and Disabled. It can be assumed that the families or individuals on aid are concentrated in the East Side Renewal Project and will be worked with as execution of the Project takes place.

2. Education Factors

TABLE 8

Education Factors: Rate per 1,000 people of segment indicated 1962

	<u>East Side</u>	<u>City</u>	
School Dropouts	61.7	260.1	ages 15-19
Truancy	3.5	10.9	ages 5-19
School Behavior Problems	1.9	5.1	ages 15-19

Source: Council of Community Services Social Pathology Index
Technical Supplement (1964)

Again, there is a relatively small number of school dropouts, truants and behavior problems on the East Side and the problems that do exist are concentrated for the most part in the areas south of East George and West of Congdon Street.

3. Conduct Factors

TABLE 9

Conduct Factors: Rate per 1,000 people of segment indicated 1962

	<u>East Side</u>	<u>City</u>	
Juvenile Arrests	7.5	29.5	ages 15-19
Adult Arrests	5.5	15.9	total population

Source: Council of Community Services Social Pathology Index
Technical Supplement (1964)

The number of juvenile and adult arrests is very low, only 1/3 the rate of the City as a whole. It should be remembered, however, that these statistics come from the court records and are not always very accurate.

4. Family Stability Factors

TABLE 10

Family Stability Factors: Rate per 1,000 people of segment indicated
1962

	<u>East Side</u>	<u>City</u>	
Court Disposition of Children	0.1	5.9	ages 0-19
Illegitimate Births	13.1	21.2	live births
Petitions for Divorce	2.0	1.7	total population

Source: Council of Community Services Social Pathology Index
Technical Supplement (1965)

The medium incidence of illegitimate births is concentrated within the East Side Renewal area.

The rate of Petitions for Divorce, although not high, is higher than the total city rate. The reason for this is two-fold. One, many of the persons living on the East Side are not Catholic and therefore do not have the ties of their religion to keep them from petitioning for divorce. Secondly, because the families in the area have a very high income level they can afford the expense of getting a divorce.

C. Health Characteristics

TABLE 11

Health Characteristics: Rate per 1,000 people of segment indicated 1962

	<u>East Side</u>	<u>City</u>	
Syphilis and Gonorrhea	16.4	8.5	total population
First Commitment Alcoholism	1.6	4.1	total population
Infant Mortality	17.0	20.9	live births
Resident Deaths	4.0	7.8	ages 0-19

Source: Council of Community Services Social Pathology Index
Technical Supplement (1964)

As Table 11 indicates, the incidence of syphilis and gonorrhea is almost twice as high as the City as a whole. This as well as the rather high infant mortality rate is concentrated within the East Side Renewal Project Areas.

IV. PUBLIC SERVICE SYSTEMS AND FACILITIES

A. Public Facilities

1. Schools

The only elementary school within the East Side Area is John Howland. It was built in 1917 on a 1.1 acre site, and is a K-6 facility. While the building is in good condition, no playground is available. The Master Plan proposes that it be retained.

The Summit Avenue, the Fox Point and the new Martin Luther King, Jr. Elementary Schools also serve the residents of the East Side. Hopefully, this latter school will help alleviate this very important environmental problem on the East Side - lack of adequate service by a public elementary school. There are 3 private schools in the area, Lincoln, Moses Brown and Wheeler, and many of the East Side residents send their children to these schools for the full twelve years. The schools are small and therefore very limited in enrollment. Since many high socio-economic status families will not be able to get their children into one of these 3 schools, good public schools should be made available so that these families will not tend to move to suburban communities where better public schools are located. High status families for the most part are deeply concerned with the quality of their children's

education and will, in many cases, move if no good school system is available in their area. What is most important is that they can easily move to other neighborhoods, unlike lower-status families who often cannot afford to move even if they would like to. This is probably one of the main reasons why there has been a high migration out of the city of East Side families with small children ready to enter school (see Table 6).

Hope High School is also located within the area. It was built in 1938 and occupies an 18.3 acre site including a 12.3 acre playground which offers the full range of athletic facilities.

Nathan Bishop Junior High School on Elmgrove Avenue serves the entire East Side Area. The building was constructed in 1929 on a 5.6 acre site.

The parochial school, St. Sebastian's, is located on the East Side. This school serves 180 first through eighth grade students and is on the corner of Lloyd and Slater Avenues.

2. Recreation

TABLE 12

Recreation: East Side

<u>Site Number</u>	<u>Name of Facility</u>	<u>Primary Use</u>	<u>Proposal*</u>	<u>Size in Acres</u>	
				<u>Existing</u>	<u>Proposed</u>
2	Lippitt Mem. Park	Park	Improve	5.99	5.99
5	Blackstone Blvd.	Parkway	Retain	19.30	19.30
6	Sessions St.	Playground	Improve	2.85	2.85
7	Bishop Jr. H.S.	Jr. Playground & Neigh. Center	Improve	0.80	0.80
13	Hope High School	Playfield, Pool, Neigh. Center	Improve	12.32	12.32
14	Benefit St.Rec.Ct.	Neigh. Center	Abandon	0.53	--
17	Prospect Terrace	Park	Improve	2.03	2.03
18	Gladys Potter Grdn.	Park	Retain	1.23	1.23
19	Blackstone Park	Park	Improve	45.35	45.35
20	Patterson Street	Jr. Playground	Improve	1.70	1.70
21	Constance Witherby Pk.	Park	Retain	1.67	1.67
22	Courthouse Park	Park	Retain	0.35	0.35
23	Fenner Park	Traffic Separator	Retain	0.07	0.07
24	Roger Williams Sq.	Park	Improve	0.92	0.92
P-5	John Howland	Jr. Playground, Neigh. Center	Proposed	--	0.50
P-6	Prospect St.	Playlot	Proposed	--	0.09
P-7	Ives Street	Playlot	Proposed	--	<u>0.25</u>
Total				95.11	95.42

Source: *Master Plan for Public Recreation and Conservation

One of the main environmental problems is lack of recreation services, especially in the northeast section. It will be very difficult to correct this situation. Since few of the homes are in poor condition, no new space can be made available for recreation without clearance of costly structures in good condition. Even though over 95 acres are considered available for recreational use, much of the land is unusable for such things as playfields which are so important for recreation. For example the Blackstone Boulevard Parkway takes up over 19 acres but is only a narrow center strip between two well traveled roads, and therefore not safe for playing ball. One can assume that this lack of recreational space for the youngsters is one more reason why many families with small children are leaving the East Side.

3. Police and Fire Facilities

There is a substation (one of 3 in the City) located at Hope High School where roll call and inspection occurs every eight hours. The Police Department and interested area residents hold monthly meetings at the East Side YMCA on Hope Street to discuss problems centering around community police relations.

There are 3 fire stations located within the East Side neighborhood, one serving the northern section is located at the corner of Rochambeau Avenue and Mutual Place. Another located on Humboldt Avenue near Irving Avenue serves the central section of the East Side and the third on the corner of Williams and Brook Street covers the southernmost area.

4. Library Facilities

The Rochambeau Branch of the Providence Public Library is located on Hope Street near Rochambeau Avenue. The number of book borrowers residing in the East Side Neighborhood at this branch is two times higher than the number for the City as a whole, 17.6 per 1,000 persons and 8.9 respectively. This high figure is directly related to the high socio-economic status of the persons on the East Side, especially those nearest to the library branch. The importance of reading is stressed by the schools and the parents since most of the children will eventually be aiming for college.

5. Hospitals and Clinics

The Miriam Hospital is located within the Hope Area adjacent to the northernmost section of the East Side. At the eastern boundary of the area is the Butler Health Center. The Rhode Island Hospital is also easily accessible now that route 95 has been completed. The District Nurses go into the individual homes when referred and their main office is located on Waterman Street on the East Side. This area is well supplied with health services and several doctors maintain offices in professional buildings on Angell and Waterman Streets. In the more socially and economically deprived areas to the west and south of the East Side Area within the East Side Renewal Project are located health clinics operated by Progress for Providence - one on Wickenden Street and the other at 35 Camp Street.

6. Social Service Agencies

Because of the high socio-economic status of the families on the

East Side (excluding those within the East Side Renewal Project), few social services need to be extended, although information should be made available to those who are interested. The Jewish Community Center on Sessions Street offers supervised recreation to interested area residents and is now in the process of planning a new center with many facilities such as a swimming pool, nursery school, meeting hall and classrooms where courses having to do with such subjects as arts and crafts, dancing and drama will be available. A branch of the YMCA is located on Hope Street in the Hope Neighborhood. The Library on Hope Street offers reading programs for the resident children.

The main change that needs to be made on the East Side, and one that can realistically be done, is the improvement of the public school system so that this area can retain its young families. Otherwise the East Side will become an area of elderly and teenage persons and individuals rather than a heterogeneous area containing young children and vital young adults as well.

B. Public Utilities

The whole area has public water but quite a few sections of streets scattered throughout the area lack public sewerage. They include Brown, the southern part of Hope, Elton, the eastern part of Eighth Streets and northern section of Lorimer and Irving Avenues.

C. Streets

The East Side area has over fifty-four miles of paved streets and is second only to the Mount Pleasant area in total miles of streets. There are eight miles of Arterial Streets, nine miles of Collector

streets and thirty-seven and one-half miles of Local streets.

The neighborhood has a number of heavily traveled arterial streets: Waterman and Angell Streets, a one-way couplet, running east and west, is carrying volumes in excess of its capacity at peak hours. Hope Street and South Main Street are also carrying high volumes during peak hours. Other major arterials are Butler and Rochambeau Avenues and Blackstone Boulevard; volumes on these arterials range from 7,000 to 10,000 trips daily.

Due to the large area covered by the East Side neighborhood its Collector street network, of necessity, has to be extensive. Thirteen streets fall in the Collector category and volumes on these streets range from 2,000 to 7,000 trips per day.

In the East Side neighborhood there were nine intersections with six or more accidents during the year. The top accident location within the neighborhood was the intersection of Waterman and Hope Streets with a total of thirteen accidents. The intersections of George and Brook, and Lloyd and Wayland, were close behind with ten accidents each.

A majority of the accidents (52) took place at intersections along Waterman, Angell and Pitman Streets, three major feeder streets to the Red Bridge across the Seekonk River. At the present time a new replacement bridge across the Seekonk River is being built, the new bridge coupled with a River Drive Highway should reduce the volumes on Waterman, Angell and Pitman Streets. The reduction in volumes coupled with new travel patterns in the area will reduce the accident rate along these routes.

The East Side area has approximately three hundred and sixteen blocks devoted to residential use. Sixty-seven of the residential blocks were found to be deficient in off-street parking. East Side residents have over ninety-three hundred cars and over 1,800 are without adequate spaces. The majority of the deficient blocks are located in close proximity to the colleges. Residential off-street parking is not at the present time a serious problem. A much more pressing problem is on-street parking in the vicinity of the colleges during the day. This on-street parking reduces the capacity of the street and produces congestion in the area. It is hoped that in future expansion plans of the colleges this problem can be alleviated.

The following table shows in detail the number and percentage of residential blocks deficient in parking.

EAST SIDE

Total Residential Blocks	316 *
Number of Blocks Deficient	67
% Total Blocks Deficient	21.2%
Total Cars per Neighborhood	9,339
Total Cars Per Deficient Blocks	3,009
Cars with Inadequate Spaces	1,862
% Total Cars with Inadequate Spaces	19.9%

*These blocks include those within the East Side Renewal Project

By present day standards a little over a mile of the local street network is deficient in pavement width. A majority of the deficient streets fall between North Main and Canal Streets and will be corrected by the East Side Renewal Plan. The remaining deficient streets are scattered over the neighborhood and present no problem.

The only Arterial street in the neighborhood that meets today's standards is Blackstone Boulevard. Although there is some congestion on the arterial system during peak hours the system is functioning adequately at the present time. If projected traffic volumes hold true an alternate route to relieve Waterman and Angell Streets will become a necessity in the future. The proposed River Drive, connecting the new Red Bridge and Interstate 195, will postpone the need for this alternate route in the immediate future, but projected volumes show that Interstate 195 will be approaching its capacity in ten to fifteen years.

Although a majority of the neighborhood's Collector streets are below standard only a few are experiencing congestion. Pitman and Governor Streets are presently carrying high volumes to and from the Red Bridge. These volumes will be somewhat diminished by the construction of River Drive but Pitman and Governor will remain major Collectors. The rest of the streets in the Collector system are carrying volumes well within their capacities.

The East Side neighborhood will be affected both directly and indirectly by proposals contained in the Master Plan for Circulation. The River Drive proposal and its effects on Waterman and Angell Streets have already been set forth. Interstate 195, presently being built, is a controlled access highway. This control of access will stop traffic from filtering up through the neighborhood as it presently does from the existing Cohan Boulevard. River Drive, to the north, as proposed in the Circulation Master Plan would attract trips away from Butler Avenue, Water-

man and Angell Streets, thus reducing congestion at the intersection of these three streets.

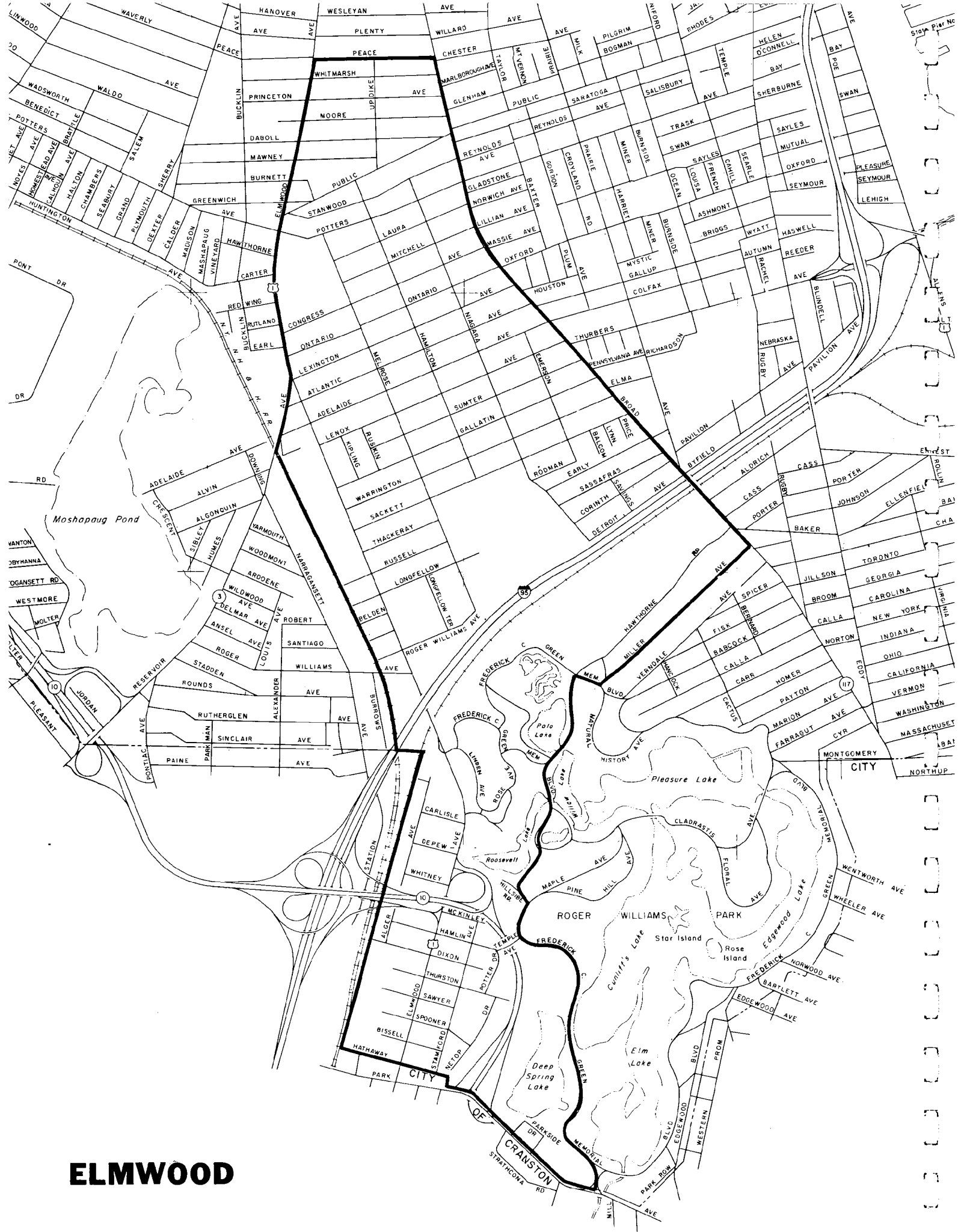
The proposed circulation plan for Randall Square area will also aid traffic flows in the Benefit Street area. The East Side Renewal Plan will also affect traffic circulation within its boundaries. These various plans and proposals, when completed, will substantially aid in providing an orderly flow of traffic within the neighborhood.

IV. SUMMARY OF GOVERNMENT ACTION

No government action has taken place in the East Side Neighborhood except in the East Side Renewal Project areas. The East Side Renewal project is adjacent to and overlaps in some areas the western and southern boundaries of this neighborhood and is presently in its execution stage. As of September, 1968, slightly over 1/2 the land to be acquired has already been purchased and should be completed by the beginning of 1969.



ELMWOOD



ELMWOOD

ELMWOOD NEIGHBORHOOD

I. INTRODUCTION

The Elmwood Neighborhood is located in the southwestern sector of the city and is bounded on the north by Plenty Street, on the east by Broad Street, on the south by Miller Avenue, Frederick Green Memorial Boulevard and the City of Cranston and on the west by the New York, New Haven and Hartford Railroad and Elmwood Avenue. Of nineteen neighborhoods Elmwood ranks twelfth in land area with 387 acres and seventh in population with 11,651 residents as of 1965.

II. LAND USE AND HOUSING

A. Land Use Characteristics

TABLE 1

Existing Land Use, Elmwood

<u>Land Use</u>	<u>Area in Acres</u>	<u>% of Net Area</u>
Residential*	151.0	45
Commercial	19.9	6
Industrial	16.9	5
Public & Institutional	134.5	40
Vacant	<u>11.5</u>	<u>4</u>
Total Net Area	333.8	100%
Streets	53.0	14
Net Land Area	<u>333.8</u>	<u>86</u>
Total Land Area	386.8	100%

*Includes mixed residential and nonresidential uses.

Source: Providence Community Renewal Program, Technical Supplement Appendix C. (1964)

The land use in the total Elmwood area is pretty well divided between residential and public and institutional. A major portion of this latter use consists of the Roger Williams Park section. Small areas are devoted to commercial and industrial usage.

Commercial uses are confined to Broad Street and Elmwood Avenue in the form of strip development. Almost no commercial or industrial uses have located in the residential areas but the boundary between residential and industrial uses to the south is somewhat ill-defined. There is a large General Electric plant in the western section of the southern Elmwood area - this facility as well as four smaller industrial activities in the area, use local streets for access.

B. Characteristics of Structures and Environment

1. Residential

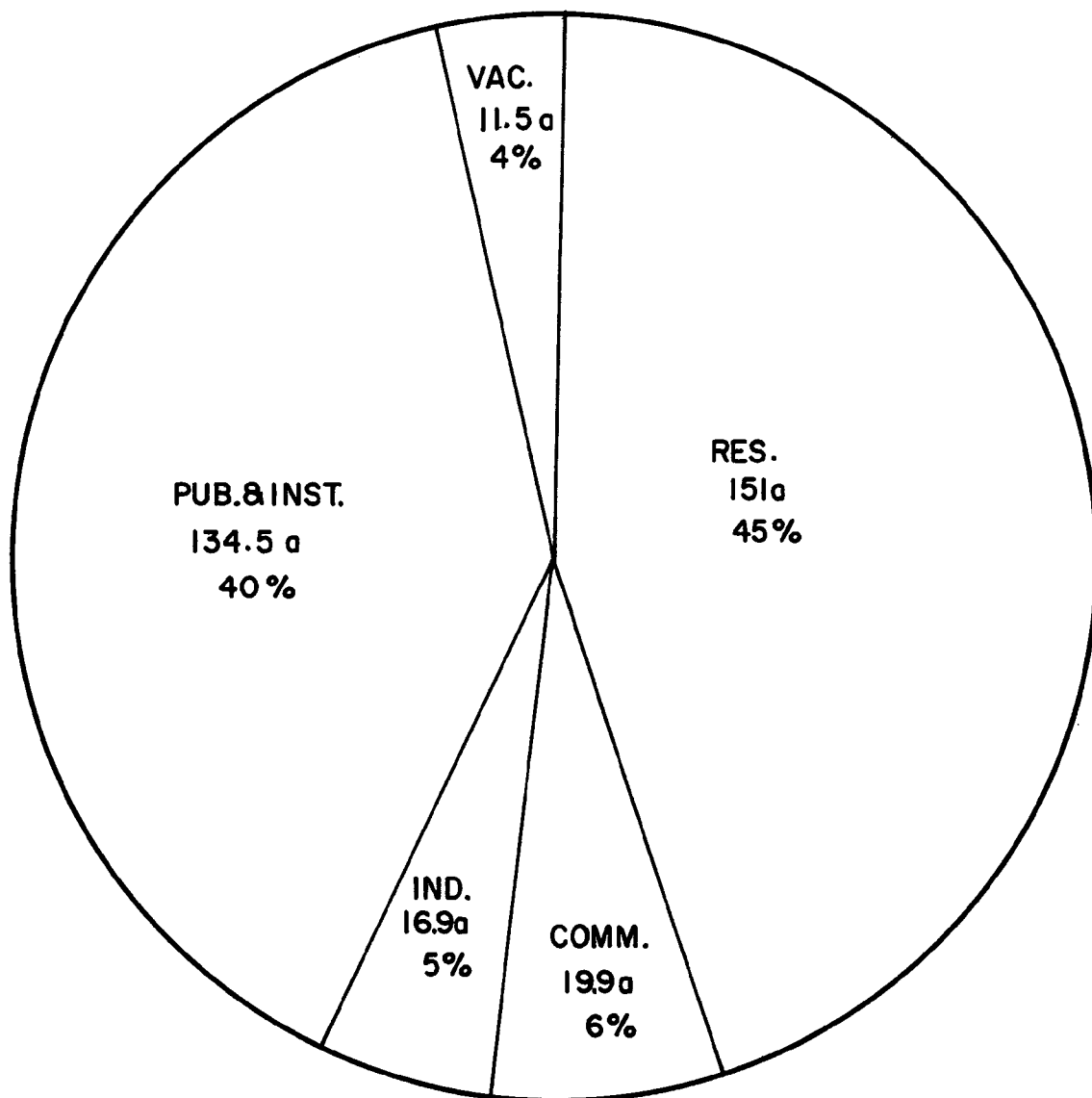
TABLE 2

Residential Structure Type, Elmwood

<u>Structure Type</u>	<u>No. of Structures</u>	<u>% of Total</u>	<u>No. of D. U's</u>	<u>% of Total</u>
1 Family	614	34	614	15
2 Family	509	28	1018	26
3 Family	510	28	1530	38
4 or more Families	<u>169</u>	<u>10</u>	<u>839</u>	<u>21</u>
Total	1802	100%	4001	100%

Source: Assessor's Office, City of Providence, 1962

Housing types range from multiples in the northernmost section through 2 and 3 family housing, to single family dwellings near the



EXISTING LAND USE

ELMWOOD

industrial area in the south above route 95. Below Route 95 in the extreme southern section of the Elmwood area, one finds mixed family units but almost 2/3 are one family.

TABLE 3

Condition of Structures, Elmwood

Type of Structure	Good		Fair*		Deficient**		Total	
	No.	%	No.	%	No.	%	No.	%
Residential & Mixed	1333	74	396	22	73	4	1802	100
Commercial	46	90	4	8	1	2	51	100
Industrial	16	70	4	17	3	13	23	100
Public & Institutional	15	100	--	--	--	--	15	100
Total of all Structures	1410	75	404	21	77	4	1891	100

*Those structures classified as rehabilitatable by C.R.P.

**Those structures classified as poor and reconditionable by C.R.P.

Source: Providence Community Renewal Program, Technical Supplement, Appendix C.

Approximately three quarters of the residential and mixed housing is in good condition and only 4% is classified as deficient. None of the housing south of Route 95 warrants clearance. In the section north of Route 95 and south of Sackett Street most structures are also in good condition with lack of adequate heating equipment being the only major deficiency. In the area north of Sackett Street, again most of the structures are good with the few deficient structures located primarily north of Ontario Street. Deterioration of building components and inadequate heating equipment are the major problems. All housing

in the Elmwood area has been inspected by the Division of Minimum Housing Standards.

In the whole area, 34.7% of the housing units are owner occupied. However, in the area between Ontario and Sackett Streets, the amount of owner occupancy is about 70%. The average gross rent for the area is \$69 per month. North of Sackett Street the contract rents are above average (\$40 - \$60) with some blocks higher while the value of owner occupied units tends to fall below average. Household income rises from average north of Ontario Street to \$10,000 or more south of this street to Sackett Street. Below Route 95, the contract rents are slightly lower (\$30 - \$60) and the value of owner occupied units is low to average (\$5,000 to \$15,000). The median monthly family income is \$448 in the Elmwood area and 15.4% goes for rent. Approximately 17% of the area's population earns below \$3,000 annually.

TABLE 4

Condition of Residential Environment, Elmwood

a. Residential Blocks with Environmental Deficiencies

No. of Deficiencies/Block							Total No. of Residential Blocks
0	1	2	3	4	5	or more	
20	22	25	17	6		7	97

b. Residential Blocks Affected by Specific Environmental Deficiencies

<u>Environmental Deficiency</u>	<u>No. of Res. Blocks Deficient</u>	<u>% of Total Res. Blocks Deficient</u>
Excessive land coverage	1	1
Inadequate off street parking	43	44
Mixed land uses	15	15
Presence of specific nuisance uses	24	25
Excessive street traffic	23	24
Inadequate service by public elementary school	53	55
Inadequate service by public recreation area	22	23

Source: Community Renewal Program, Technical Supplement, Appendix C.

Table 4 shows that over half of the residential blocks have two or more environmental deficiencies. The environment of the families in the section between Sackett Street and Route 95 is extremely poor with its major problems being mixed land uses, proximity to rail lines and lack of an elementary school to serve much of the area. It is suggested that some of the residential housing be cleared to allow for industrial expansion and to increase the much needed parking facilities. The area south

of Route 95 has the same problems although the residential houses are close to, rather than within, the area of industrial usage. Low density residential use for this area is proposed by the Master Plan* with a long narrow industrial area along the west city line. Residential use has been extended east over an area of about 11 acres which will be detached from Roger Williams park by the Huntington Expressway. This new housing will hopefully stimulate other property owners to improve their buildings. The environmental problems north of Sackett Street are widespread. Inadequate off-street parking, insufficient service by public elementary schools, lack of public recreation areas, excessive street traffic and nuisance uses in the area are the major problems in order of importance. The Master Plan* allocates much of this section to medium density residential use.

*Master Plan - Providence, R. I. (1965)

TABLE 5

Comparison of Vacancy Rates*, City of Providence, Elmwood

	<u>1950</u>	<u>1960</u>
Elmwood	3.0	5.5
City of Providence	2.6	6.9

*Rate per hundred housing units

Source: U. S. Census, 1950, 1960

The vacancy rate in the Elmwood area has less than doubled from 1950-1960, whereas, during the same decade, the City's rate has increased 2.5 times. The sections north of Sackett Street, especially up to Ontario Street and south of Route 95 have both maintained a

fairly stable population. However, the areas north of Ontario Street and between Sackett Street and Route 95 have lost quite a few of their residents.

2. Non-Residential

Almost all of the non-residential structures are in good condition (see Table 3) and only 4 buildings have been classified as deficient.

In the section between Sackett Street and Route 95, where the majority of the area is devoted to commercial and industrial use, most of the structures are in good condition with only one built before 1900. They are primarily of fire resistant, one-story design and lot coverage is moderate. Both commercial and industrial buildings need additional off-street parking and loading space. In the area north of Sackett Street land coverage is higher and there is the same problem of inadequate off-street parking or loading areas. About 15 of these structures have been built since 1940 and most are of one-story, fire resistant construction and in good condition. The situation in the area south of Route 95 is quite different however. The condition of non-residential structures in this area is quite varied - about one quarter are fair and one fifth are poor. Almost 40% of the structures were built before 1900 and more than 50% of the structures are not fire-resistant. The environmental problems are minor with only a few structures having the usual problems of inadequate off-street parking and loading space. However, the General Electric plant, the single most important non-residential use in the area, has difficult access through local residential streets. The extension of the Huntington Expressway has already eliminated some of the poor

industrial and commercial buildings in the area.

III. POPULATION AND SOCIO-ECONOMIC CONDITIONS

A. Population

1. Number

During the 15 year period from 1950 to 1965, the population has decreased from 12,077 persons to 11,651. Thus, the total drop in population was only 426 persons or 3 1/2%.

2. Age Structure

TABLE 6

Age Structure, Elmwood

	<u>0-4</u>	<u>5-19</u>	<u>20-44</u>	<u>45-64</u>	<u>65+</u>	<u>Total</u>
1950	925	1746	4535	3212	1659	12,077
1965	882	2385	3311	3106	1967	11,651
Numerical Change	-43	+639	-1224	-106	+308	- 426
% Change	-4.6%	+36%	-27%	-3.3%	-18.5%	-3.5%

Source: U. S. Census of Population, 1950, 1965

Although the total population has decreased very slightly, the individual age groups have shifted considerably. The most productive age group, 20-44 years, has decreased 27%. However, the number of children between the ages of 5 and 19 has increased at a rate of 36%. This forecasts future instability for the area unless it can be made more attractive to families in the 20-44 year old age group. In other words, better schools and recreational facilities, day care centers, and neighborhood centers need to be established to encourage families with small children to remain in the Elmwood area.

3. Racial and Ethnic Structure

In 1965, 2% of the Elmwood area's population was non-white and most of them were concentrated in the area north of Sackett Street, adjacent to South Providence. It can be assumed that as clearance takes place in South Providence, many of its non-white residents will migrate across Broad Street into the Elmwood Area.

In 1960, three ethnic groups were prominent in the area - Jewish, Irish and French - each making up about 9% of the total population. Many of these residents, especially those living north of Sackett Street, were originally from South Providence and moved when this latter neighborhood showed signs of extensive deterioration.

B. Socio-Economic Characteristics

1. Economic Factors

TABLE 7

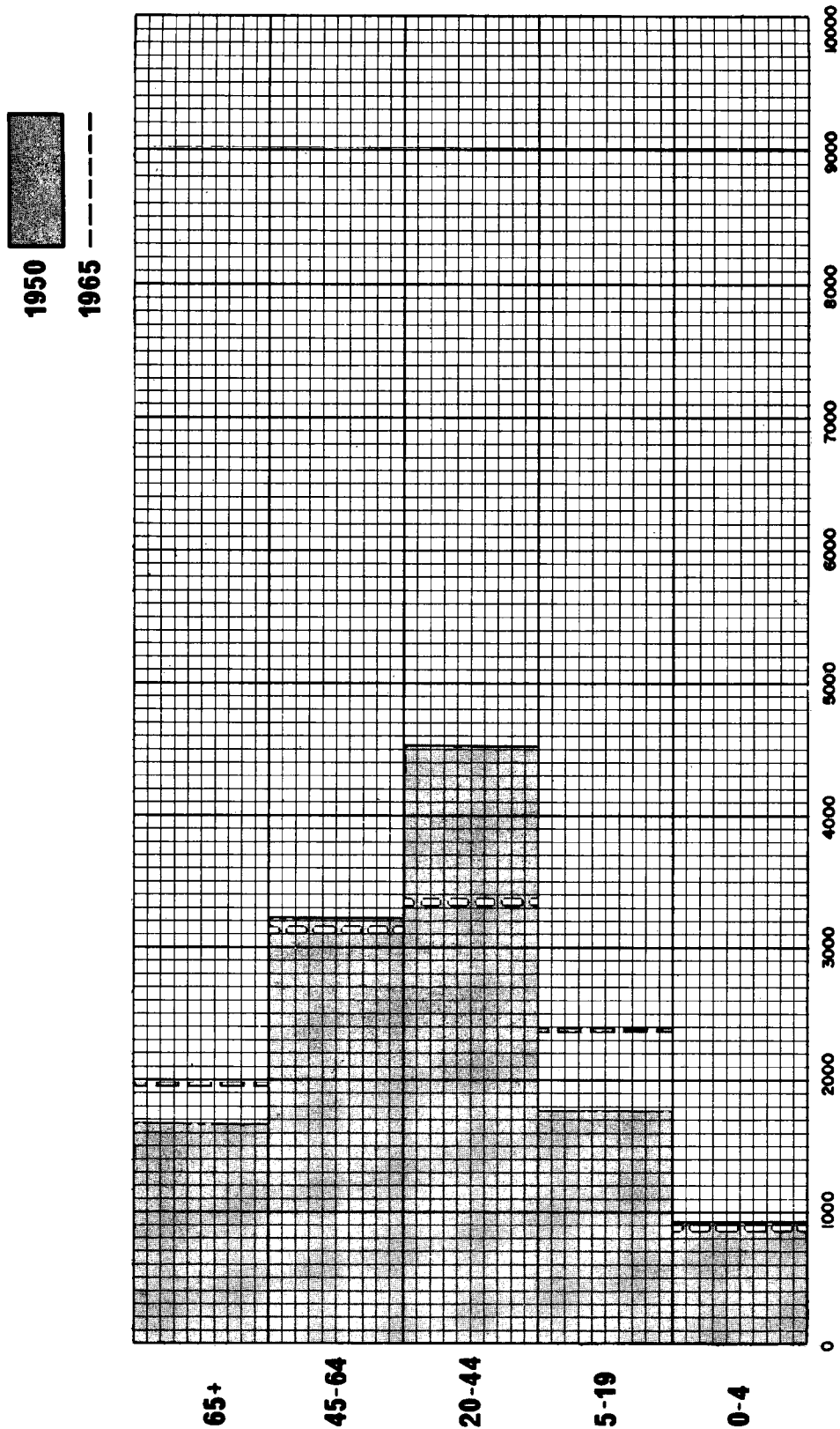
Economic Factors: Rate per 1,000 people of segment indicated 1962

	<u>Elmwood</u>	<u>City</u>	
Unemployment Insurance Payment	31.0	37.3	ages 15-64
General Public Assistance	2.9	7.3	total population
Aid to Families with Dependent Children	48.9	111.3	ages 0-19
Old Age Assistance	53.8	79.9	ages 65 & over
Aid to the Blind and Disabled	3.7	6.4	

Source: Council of Community Services Social Pathology Index
Technical Supplement

COMPARISON OF AGE GROUPS

ELMWOOD



SOURCE: U.S. CENSUS, 1950-1965

Table 7 indicates that Elmwood is a relatively independent area in terms of the number of welfare payments. Even though unemployment insurance payments come close to the City rate, this still means only temporary dependence on the part of the residents. If the families continue to leave the area, however, it can be expected that those who remain will be the ones who cannot afford to move. Therefore, those who are economically dependent will make up a greater portion of the residents. This again emphasizes the need to retain the families with small children.

2. Educational Factors

TABLE 8

Education Factors: Rate per 1,000 people of segment indicated 1962

	<u>Elmwood</u>	<u>City</u>	
School Dropout	221.0	260.1	ages 15-19
Truancy	7.6	10.9	ages 5-19
School Behavior Problems	4.1	5.1	ages 15-19

Source: Council of Community Services Social Pathology Index
Technical Supplement (1964)

Although this area's number of school dropouts, truants and behavior problems is lower than the City rate, there is still a high enough incidence to make it a problem to be dealt with in the Elmwood neighborhood. What is needed is a better, more intensive school system to encourage youngsters to remain in school. For those to whom school is of no constructive use, vocational training should be made easily available, either within the school or through neighborhood centers or social agencies.

3. Conduct Factors

TABLE 9

Conduct Factors: Rate per 1,000 people of segment indicated 1962

Elmwood City

Juvenile Arrests	24.4	29.5	ages 15-19
Adult Arrests	8.2	15.9	total population

Source: Council of Community Services Social Pathology Index
Technical Supplement (1964)

Again, although the number of juvenile and adult arrests is lower than those for the City, they are existent at a high enough rate to be considered a problem.. One answer is to identify trouble-makers and try to work with them and this can only be done by having more intensive services offered by the City's social agencies - more job training, supervised playgrounds, field caseworkers reporting to individual homes in order to identify family problems, to name just a few areas of endeavor.

4. Family Stability Factors

TABLE 10

Family Stability Factors: Rate per 1,000 people of segment indicated 1962

Elmwood City

Court Disposition of Children	0.0	5.9	ages 0-19
Illegitimate Births	13.6	21.2	live births
Petitions for Divorce	1.7	1.7	total population

Source: Council of Community Services Social Pathology Index
Technical Supplement (1965)

The number of illegitimate births is relatively low and court disposition of children is almost non-existent. Although the divorce rate equals that of the City, it is low to begin with. These figures point out that the area has been quite stable and should be preserved through increasing its desirability for the benefit of those families who can help in maintaining Elmwood's stability.

C. Health Characteristics

TABLE 11

Health Characteristics: Rate per 1,000 people of segment indicated 1962

	<u>Elmwood</u>	<u>City</u>	
Syphilis and Gonorrhea	3.3	8.5	total population
First Commitment Alcoholism	2.8	4.1	total population
Infant Mortality	21.0	20.9	live births
Resident deaths	7.4	7.8	ages 0-19

Source: Council of Community Services Social Pathology Index
Technical Supplement (1964)

The one health problem of concern to this area according to Table 11 is the frequency of deaths of infants and children up to 19 years of age. As in the West Elmwood area this problem could perhaps be alleviated by first setting up well-baby clinics in convenient locations with the help of the Providence District Nursing Association and also by making information on child care easily accessible to all residents. If possible, adult education courses on this subject should be conducted at a convenient location and at times when a parent could attend - either in the evening or during the day with a woman available at the location to take care of the children while the mothers attend the classes.

IV. PUBLIC SERVICE SYSTEMS AND FACILITIES

1. Schools

There are two elementary schools in the Elmwood area. The Lexington Avenue Elementary School, K-6, was built in 1905 on a 1/2 acre site with a very narrow paved outdoor area at the back which is about 20 feet wide and adjacent to a manufacturing plant. It has a 450 student capacity. The Master Plan* proposes that the school be replaced by a New Lexington School, a 350 student capacity primary school in the vicinity of Potters Avenue and Melrose Street. A one block site at the above named intersection will provide 2.8 acres in a central location and allow space for a playlot to serve the neighborhood.

The Sackett Street Elementary School, K-6, built in 1922 has a capacity for 540 students. It occupies a paved 1.6 acre site and a 2.15 acre playground directly across Sackett Street is available for outdoor recreation. The Master Plan* recommends that the school, with modest improvements, could accommodate a K-4 curriculum.

Unfortunately, those children living south of Route 95 are isolated from both schools. Unless a school is built within their own small neighborhood, however, they must continue to be bused.

Gilbert Stuart, Jr. High School is located on Elmwood Avenue on the western border of the Elmwood Avenue area.

*Master Plan for Public Schools (1965)

2. Recreation

TABLE 12

Recreation: Elmwood

<u>Site Number</u>	<u>Name of Facility</u>	<u>Primary Use</u>	<u>Proposal*</u>	<u>Size in Acres</u>	
				<u>Existing</u>	<u>Proposed</u>
44	Columbus Park	Traffic Separator	Retain	0.21	0.21
46	Sackett St.	Playground	Improve	2.16	2.16
49	Joseph Williams Field	Playlot	Reduce to Playlot	5.30	0.25
50	Tim O'Neil Field	Playfield, Pool Ice Rink	Improve	10.00	10.00
P-30	Moore St.	Playlot	Proposed	--	0.10
P-35	New Lexington St. School	Playground, Neigh. Center	Proposed	--	2.00
P-36	**Lexington Ave.	Park	Proposed	--	0.55
P-39	Sumter St.	Playlot	Proposed	--	0.11
P-40	Lennox Ave.	Playlot	Proposed	--	0.11
P-41	Early St.	Playlot	Proposed	--	0.09
Total				17.67	15.58

**School site recommended for abandonment

Source: *Master Plan for Public Recreation and Conservation

The total amount of acreage proposed by The Master Plan for Recreation and Conservation (1965) is less than is already existing. There will be a dispersal of small parks and playlots throughout the area and a reduction of Joseph Williams Field into a playlot. It is important to locate playgrounds within the Elmwood area since even though playgrounds in the adjoining West End and South Providence areas are

theoretically within walking distance, Broad Street and Elmwood Avenue are effective barriers to their use by the playground age group.

However, with the reduction of the Joseph Williams Field, the Tim O'Neil Field is the only available playfield within the whole area. The recreational facilities provide only a little more than the conservative requirement of 1.25 acres per 1,000 persons. Because of the two above mentioned facts, it does not appear that the Recreation Department is providing enough facilities or the right kind to make this area desirable to all age groups.

3. Police and Fire Facilities

The Police Department does hold monthly meetings with the residents of the Elmwood Area to discuss the problems occurring within the neighborhood. However, these meetings are held at the Progress for Providence Resource Unit on Cranston Street and therefore, includes the west end area as well. This neighborhood, together with the Elmwood section, is too large an area and it is doubtful whether the residents in the southern half of the Elmwood section even know about or attend the meetings. The distance to the Resource Unit and the heterogeneity of the residents of West End and Elmwood Avenue, make it a very ineffective program for the people of the Elmwood area.

There is one fire station located within the Elmwood area at the corner of Broad and Congress Streets.

4. Library Facilities

The neighborhood is served by the adjacently located Elmwood Public Library. The rate of registered borrowers is higher than the

City as a whole, 10.2 per thousand persons and 8.9 respectively.

5. Hospitals and Clinics

St. Joseph's Hospital and Clinic is located in the northern part of the Elmwood area. As mentioned before, this is not sufficient to cover the entire area and health services are needed, especially those involving child care. District Nurses do go into individual homes when they are called in or families and individuals are referred to them by hospitals or other social agencies.

6. Social Service Agencies

There are no social service agencies located within this area. It is important that these agencies get involved here before it is too late and all the stable families move to more desirable areas and Elmwood is left with a more economically dependent, immobile, unstable class of residents. One cannot leave a good area stagnant and uncared for and expect it to remain good. The Elmwood section needs many services - well-baby clinics, a community school, day care center, improved schools and increased playground facilities to name a few. It is suggested that the social agencies look into extending their services into the area before it becomes a necessity of a higher degree. The increasing number of school dropouts and the high incidence of infant and child deaths are just two reasons for bringing social services into the area - more reasons will come swiftly unless the City's social agencies give aid.

B. Public Utilities

Except for Niagara Street and Parkside Drive, the area was almost completely covered by sewers as of 1962.

The whole area is covered by public water excluding small sections of streets at the very southern tip of the Elmwood area near Roger Williams Park.

C. Streets

The Elmwood neighborhood has a total of twenty-one miles of paved streets. Arterial streets total four miles, collector streets one mile and local streets sixteen miles. The low mileage in the collector street category indicates that some arterials are functioning as collectors also.

The most heavily travelled arterials are Broad Street, Elmwood Avenue, Reservoir Avenue, and a portion of Roger Williams Avenue, all of which are carrying volumes in excess of 11,000 A.D.T., other arterials range from 4,000 A.D.T. to 9,000 A.D.T. The two collector streets, within the neighborhood, Sackett and Ontario are carrying 2,000 A.D.T. and 4,000 A.D.T. respectively.

All of the high accident locations in the Elmwood neighborhood are located along Broad Street and Elmwood Avenue, two of the City's most heavily travelled Arterial streets. Elmwood Avenue had six intersections with six or more accidents and Broad Street had three.

The highest number of accidents (26) was recorded at the intersection of Broad and Public. Traffic counts show that during peak hour over 2,000 vehicles pass through this intersection. This intersection is presently under study in connection with the Public-Potters Connector as proposed in the City's Master Plan for Circulation.

The two other intersections along Broad Street which had six

or more accidents are Broad Street and Ontario Street with ten and Broad Street and Potters Avenue with eight. Traffic volumes and turning movements at both of these intersections will be subject to change when the proposed Public-Potters Connector is constructed.

Six intersections along Elmwood Avenue had a total of seventy-four accidents between them. The highest number (22) was at the intersection of Elmwood and Roger Williams Avenues and the lowest (6) at the intersection of Elmwood Avenue and Daboll Street.

The high accident figures along Elmwood Avenue can generally be attributed to high volumes, on-street parking and the number of strip commercial uses along this route. Projected traffic volumes indicate that there will be no significant reduction in volume along Elmwood Avenue and the accident problem will remain with us at least into the immediate future.

The Elmwood Neighborhood has approximately ninety-seven blocks devoted to residential use and it was found that forty-three of these blocks were deficient in providing off-street parking spaces. Neighborhood residents own over four thousand automobiles and close to twelve hundred or approximately twenty-eight percent of the total cars owned did not have adequate spaces within these blocks. The following table shows in detail the number and percentage of residential blocks deficient.

ELMWOOD

Total Residential Blocks	97
Number of Blocks Deficient	43
% of Total Blocks Deficient	44.3%
Total Cars per Neighborhood	4,235
Total Cars per Deficient Block	2,341
Cars with Inadequate Spaced	1,188
% Total Cars with Inadequate Spaces	28.1%

When standards were applied to the existing road pattern approximately one tenth of a mile of the local system did not meet minimum standards. These deficiencies were in short dead-end streets which pose no real problem.

A majority of the neighborhood arterial street system is below standard. Broad Street and Elmwood Avenue, the two major arterials within the neighborhood, meet today's standard and are functioning quite well.

The Collector street system is below standard but poses no problem because of the low volumes on the system.

One proposal in the Circulation Master Plan that will have an impact on the Elmwood Neighborhood is the Public-Potters connector. This facility will provide a major crosstown route and will also provide additional access to the Elmwood area.

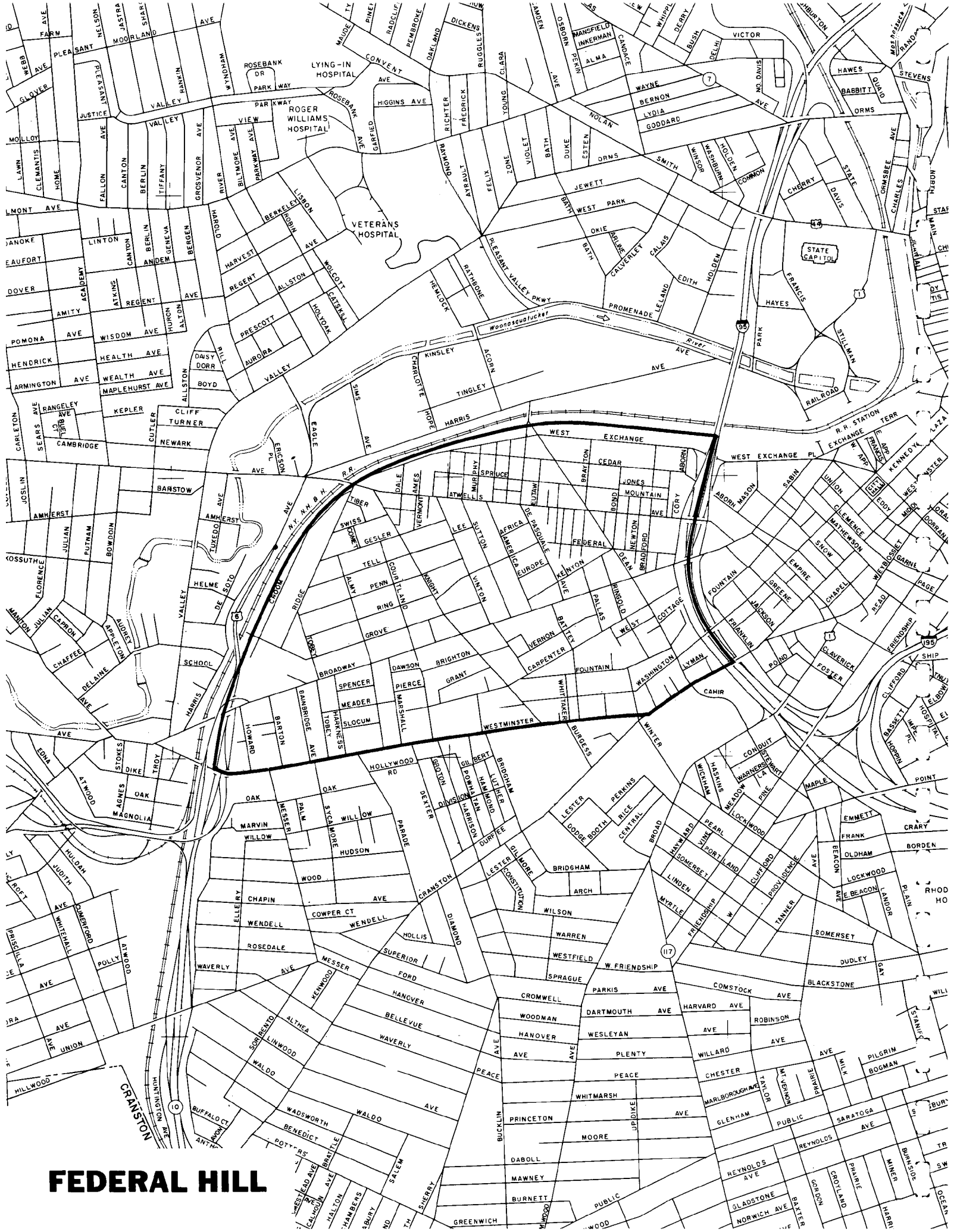
V. SUMMARY OF GOVERNMENT ACTION

The northern section from Potters Avenue to Plenty Street is part of the "North Elmwood Project Area" as designated by the GNRP and therefore is contemplated for Urban Renewal Treatment.

The central section from Potters Avenue south to Interstate 95 between Elmwood and Broad is designated as a code enforcement area by the GNRP. This section is called the South Elmwood Code Enforcement Project #3, and a revised application was submitted August 15, 1968 and is presently under review by the Federal Government.

FEDERAL HILL





FEDERAL HILL

FEDERAL HILL NEIGHBORHOOD

I. INTRODUCTION

The Federal Hill Neighborhood is centrally located in respect to the city of Providence and is adjacent to the western boundary of the downtown business district. It is bounded on the east by Interstate 95, on the south by Westminster Street, and on the west and north by the Huntington Expressway and the yet to be completed Route 6 connector. Of nineteen neighborhoods Federal Hill ranks fourteenth in land area with 351 acres and sixth in population with 12,271 residents as of 1965.

II. LAND USE AND HOUSING

A. Land Use Characteristics

TABLE 1

Existing Land Use, Federal Hill

<u>Land Use</u>	<u>Area in Acres</u>	<u>% of Net Area</u>
Residential*	143.5	59
Commercial	30.5	13
Industrial	40.5	17
Public & Institutional	18.6	8
Vacant	<u>7.8</u>	<u>3</u>
Total Net Area	240.9	100%
Streets	110.0	31
Net Land Area	<u>240.9</u>	<u>69</u>
Total Land Area	350.9	100%

*Includes mixed residential and nonresidential uses.

Source: Providence Community Renewal Program, Technical Supplement Appendix C. (1964)

According to Table 1, Federal Hill is primarily a residential area with approximately 59% of its area devoted to some form of private housing including mixed usage where the first floors of the residential structures are used for commercial purposes. Approximately 13% of the net area is adapted to commercial use and is found fronting on Atwells Avenue, Broadway, Westminster, Dean, and Knight Streets. It is also scattered throughout virtually every block in the area.

Industrial uses, making up 17% of the net area, are located at the northern boundary of Federal Hill, adjoining the railroad yards. Several non-conforming industrial uses are located on local streets between Broadway and Westminster Streets.

Mixed use then is a problem to some of the residents living in this area who would prefer living in a strictly residential neighborhood, with less congestion and nuisance uses.

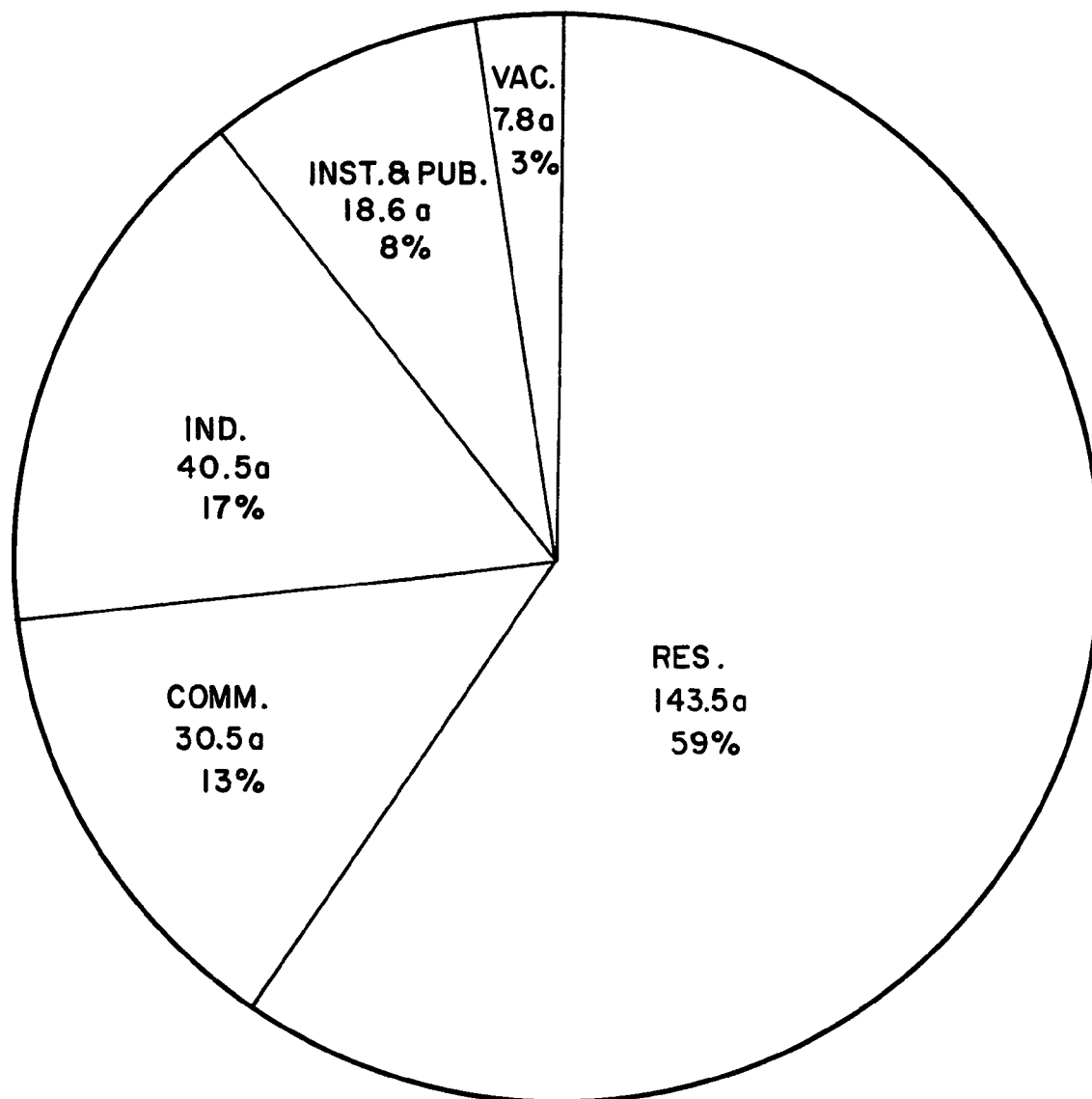
Churches comprise the bulk of the 18.6 acres of Public and Institutional Uses.

Federal Hill is a highly built up area with only 3% of its net area being vacant.

B. Characteristics of Structures and Environment

1. Residential

Hemmed in by railroads and the downtown area, Federal Hill contains the oldest housing in the City, outside of the original settlement on the East Side, and has the highest density with more than 86 people per residential acre; 51 people per net acre; 35 people per gross acre.



EXISTING LAND USE

FEDERAL HILL

TABLE 2

Residential Structure Type, Federal Hill

<u>Structure Type</u>	<u>No. of Structures</u>	<u>% of Total</u>	<u>No. of D. U's</u>	<u>% of Total</u>
1 Family	179	11	179	3
2 Family	429	26	858	15
3 Family	697	43	2091	37
4 or more Families	<u>329</u>	<u>20</u>	<u>2562</u>	<u>45</u>
Total	1634	100%	5690	100%

Source: Assessor's Office, City of Providence, 1962.

The three-decker house visually characterizes the whole area. Practically all other housing, as shown in Table 2, is either two-family or multiple-dwelling structures. Only 11% of the total residential structures and 4% of the dwelling units are single-family houses. The largest number of dwelling units in the area is found in structures containing 4 or more families and together with 3-family structures, they make up a total of 81% of all dwelling units in Federal Hill. Rental units predominate, 70-90% on most blocks, their average gross rent being \$51 per month as compared to \$60 per month for the City. The contract rent north of Broadway are between \$15 and \$30 per month whereas south of Broadway, they average between \$30 and \$45 per month. The median household income is \$348 per month, below average for the entire City; and 17% of this income goes toward rent as compared to 11% for the City.

TABLE 3

Condition of Structures, Federal Hill

Types of Structure	Good		Fair*		Deficient**		Total	
	No.	%	No.	%	No.	%	No.	%
Residential & Mixed	158	10	564	34	912	56	1634	100
Commercial	115	76	31	20	5	4	151	100
Industrial	79	81	14	14	5	5	98	100
Public & Institutional	18	95	1	5	--	0	19	100
Total of all structures	370	19	610	32	922	49	1902	100%

*Those structures classified as rehabilitatable by C.R.P.

**Those structures classified as poor and reconditionable by C.R.P.

Source: Providence Community Renewal Program, Technical Supplement Appendix C. (1964)

Federal Hill contains some of the worst housing conditions in the City as can be seen in Table 3. Of the 1,634 residential structures in the area, only 10% are classified as "good". The major deficiencies in the residential structures are lack of adequate heating, lack of baths and deterioration of various building elements. More than 40% of the deficient structures in the area are concentrated north of Federal Street and Atwells Avenue some of which will be eliminated by highway condemnation. The remaining deficient structures are distributed throughout the rest of the neighborhood.

TABLE 4

a. Residential Blocks with Environmental Deficiencies

No. of Deficiencies / Block						Total No. of Residential
0	1	2	3	4	5 or more	Blocks
0	12	28	36	26	35	137

b. Residential Blocks Affected by Specific Environmental Deficiencies

<u>Environmental Deficiency</u>	<u>No. of Res. Blocks Deficient</u>	<u>% of Total Res. Blocks Deficient</u>
Excessive land coverage	40	29
Inadequate off-street parking	101	74
Mixed land uses	84	61
Presence of specific nuisance uses	44	32
Excessive street traffic	27	20
Inadequate service by public elementary school	105	77
Inadequate service by public recreation area	18	13
Proximity to railroads	25	18

Source: Community Renewal Program, Technical Supplement, Appendix C.

Ninety one percent of all residential blocks have two or more environmental deficiencies. The most important environmental problems are the lack of off-street parking space, inadequate service by public elementary schools and mixed land uses (particularly nuisance use). High land coverage, and traffic congestion are also major problems. The most deficient environmental conditions exist along the northern and western boundaries of the area especially around Westminster and Fountain Streets

due to the intermixing of industrial activities and residential areas.

The environmental conditions of the central portion of the Federal Hill can be classified as moderate although there is still felt strongly the blighting influence of lack of parking space and mixed commercial and residential uses. These two deficiencies, along with a predominance of narrow streets (40 Feet wide), create an intolerable traffic situation throughout much of the area. North of Federal Street and Atwells Avenue, most of the streets are less than 30 feet in width. Correction of this deficiency alone would require virtually total clearance.

TABLE 5

Comparison of Vacancy Rates*, City of Providence, North End

	<u>1950</u>	<u>1960</u>
Federal Hill	2.5	11.9
City of Providence	2.6	6.9

*Rate per hundred housing units

Source: U. S. Census, 1950, 1960

The vacancy rate has more than quadrupled between 1950 and 1960 while the City rate has only doubled. Thus, as of 1960, the vacancy rate of Federal Hill doubled that of the City. This is a striking index of the unattractiveness of this area.

The topography of Federal Hill is both an asset and a liability to future development. Its prominent height, 60'-70' above the adjoining downtown area, provides a potential site for high density housing overlooking the central business district as proposed by the

Master Plan* for Land Use. Steep slopes along the northern edge of the hill separate the area from nearby railyards and industrial areas. However, the same slopes and the Woonasquatucket River restrict access to the north to two congested points.

2. Non-Residential

The non-residential structures are in substantially better condition than the residential and mixed structures (see Table 3). About 1/5 are deficient and approximately 4% should be demolished. Commercial buildings are generally in poorer condition than the industrial or institutional buildings. Most of the buildings were built between 1900 and 1940 of fire-resistant construction and cover more than 3/4 of their sites. About 1/2 of the buildings are multi-story.

Generally, it can be said that inadequate off-street parking is the most prevalent environmental deficiency for both the residential and non-residential structures. Poor street access and traffic congestion are also significant problems.

*Master Plan - Providence, R. I. (1965)

III. POPULATION AND SOCIO-ECONOMIC CONDITIONS

A. Population

1. Number

From 1950 to 1965 there was a net loss of 10,539 persons or 46% of the total population of Federal Hill. The population dropped from 22,810 persons in 1950 to 12,271 in 1965.

2. Age Structure

TABLE 6

Age Structure, Federal Hill

	<u>0-4</u>	<u>5-19</u>	<u>20-44</u>	<u>45-64</u>	<u>65+</u>	<u>Total</u>
1950	2154	5020	9577	4384	1675	22,810
1965	<u>995</u>	<u>2845</u>	<u>3619</u>	<u>3119</u>	<u>1693</u>	<u>12,271</u>
Numerical change	<u>-1159</u>	<u>-2175</u>	<u>-5958</u>	<u>-1265</u>	<u>+18</u>	<u>-10,539</u>
% Change	-54%	-43%	-62%	-29%	+1%	-46%

Source: U. S. Census of Population, 1950, 1965

As shown in Table 6, all age groups except the 65+ category have sustained heavy losses. There has been a 62% loss in the most productive population, between the ages of 20 and 44. This indicates that the area is made up of a predominance of older people and that there is a heavy out migration of younger people who are either single or newly married with infant children. This is one of the greatest problems in the Federal Hill area. Without adequate recreational facilities, yard space, off-street parking and decent housing, the most important population-group will leave Federal Hill for the more attractive suburbs in order to raise a family even though the location of Federal Hill is good and family ties remain. Thus, an effort must be made to make this area more attractive for families with small children and newlyweds. Otherwise, as the now predominantly middle aged population get even older and die, the area's vacancy rate will be even higher.

3. Racial and Ethnic Structure

The non-white population has been insignificant - only 0.9% in 1965.

Federal Hill has been predominantly Italian in character for several decades. The intensity of Italian influence in this area can be seen by the fact that while the total population of Federal Hill has decreased by one half, the percentage of the population of Italian origin has doubled between 1940 and 1960. As of 1960, 50.7% of the neighborhood population were born in Italy or children of Italian parents. The Italian influence is emphasized by the many markets catering to Italian food products, Italian restaurants and active Italian Social Clubs. Federal Hill has been characterized by the people of Providence as the Italian Ghetto, because of the majority of Italians living in this area and the ethnic flavor which is kept alive in the businesses and social activities.

B. Socio-Economic Characteristics

1. Economic Factors

TABLE 7

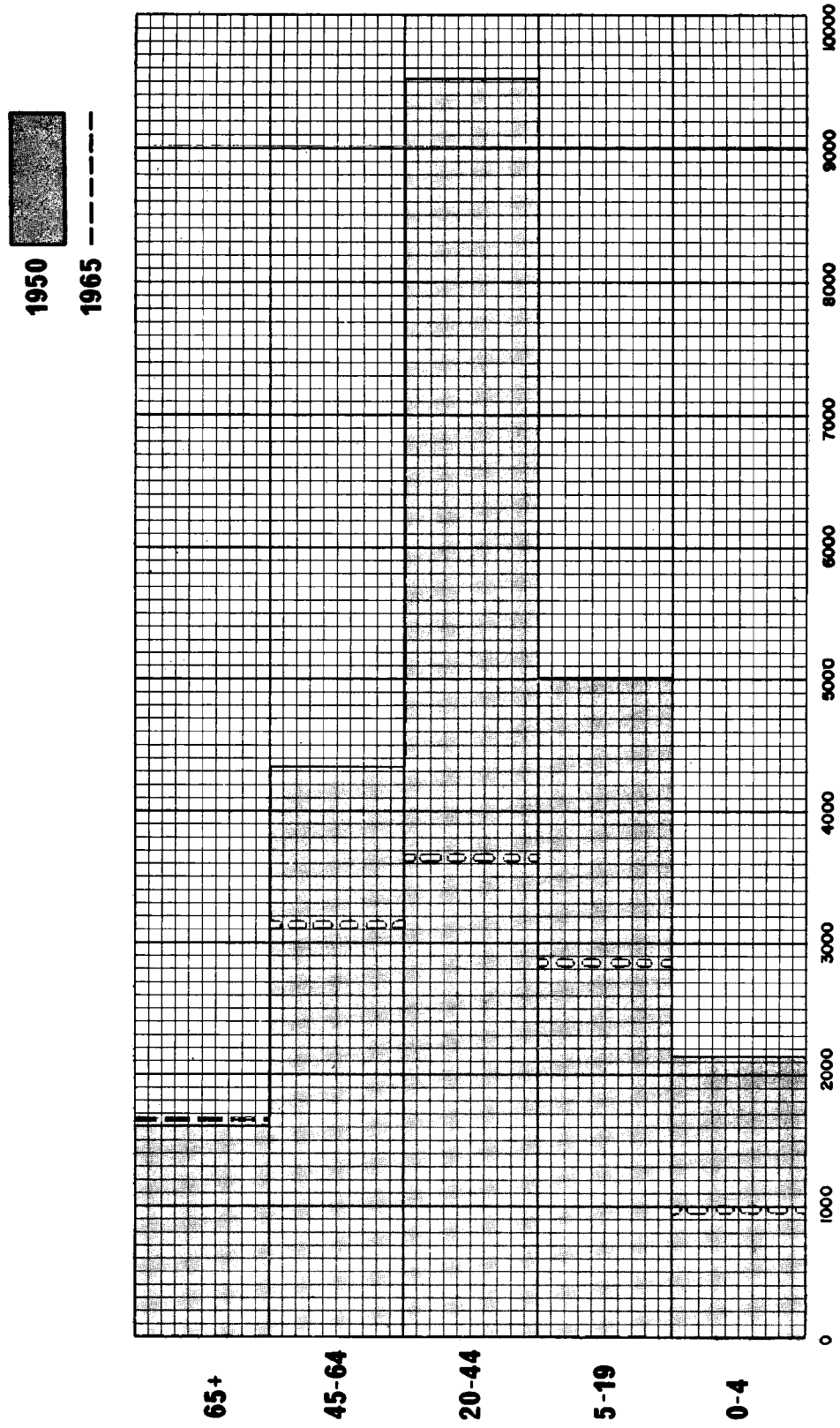
Economic Factors: Rate per 1,000 people of segment indicated 1962

	<u>Federal Hill</u>	<u>City</u>	
Unemployment Insurance Payment	51.9	37.3	ages 15-64
General Public Assistance	13.2	7.3	total population
Aid to Families with Dependent Children	18.4	111.3	ages 0-19
Old Age Assistance	51.3	79.9	ages 65 & over
Aid to the Blind & Disabled	12.4	6.4	

Source: Council of Community Services Social Pathology Index
Technical Supplement

COMPARISON OF AGE GROUPS

FEDERAL HILL



SOURCE: U.S. CENSUS, 1950-1965

As Table 7 indicates, Federal Hill exceeds the City rate in Unemployment Insurance Payments, General Public Assistance and Aid to the Blind and Disabled, but remains far below the City level in AFDC and Old Age Assistance. The reason for such differences can be seen in the Italian ethnic character of the people of Federal Hill. Although 28% of the population earned less than \$3,000, the rate of welfare dependency is not relatively as high. Many of the families or aged who should be on Aid prefer not to apply as a matter of pride and self respect. Often children will help support their aged parents, thus keeping down the rate of Old Age Assistance. In many cases, only if the individuals are disabled will they accept aid, either in the form of General or Old Age Assistance. AFDC payments are so much lower due to the small number of families with dependent children remaining in the neighborhood. (See Table 6).

Another example of the self-pride and desire to stay off Public Assistance can be seen in the high rate of unemployment insurance payments. In order to receive these payments a person must be unemployed for less than 26 weeks and must have been previously employed. Therefore, there is a higher incidence of temporary rather than permanent dependency.

2. Education Factors

TABLE 8

Education Factors: Rate per 1,000 people of segment indicated 1962

	<u>Federal Hill</u>	<u>City</u>	
School Dropouts	349	260.1	ages 15-19
Truancy	15.7	10.9	ages 5-19
School Behavior Problems	6.1	5.1	ages 15-19

Source: Council of Community Services Social Pathology Index
Technical Supplement (1964)

Federal Hill exceeds the City wide average in the three problem areas of education - school dropouts, truancy and school behavior problems. Perhaps a major reason for the problems centered around school-age children is the social and psychological problems that arise in immigrant families, with the children being first generation Americans. A certain amount of conflict exists between parent and child and between the child and the Americanized community. This problem should decrease as the residents of the area feel more a part of this country rather than maintaining close ties to their mother country, Italy. With the help of the Federal Hill House and other social agencies, these children should become more relaxed and a part of a new and different culture.

3. Conduct Factors

TABLE 9

Conduct Factors: Rate per 1,000 people of segment indicated 1962

	<u>Federal Hill</u>	<u>City</u>	
Juvenile Arrests	41.4	29.5	ages 15-19
Adult Arrests	21.3	15.9	total population

Source: Council of Community Services Social Pathology Index
Technical Supplement (1964)

Although the juvenile and adult arrests are slightly higher than the City as a whole, it should decrease for the same reason as pointed out in the educational problems.

4. Family Stability Factors

TABLE 10

Family Stability Factors: Rate per 1,000 people of segment indicated 1962

	<u>Federal Hill</u>	<u>City</u>	
Court Disposition of Children	8.9	5.9	ages 0-19.
Illegitimate Births	20.5	21.2	live births
Petitions for Divorce	1.0	1.7	total population

Source: Council of Community Services Social Pathology Index Technical Supplement (1965)

As shown in Table 10, the family stability factors in Federal Hill closely reflects those for the City as a whole. With the increased loss of cohesiveness in today's society, the Federal Hill area still maintains a relatively sound family unit. The few petitions for divorce reflect the high Catholic population. The Italian culture emphasizes the importance of a close family unit, each taking care of the other. The figures do

show however, that a certain amount of instability has crept into a once tight family unit. This reflects the increased assimilation into the looser American culture, causing many changes in the importance and strength of the family unit.

C. Health Characteristics

TABLE 11

Health Characteristics: Rate per 1,000 people of segment indicated 1962

	<u>Federal Hill</u>	<u>City</u>	
Syphilis and Gonorrhea	8.3	8.5	total population
First Commitment Alcoholism	4.7	4.1	total population
Infant Mortality	13.8	20.9	live births
Resident Deaths	5.3	7.8	ages 0-19

Source: Council of Community Services Social Pathology Index
Technical Supplement (1964)

The health problems in Federal Hill closely reflect the figures for the City as a whole. Although there are no hospitals within the area, most hospitals in Providence are easily accessible to the area residents. Within the area, there is a well-baby clinic operated by the Providence District Nursing Association, located at the Federal Hill House, a Health Clinic maintained by Progress for Providence on Atwells Avenue and a Public Health Clinic at the Kenyon Street School. The District Nurses visit regularly with many of the area residents and keep close surveillance of the whole area for any problems which may arise although they rely heavily on referrals from other social agencies and the Lying-In Hospital. After a

child starts school, the responsibility for assistance lies with the child's school which refers any problems to parents and clinics such as the ones found at the Rhode Island and St. Joseph's Hospital or to Public Assistance.

IV. PUBLIC SERVICE SYSTEMS AND FACILITIES

A. Public Facilities

1. Schools

There are three elementary schools within the Federal Hill area. Kenyon Street School, PK-6, was built in 1921 and enlarged in 1926. It is the largest elementary school in the City but only one half of its rated capacity of 1590 children was used during 1964. The school occupies almost 100% of its site and will continue to be the principal elementary facility serving Federal Hill. Because of the acute lack of play space and parking, either the block immediately to the east or the one immediately to the north of the building should be acquired, cleared and developed for such purposes and Kenyon Street as the intervening street should be discontinued.

Grove Street School, K-3 has an enrollment of 99 out of an optimum of 200 students. Constructed in 1901, the school occupies a paved 0.37 acre site that has no yard area at the back and extremely limited side yards for outdoor play. It is set on a narrow street in a densely populated multi-family residential neighborhood. For the above mentioned deficiencies, The Master Plan* recommends that Grove Street School be closed.

*Master Plan for Public Schools (1965)

Almy Street School, K-2, was built in the early 1890's between Broadway and Westminster Street, now two major traffic lanes. It occupies a one third acre site and serves approximately 53 students of a 140 student capacity who live in the narrow residential strip defined by the traffic arteries. The Master Plan* recommends that the Almy Street School be closed.

The Master Plan for Public Schools* proposes that a new facility for a 450-student capacity be built for the lower grades (K-3) in the vicinity of the present Almy School to replace Almy, and Grove Street Schools as well as the Willow Street School in the West End Neighborhood.

Samuel Bridgham Junior High School is the only other public school in this area. Built in 1915, it is a small (grades 7 through 9) facility occupying a limited 1.25 acre site. It has a rated capacity of 908 students yet has less than 370 students enrolled. The school is grossly undersupplied with parking and must depend on the Dexter Training Ground, three blocks away, for athletic space. It is proposed in the Master Plan to acquire the block to the north of the school, close Pierce Street, and develop the resulting 1.4 acre site for the above two functions. An alternative proposal is to convert the School into administrative offices for the School Department.

The Holy Ghost Church, now in the process of building a new school, presently has a 564 student enrollment. St. Mary's Church also operates a school for 315 students on Barton Street. St. Raphael's

*Master Plan for Public Schools (1965)

Day Nursery is on Bell Street and the Federal Hill House operates a Day Nursery which they hope eventually to expand.

The Department of Public Welfare is now in the process of starting small day-care centers in order to make it possible for more mothers to go to work. It is hoped that this will reduce the number of families now receiving Aid from Public Welfare.

2. Recreation

TABLE 12

Recreation: Federal Hill

<u>Site Number</u>	<u>Name of Facility</u>	<u>Primary Use</u>	<u>Proposal*</u>	<u>Size in Acres</u>	
				<u>Existing</u>	<u>Proposed</u>
1	Garibaldi	Jr. Playground	Abandon	1.13	--
2	Franklin Park	Park	Improve	.53	.53
3	Knight Street	Neigh. Center Pool, Ice Rink	Expand	1.47	1.80
4	Ridge Street	Jr. Playground	Expand	0.63	0.77
5	Kenyon Street	Playground Neigh. Center	Proposed	--	3.40
6	Grove Street**	Park	Proposed	--	0.37
7	Almy St. (New Almy School)	Jr. Playground Neigh. Center	Proposed	--	0.38
8	Bridgham Jr. High	Jr. Playground	Proposed	--	1.36
9	Grant Street	Playlot	Proposed	--	0.09
10	Pallas Street	Playlot	Proposed	<u>--</u>	<u>0.07</u>
Total				3.76	8.77

**School site recommended for abandonment

Source: *Master Plan for Public Recreation and Conservation (1965)

The total existing area for recreational use is 3.76 acres or the equivalent of 0.31 acres per 1,000 persons. This rate is considerably below the standard of 1.25 acres per 1,000 persons. Even though an additional 5.01 acres is proposed, this would only bring the rate to 0.71 acres per 1,000 persons. However, to make this area appealing to the young couples with small children who are now rapidly moving out of Federal Hill, more recreational areas must be created.

The West Broadway Urban Renewal Project presently in the planning stage and the Federal Hill East Project both in this area will definitely alter the Recreation Plan so as to increase the area and improve the facilities for all kinds of recreational activities including expansion of facilities already available such as the Federal Hill House.

3. Police and Fire Facilities

The Police Department is planning to hold meetings in the near future with residents of Federal Hill who are interested in developing better police-community relations. Some community relations meetings have already been held in many sections of the City.

This area is served by a Fire Station at LaSalle Square and by one at Atwells Avenue in Olneyville.

4. Library Facilities

There are no branches of the Public Library in this neighborhood. However, the residents of Federal Hill utilize the downtown main library or the Olneyville branch. Both are within a 1/2 mile radius of most of the neighborhood. The main library has a fine collection of

books in the Italian language which serves many of the older Italian residents of the neighborhood. The rate of registered borrowers at the Public Library per 1,000 persons is about the same for Federal Hill as it is for the City; 8.8 and 8.9 respectively.

5. Hospitals and Clinics

The details of services offered were given earlier under Health Characteristics. Considering that the prevalence of health problems in Federal Hill is not substantially different from that of the city as a whole, the services offered appear to be adequate for the area residents. However, if this area is to become more appealing to young families, it will be necessary to expand the number of well-baby clinics and the workload of the district nurses. With the increasing number of elderly people and the loosening of family ties, these nurses may also play a major role in helping to aid the aged as well as the newborn. Presently, Federal Hill House has a program whereby college students volunteer some of their time to act as companions for elderly residents who live alone. This program should prove to be of great value in locating health problems of those elderly who might otherwise be neglected.

6. Social Service Agencies

Progress for Providence maintains a resource unit and Drop-In Center on Atwells Avenue. This agency handles many referrals to other local social agencies and offers several services to the residents of the Federal Hill area such as job placement and training, vocational counseling, homemaker aides to help in the home, and psychological

and educational testing for children. A neighborhood advisory committee made up of area residents meets once a month to discuss and work out problems in the area. Other agencies such as the Department of Employment Security, Public Assistance and Child Welfare Services will have office hours in the resource unit for the convenience of the area residents.

Another social agency is the Federal Hill House which is sponsored by the United Fund. This Agency, a settlement house, has been very active in the area for many years, and plays an extremely important role in the social development of Federal Hill. Unfortunately over the years the building itself has become very inadequate and playground facilities are badly needed since all they have for sports is a small room in the basement. Their program runs the gamut of every age group from a day nursery to a golden agers club and a day camp during the summer. As of 1968, they will have a community organizer, specifically hired to work with the Department of Planning and Urban Development in building up the activities of the Federal Hill area to the best possible advantage of all the residents. It is therefore suggested that everything be done to enhance the accessibility and capabilities of the Federal Hill House.

Progress for Providence and the Federal Hill House very adequately cover the entire Federal Hill area. Their work is made slightly easier by the homogeneous character of this neighborhood as the area has maintained its one ethnic-oriented flavor. It will

become increasingly difficult for the social agencies as the area becomes more heterogeneous in character with increased population mobility and the resultant loss of Italian influence. Thus, it is essential that the planners work to develop a neighborhood with adequate facilities for all age groups and that all the agencies work together to define and alleviate new social problems as they arise.

B. Public Utilities

As of 1962, except for two areas, one east of Dean Street and another between Bridgham and Dexter Streets, only scattered small sections of streets do not have sewers.

Both the West Broadway and Federal Hill East projects propose to separate the combined storm and sanitary sewers in the area. All of Federal Hill has public water.

C. Streets

Federal Hill has slightly over seventeen miles of streets within its boundaries. Twelve of the seventeen miles are classified as Local streets, four miles are Arterials, and one mile falls in the Collector category.

The most heavily traveled arterials are Broadway, Westminster Street, Dean Street and Atwells Avenue. These arterials are all carrying in excess of 8,000 A.D.T.

The Collector streets in the neighborhood are all carrying volumes within their capacity.

Most of the high accident locations in this area occur along major arterials that are scheduled for upgrading or improvement in the Circulation Master Plan.

The intersections of Dean and Broadway and Dean and Washington Streets had ten and nine accidents respectively. Dean Street is scheduled for widening and reconstruction in both the Circulation Master Plan and the Federal Hill East Redevelopment Project.

The intersection of Knight Street and Broadway, which had a total of six accidents, falls within the boundaries of the West Broadway Redevelopment Project. The proposed plans for this project call for a widening of Knight Street.

The only other intersection in the neighborhood with six or more accidents is Washington and Battey Streets. This intersection falls within the Federal Hill East Redevelopment Project, and plans for this area are still not definite; it is quite possible that this particular intersection will be eliminated.

Federal Hill has approximately one hundred and thirty-seven blocks devoted to residential use and it was found that one hundred and one of these blocks were deficient in providing off-street parking spaces. Neighborhood residents own over 3600 automobiles and close to 1700, or approximately forty-seven percent of the total cars owned, do not have adequate off-street parking. At the present time this lack of off-street parking is a serious problem. One of the goals of both the West Broadway Project and the Federal Hill East Project will be to alleviate or eliminate the present parking problems.

The following table shows in detail the number and percentage of residential blocks deficient.

FEDERAL HILL

Total Residential Blocks	137
Number of Blocks Deficient	101
% of Total Blocks Deficient	73.7%
Total Cars Per Neighborhood	3,656
Total Cars Per Deficient Block	2,663
Cars with Inadequate Spaces	1,717
% Total Cars with Inadequate Spaces	46.9%

In applying standards to the local street pattern it was found that, of the total of twelve miles, three and one-quarter miles were substandard in paved width.

The streets within the Federal Hill area which are serving as arterials are all below today's standards.

Volumes and congestion on all arterials in the neighborhood should be substantially reduced with the completion of the connector between the Roberts Expressway and Interstate 95. The widening and upgrading of both Dean and Knight Streets, as proposed in the Circulation Master Plan, will handle the north-south movements easily.

Volumes on the Collector street system within the neighborhood are low, and this system presents no problem at this time. Much of the Collector street pattern may be changed by the two redevelopment projects proposed for the area.

The Master Plan for Circulation recommends the widening of both Dean and Knight Streets. The Dean Street widening will not only provide a north-south route for neighborhood residents but will also provide relief for overloaded downtown freeway ramps. The Knight Street widening will provide a direct north-south route between Atwells Avenue and the major arterials of Cranston Street, Broad Street and Elmwood Avenue.

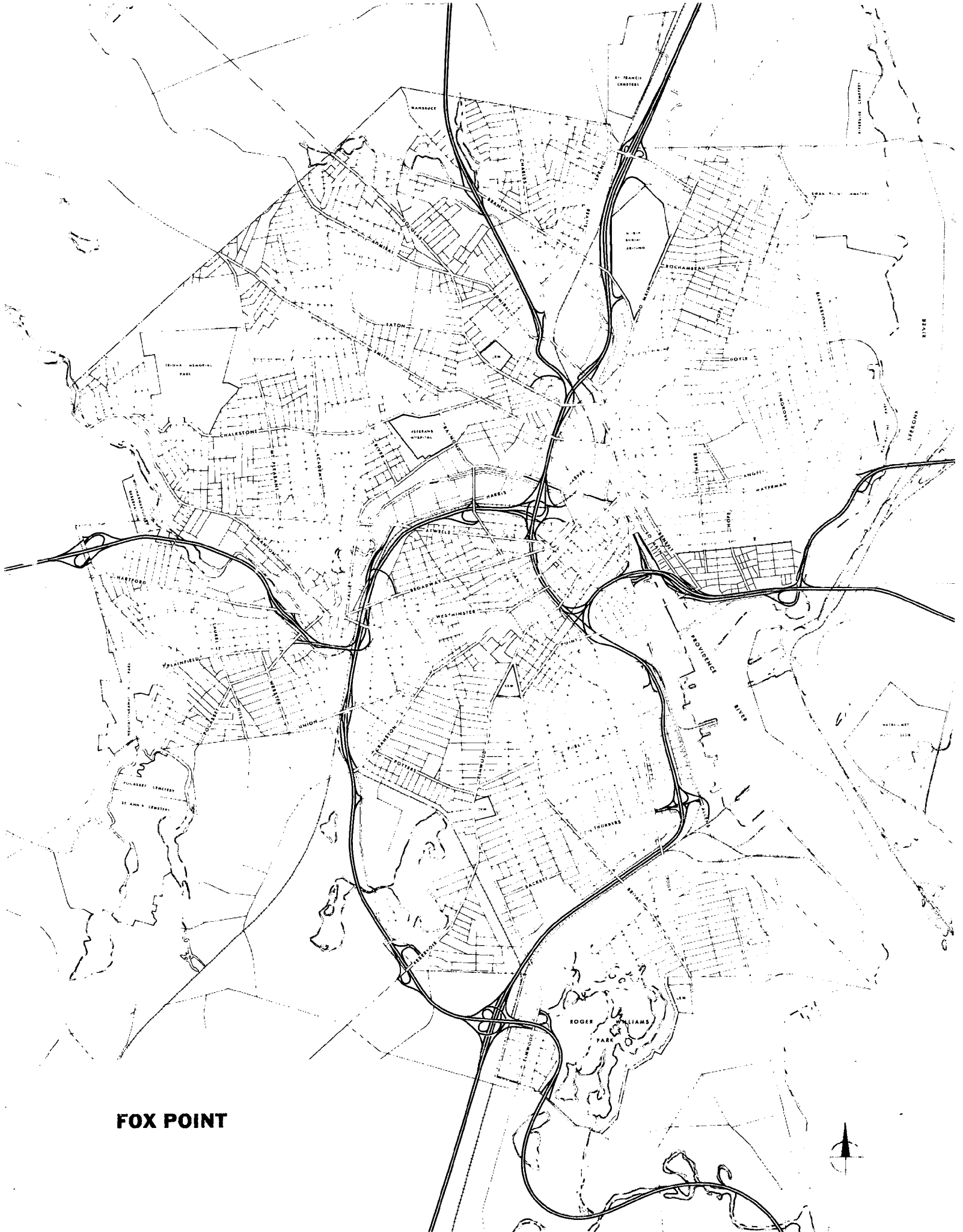
Two freeway proposals that will have a direct impact on the area are Interstate 95 and the Route 6 Connector. Both proposals are limited access facilities and both are physical barriers which encircle the Federal Hill Area on two sides. The greatest impact will be exerted by the Route 6 Connector. This route should attract traffic away from Atwells Avenue, Broadway and Westminster Street. This route will also reduce the congestion and high accident rate at the intersection of Atwells Avenue, Harris Avenue and Eagle Street.

Both Interstate 95 and the Route 6 Connector will serve to carry traffic around the neighborhood thereby reducing traffic and congestion on neighborhood streets.

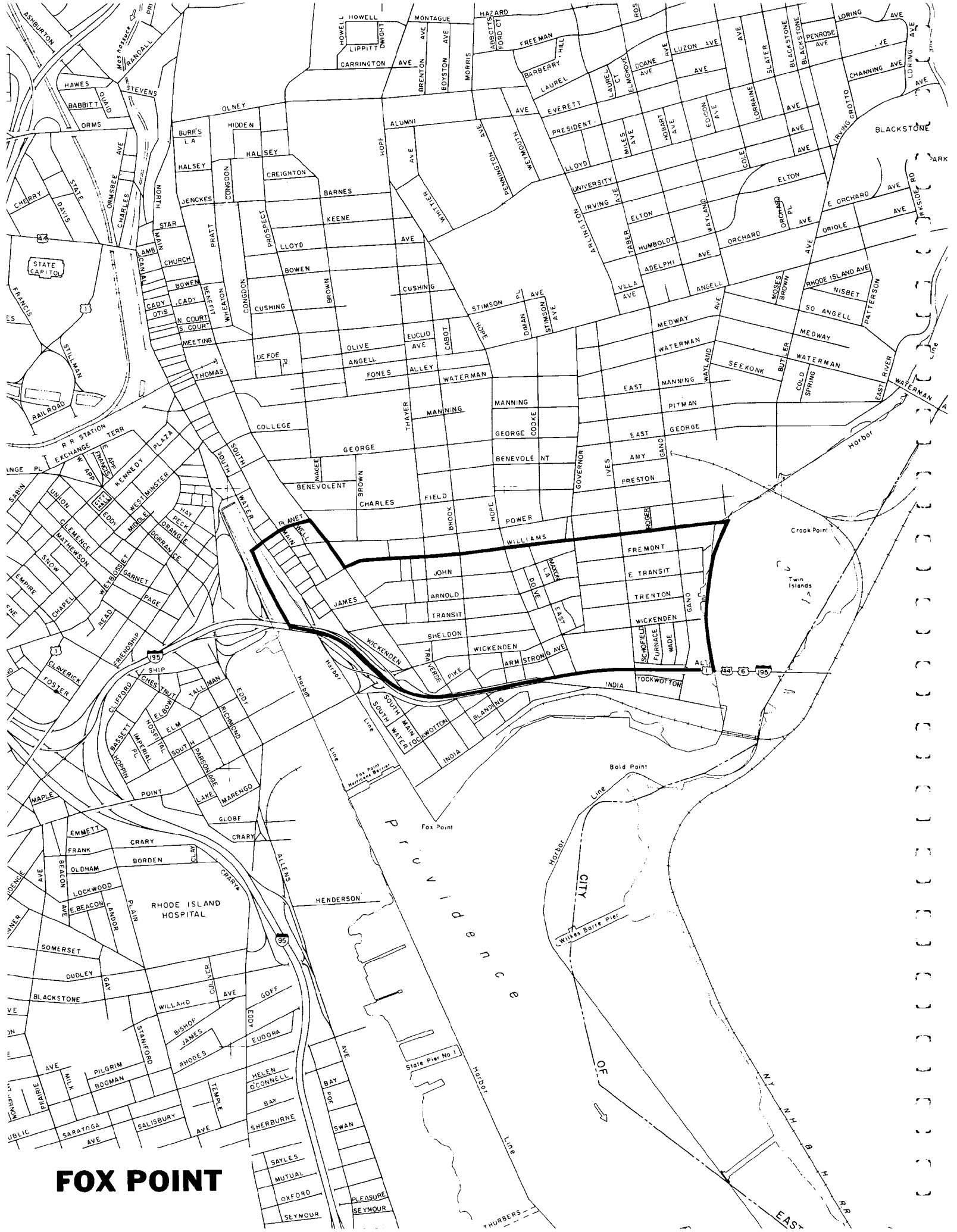
IV. SUMMARY OF GOVERNMENT ACTION

Both the Community Renewal Program and the General Neighborhood Renewal Program have analyzed the area and have made general recommendations, as was reported in the previous pages. The West Broadway Urban Renewal Project is currently operating with a \$490,000 Planning Grant, and the application for Loan and Grant for this project will be submitted in the Neighborhood Development Program application in the Spring of 1969. It takes in the part of Federal Hill bounded by Atwells Avenue, Knight Street, Westminster Street and the Dennis J. Roberts Expressway. The rest of the Federal Hill area will be included in the Federal Hill East Urban Renewal Project whose survey and planning application was submitted to the Federal Government in December of 1967, and will be resubmitted in the Neighborhood Development Program application.

So far, the only public housing that has been constructed in the area is Bradford House, housing for the elderly.



FOX POINT



FOX POINT

FOX POINT NEIGHBORHOOD

I. INTRODUCTION

The Fox Point Neighborhood is located at the east-central edge of Providence and is adjacent to the eastern boundary of the downtown business district. It is bounded on the north by Planet and Williams Streets, on the east by the Seekonk River, on the south by the George M. Cohan Boulevard and Interstate 195, and on the west by the Providence River. Of nineteen neighborhoods Fox Point ranks nineteenth in land area with 140 acres and fifteenth in population with 5,665 residents as of 1965.

II. LAND USE AND HOUSING

A. Land Use Characteristics

TABLE 1*

Existing Land Use, Fox Point

<u>Land Use</u>	<u>Area in Acres</u>	<u>% of Net Area</u>
Residential**	62.9	67
Commercial	9.9	10
Industrial	8.0	8
Public & Institutional	9.7	10
Vacant	<u>5.0</u>	<u>5</u>
Total Net Area	95.5	100%
Streets	44.0	32
Net Land Area	<u>95.5</u>	<u>68</u>
Total Land Area	139.5	100%

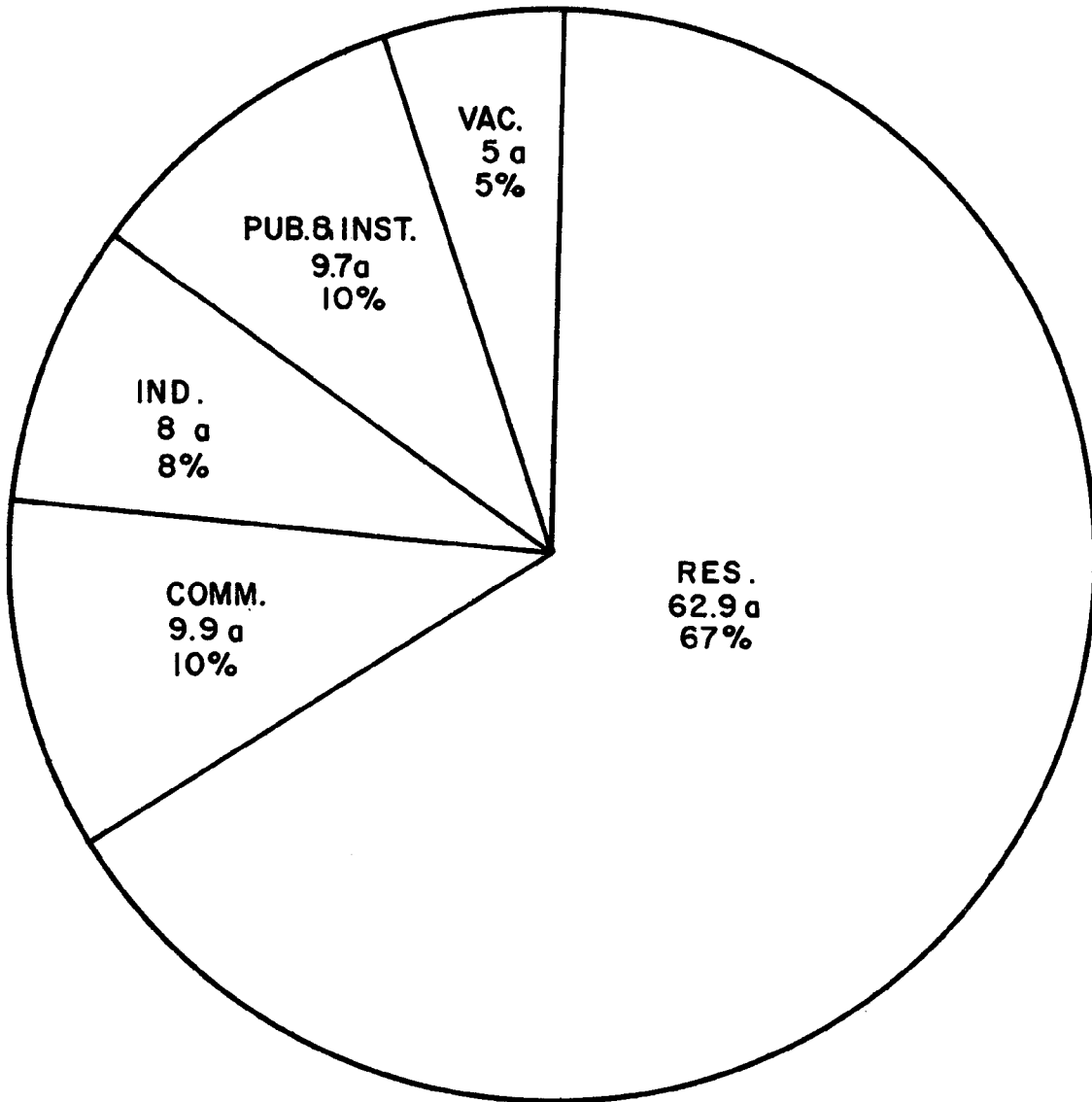
*All the following tables in the Fox Point neighborhood include the East Side Renewal Project Area.

**Includes mixed residential and nonresidential uses.

Source: Providence Community Renewal Program, Technical Supplement Appendix C. (1964)

Fox Point occupies the area to the south of the East Side from Williams Street to the Waterfront Neighborhood. In the early days wharves and docks for ships engaged in the overseas trade were located in the adjacent waterfront area and many shipping agents and ship captains resided in the Fox Point area. However, industries have become less water-oriented since then. As Table 1 indicates, Fox Point is primarily residential, with 67% of its net area being devoted to some type of residential or mixed residential use. Retail stores are located along Ives and Wickenden Streets, with isolated stores and service outlets scattered throughout the residential section. Offices and wholesalers are concentrated along South Water and South Main Streets. The area east of Gano Street is almost entirely industrial. The Fox Point School and its playground takes up 5.4 acres constituting over half of the area which is classified as public and institutional. Only 5 acres of land are vacant.

The proposed land use pattern calls for medium density housing in most of the area north of Cohan Boulevard with commercial uses along South Main, South Water, Wickenden and Ives Streets.



EXISTING LAND USE

FOX POINT

B. Characteristics of Structures and Environment

1. Residential

TABLE 2

Residential Structure Type, Fox Point

<u>Structure Type</u>	<u>No. of Structures</u>	<u>% of Total</u>	<u>No. of D. U's</u>	<u>% of Total</u>
1 Family	304	32	304	15
2 Family	288	30	576	27
3 & 4 Families	312	33	935	45
5 or more Families	<u>45</u>	<u>5</u>	<u>275</u>	<u>13</u>
Total	949	100%	2,090	100%

Source: U. S. Census, 1960.

Most residential structures are two and three family. Many are converted single family structures with most of the multiple dwellings also in converted structures. The overall net density is 32 dwelling units per acre, quite high for an area with these structure types. Over 70% are renter occupied and net rentals are the lowest on the East Side, falling primarily in the \$15-\$45 range although the average gross rent is \$52. The monthly family income is \$370, and is even lower in the western section of Fox Point. Whereas, the city's rate is 11%, about 14% of income is used for rent and 26.7 % of the population earns below \$3,000 annually and can thus be classified as poverty level.

TABLE 3

Condition of Structures, Fox Point

Type of Structure	Good		Fair*		Deficient**		Total	
	No.	%	No.	%	No.	%	No.	%
Residential & Mixed	1303	62	438	21	349	17	2090	100
Commercial)))) Not Available							
Industrial								
Public & Institutional								

*Those structures classified as rehabilitatable by C.R.P.

**Those structures classified as poor and reconditionable by C.R.P.

Source: 1960 U. S. Census.

Although little information is available on the conditions of structures, more than one half are classified as sound. However, the low rents, high renter-occupied units, and the high percentage of the population classified as having incomes at the poverty level seem to reflect an area whose structures increasingly would tend to deteriorate rather than improve.

TABLE 4

Condition of Residential Environment, Fox Point

Data omitted because all but three blocks are in the East Side Renewal Project Area.

The three residential blocks not included in the East Side Renewal Project are located between John and Williams Streets and Thayer and Benefit Streets. All three lack adequate service by a public elementary school and recreation area and have inadequate off-street parking. One of these blocks has the added problem of mixed

land uses. Within these 3 blocks are 20 structures all of which are in residential or mixed use. Of these, 16 are in fair condition but none are rated as poor.

TABLE 5

Comparison of Vacancy Rates*, City of Providence, Fox Point

	<u>1950</u>	<u>1960</u>
Fox Point	2.7	8.3
City of Providence	2.6	6.9

*Rate per hundred housing units

Source: U. S. Census, 1950, 1960

As Table 5 indicates, although the vacancy rates for Fox Point and the City were equal in 1950, by 1960, the rate tripled in Fox Point but only a little more than doubled for the City.

III. POPULATION AND SOCIO-ECONOMIC CONDITIONS

A. Population

1. Number

During the period between 1950 and 1965, the population has lost 1,553 persons, from a total of 7,218 in 1960 to 5,665 persons in 1965. Thus, there has been a decrease of 21%.

2. Age Structure

TABLE 6

Age Structure, Fox Point

	<u>0-4</u>	<u>5-19</u>	<u>20-44</u>	<u>45-64</u>	<u>65+</u>	<u>Total</u>
1950	738	1550	2862	1439	629	7218
1965	<u>447</u>	<u>1260</u>	<u>1812</u>	<u>1350</u>	<u>790</u>	<u>5659</u>
Numerical Change	<u>-291</u>	<u>-290</u>	<u>-1050</u>	<u>-89</u>	<u>+161</u>	<u>-1559</u>
% Change	-39%	-19%	-37%	-6%	+25%	-22%

Source: U. S. Census of Population, 1950, 1965

As in other congested, deteriorating areas, the main out-migration in Fox Point occurs among the young productive population who have small children and want more land and facilities for their growing family. The elderly remain and even increase in number. Thus, plans must be developed to provide facilities which will attract the outmigrating groups such as well-baby clinics, supervised playgrounds, less congestion and more yard space. Certain services must be amplified for the increasing number of people over 65 years old who are moving into the area. Such activities as Golden Agers Clubs and small parks for sitting should be included in Fox Point. Also health services should be increased. District Nurses need to intensify their services to the elderly, but this can only be done if referrals are made to them. A program, like the one found at the Federal Hill House where student volunteers visit the elderly, would help in identifying their problems.

3. Racial and Ethnic Structure

As was mentioned earlier, Fox Point began as a neighborhood made

up of homes of ship captains and agents whose work was centered down at the docks located adjacent to the area. As the industries became less water-oriented, the Portuguese and Negroes replaced these original residents. Although in 1965 12.4% of the population was non-white, it has decreased since 1950 when the percentage was 19.5%. Over 10% of the population in 1960 was of Portuguese descent and there are also many of Irish and French descent.

B. Socio-Economic Characteristics

1. Economic Factors

TABLE 7

Economic Factors: Rate per 1,000 people of segment indicated 1962

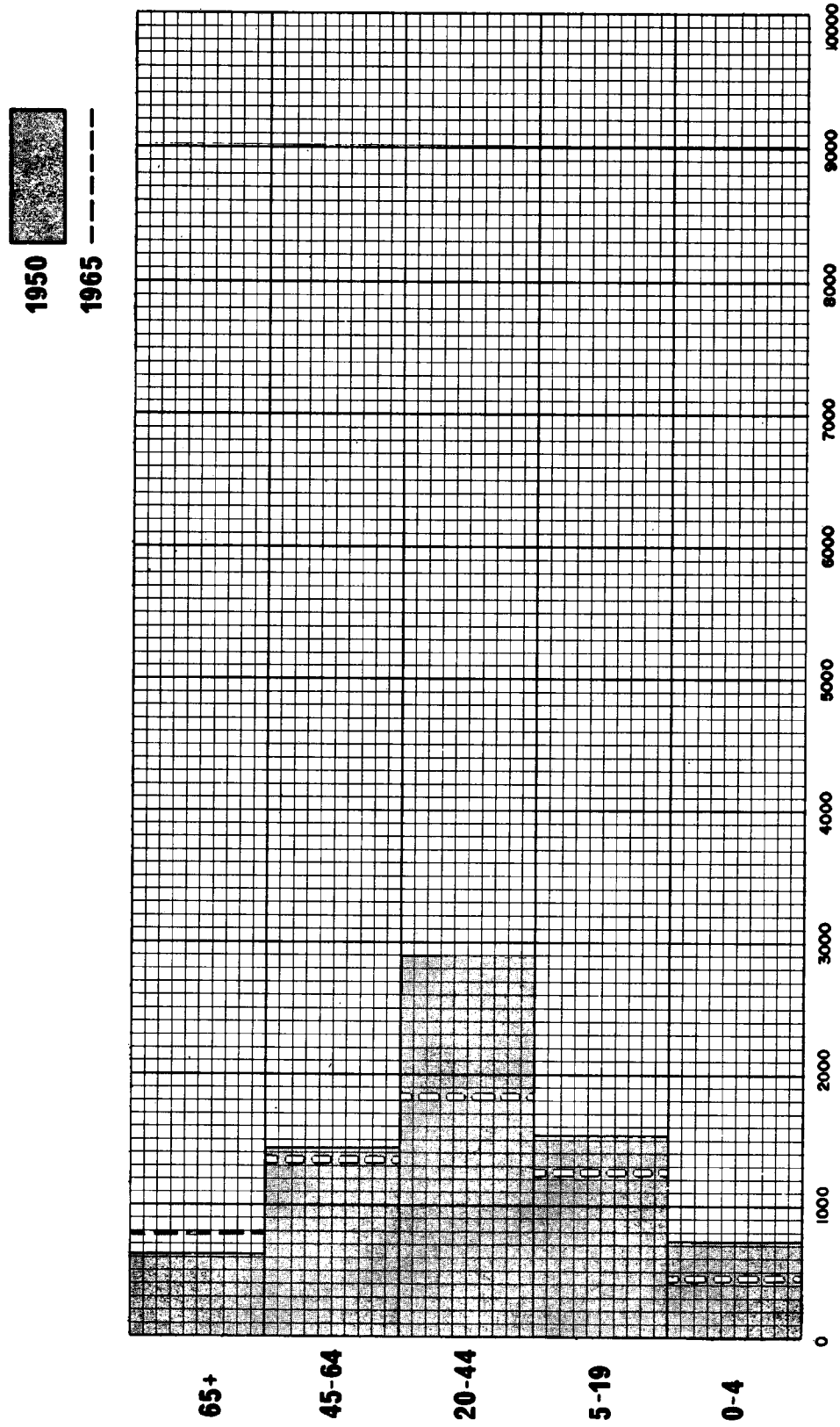
	<u>Fox Point</u>	<u>City</u>	
Unemployment Insurance Payment	46.7	37.3	ages 15-64
General Public Assistance	5.5	7.3	total population
Aid to Families with Dependent Children	86.8	111.3	ages 0-19
Old Age Assistance	132.3	79.9	ages 65 & over
Aid to the Blind & Disabled	4.2	6.4	

Source: Council of Community Services Social Pathology Index
Technical Supplement

Table 6 clearly reflects the age structure (see Table 5) of Fox Point: the Old Age Assistance rates are almost twice as high as the City, whereas, the ADC payments are quite a bit lower. The lower economic dependency of the area is shown by lower General Public Assistance and higher rates of Unemployment Insurance payments, the latter emphasizing only temporary dependency. The large number of Old Age Assistance pay-

COMPARISON OF AGE GROUPS

FOX POINT



SOURCE: U. S. CENSUS, 1950-1965

ments again prove the need to intensify services for the elderly.

2. Education Factors

TABLE 8

Education Factors: Rate per 1,000 people of segment indicated 1962

	<u>Fox Point</u>	<u>City</u>	
School Dropouts	308.0	260.1	ages 15-19
Truancy	18.2	10.9	ages 5-19
School Behavior Problems	6.1	5.1	ages 15-19

Source: Council of Community Services Social Pathology Index
Technical Supplement (1964)

The number of school dropouts, truants and school behavior problems are higher than the City as a whole, reflecting the family instability and lack of incentive and encouragement from the child's family. Because of the large out-migration of families with children and the high percentage of poverty families that remain, it appears that many of the families that do remain are those lacking the means, economically and socially, to leave Fox Point.

3. Conduct Factors

TABLE 9

Conduct Factors: Rate per 1,000 people of segment indicated 1962

	<u>Fox Point</u>	<u>City</u>	
Juvenile Arrests	46.9	29.5	ages 15-19
Adult Arrests	10.5	15.9	total population

Source: Council of Community Services Social Pathology Index
Technical Supplement (1964)

The rate of juvenile arrests is much higher than that of the city's but the rate of adult arrests is lower. This again reflects family instability and the education problems leading to juvenile delinquency.

4. Family Stability Factors

TABLE 10

Family Stability Factors: Rate per 1,000 people of segment indicated
1962

	<u>Fox Point</u>	<u>City</u>	
Court Disposition of Children	5.5	5.9	ages 0-19
Illegitimate Births	17.8	21.2	live births
Petitions for Divorce	1.7	1.7	total population

Source: Council of Community Services Social Pathology Index
Technical Supplement (1965)

The family instability factors in Fox Point reflect the figures for the City as a whole, but, even though long-range economic dependency is not excessive, a considerable amount of social instability with problematic situations does exist. High vacancy rates indicate that many who remain in the area are the social-problem families unable to leave Fox Point and unable to adjust to the pressures of the society.

C. Health Characteristics

TABLE 11

Health Characteristics: Rate per 1,000 people of segment indicated 1962

	<u>Fox Point</u>	<u>City</u>	
Syphilis and Gonorrhea	60.0	8.5	total population
First Commitment Alcoholism	2.9	4.1	total population
Infant Mortality	22.4	20.9	live births
Resident Deaths	8.6	7.8	ages 0-19

Source: Council of Community Services Social Pathology Index
Technical Supplement (1964)

As Table 10 indicates, there is an unbelievably large number of cases of gonorrhea and syphilis within Fox Point. All other characteristics are quite close to the overall city rate. Undoubtably, the rates of illegitimate births and syphilis heighten the lack of family cohesiveness and thus lead to a growing deviant juvenile population.

IV. PUBLIC SERVICE SYSTEMS AND FACILITIES

A. Public Facilities

1. Schools

The Fox Point Elementary School, PK-6, occupies a 3.2 acre site and was built in 1954. The site overlooks Route 195 and the Washington Bridge to the south and is adjacent to an approximately 2 acre playground and small branch library. The school services all of Fox Point as well as parts of Wayland Square and College Hill. The Master Plan* recommends that it be retained. Progress for Providence also operates a Community

*Master Plan for Public Schools (1965)

School in Fox Point in the early evenings.

Cleary, the only parochial school in Fox Point has been closed and most of the students who were previously enrolled here will now go to the Holy Name School in the Hope Neighborhood.

2. Recreation

TABLE 12

Recreation: Fox Point

<u>Site Number</u>	<u>Name of Facility</u>	<u>Primary Use</u>	<u>Proposal*</u>	<u>Size in Acres</u>	
				<u>Existing</u>	<u>Proposed</u>
25	Gano Street	Playfield	Expand	4.07	5.34
26	Arnold Street Jr.	Playground	Expand	0.40	1.10
27	Fox Point	Playground, Neigh. Center Pool, Ice Rink	Expand	2.21	3.61
Total				6.68	10.05

Source: *Master Plan for Public Recreation and Conservation (1965)

There are now only 3 recreation sites, totaling 6.68 acres but it has been proposed that they be expanded to 10.05 acres. Using the conservative standard of 1.25 acres of recreational space per 1,000 population, the area should contain over 7 acres of land devoted to recreation. Thus, there should be sufficient land for this purpose, although more supervision and organized games should be provided.

3. Police and Fire Facilities

The Police Department is planning to meet with interested area residents to discuss how to improve community-police relations. There is one Fire Station serving the area on the corner of Brook and Williams Street.

4. Library Facilities

There is a Fox Point Branch of the Providence Public Library. The registered borrowers of books in Fox Point is less than the rate of the City as a whole, 6.0 per 1,000 persons and 8.9 respectively. Efforts should be made to develop programs within the library to encourage reading, especially among the school age children.

5. Hospitals and Clinics

Although there are no hospitals in the area, Rhode Island Hospital and its Clinic are easily accessible. Also Progress for Providence operates a health clinic on Wickenden Street. The District Nurses pay house visits to individual families within the area.

6. Social Service Agencies

The principal agency within the Fox Point area is Progress for Providence. It operates a resource unit on 101 Ives Street where such services as Legal Aid, Credit Union, Vocational Guidance and Homemaker Aides are available. A Drop-In Center with a charm school is located on John Street. Both the Unit and the Center use their physical availability and personal resources to identify problems in the area and refer them to the proper social agencies. District Nursing also acts as a referral agent when it goes into individual homes for health reasons.

However, the problems in Fox Point as in other low socio-economic areas of the city are quite intense as the previous tables have shown. The effectiveness of the present social agencies is not adequate. The East Side Urban Renewal Project will create the displacement of many families in and around the Fox Point Area who will be in need of a vast amount of social services. As mentioned before, there is an increasing

number of people over 65 years old moving into the area who need help. Young adults with children, on the other hand, are leaving but should be encouraged to stay and help improve the area. In other words, social agencies must increase in quality and quantity the services they offer to every age group, working to increase family stability and helping the children to a better start through Head-Start programs, day care centers and intensive psychological testing. Agencies must first identify the individual problem, and then work towards the most profitable and beneficial solution for the child and for the family as a whole.

B. Public Utilities

The whole area has public water but parts of Hope Street and a small section of Traverse Street lack public sewerage as of 1962.

C. Streets

The Fox Point neighborhood has slightly under six and one-half miles of streets. The majority of this mileage, (4.76 miles), is classified as Local Streets. The remainder of the street mileage is made up of Arterials (.75 miles) and Collectors (1.02 miles).

The most heavily travelled arterials are South Main, South Water, Hope and Wickenden Streets. Volumes range from 5,000 to 14,000 trips per day. Governor, Brook, Gano, Thayer and Benefit Streets comprise the neighborhood Collector system. Volumes on these Collector streets range from 3,000 to 9,000 trips per day.

During the year 1965 three intersections along Wickenden Street accounted for sixty-five percent of the total accidents within the

neighborhood. Hope, Brook and East Streets, where they intersect with Wickenden Street, had nine, eight and seven accidents in that order. The intersection of Hope and Williams Streets had six and Ives Street and Cohan Boulevard had seven.

With the completion of Interstate 195 and the proposed River Drive Connector volumes at the aforementioned intersections will be reduced noticeably. In the case of Ives Street and Cohan Boulevard this intersection will be eliminated completely when Cohan Boulevard becomes a limited access highway.

The Fox Point neighborhood has approximately sixty-three blocks devoted to residential use. Of these sixty-three blocks, forty-seven are deficient in off-street parking facilities. Neighborhood residents own over fifteen hundred vehicles and over eight hundred of these do not have adequate on-site parking.

At the present time parking is a serious problem within the neighborhood. The problem should be eliminated with the completion of the East Side Renewal Plan. The following table shows in detail the number and percentage of residential blocks deficient:

FOX POINT

Total Residential Blocks	63
Number of Blocks Deficient	47
% of Total Blocks Deficient	74.6%
Total Cars per Neighborhood	1,504
Total Cars per Deficient Block	1,218
Cars with Inadequate Spaces	819
% Total cars with Inadequate Spaces	54.4%

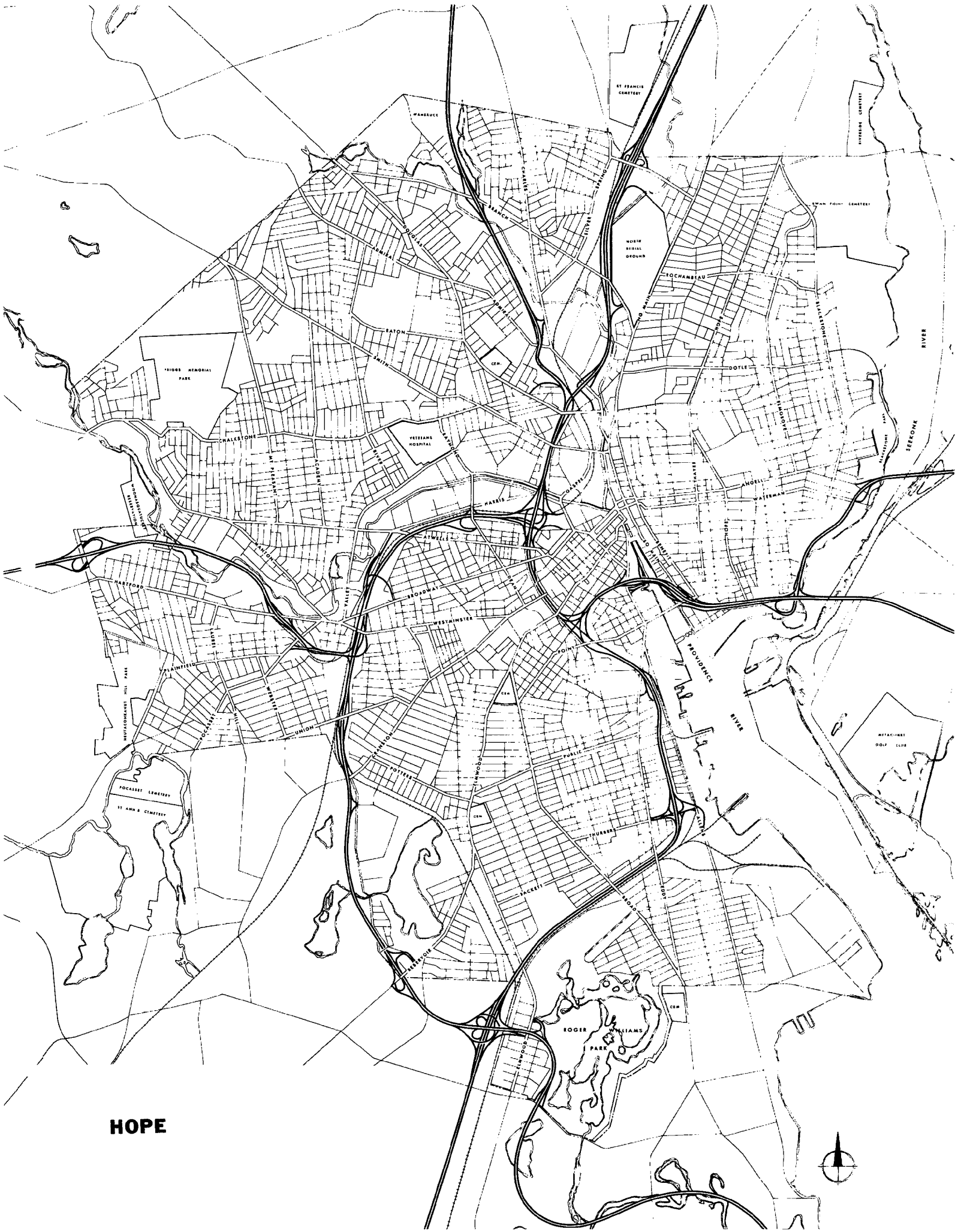
Both Arterial and Collector streets in the neighborhood, like most other neighborhoods, do not meet today's standards. Congestion occurs

during peak hours and also during certain hours at neighborhood shopping areas. During most other periods the system functions adequately for the volumes and demands placed on them. Since most of the Fox Point neighborhood falls within the boundaries of the East Side Renewal Plan, it is felt that much of the congestion and parking problem will be solved through the renewal process.

Two proposals in the Master Plan for Circulation will affect the Fox Point area directly. Both proposals have been mentioned before, they are River Drive and Interstate 195. Although both highways are being built by the State the City has, nevertheless, incorporated them in its master plan. These two highways will ring the easterly and southerly boundaries of the Fox Point area. They are designed primarily to carry through traffic. They will, when completed, reduce traffic on the neighborhood streets and also reduce congestion on the neighborhood Arterial system.

V. SUMMARY OF GOVERNMENTAL ACTION

Except for 3 blocks, all of the Fox Point Neighborhood is included within the East Side Renewal Project. This Federally assisted program is now in its execution stage. As of September 1968, slightly over one half the land to be acquired has already been purchased and the remainder should be acquired by the beginning of 1969.



HOPE



HOPE

HOPE NEIGHBORHOOD

I. INTRODUCTION

The Hope Neighborhood is located in the northeast sector of Providence and is bounded by the city of Pawtucket on the north, Hope Street on the east, Olney Street on the south and North Main Street on the west. Of nineteen neighborhoods, Hope ranks ninth in land area with 424 acres and tenth in population with 8,367 residents as of 1965.

II. LAND USE AND HOUSING

A. Land Use Characteristics

TABLE 1

Existing Land Use, Hope Area

<u>Land Use</u>	<u>Area in Acres</u>	<u>% of Net Area</u>
Residential*	238.1	68
Commercial	19.4	6
Industrial	4.9	1
Public & Institutional	38.2	11
Vacant	<u>47.1</u>	<u>14</u>
Total Net Area	<u>347.7</u>	<u>100%</u>
Streets	76.3	18
Net Land Area	<u>347.7</u>	<u>82</u>
Total Land Area	<u>424.0</u>	<u>100%</u>

*Includes mixed residential and nonresidential uses.

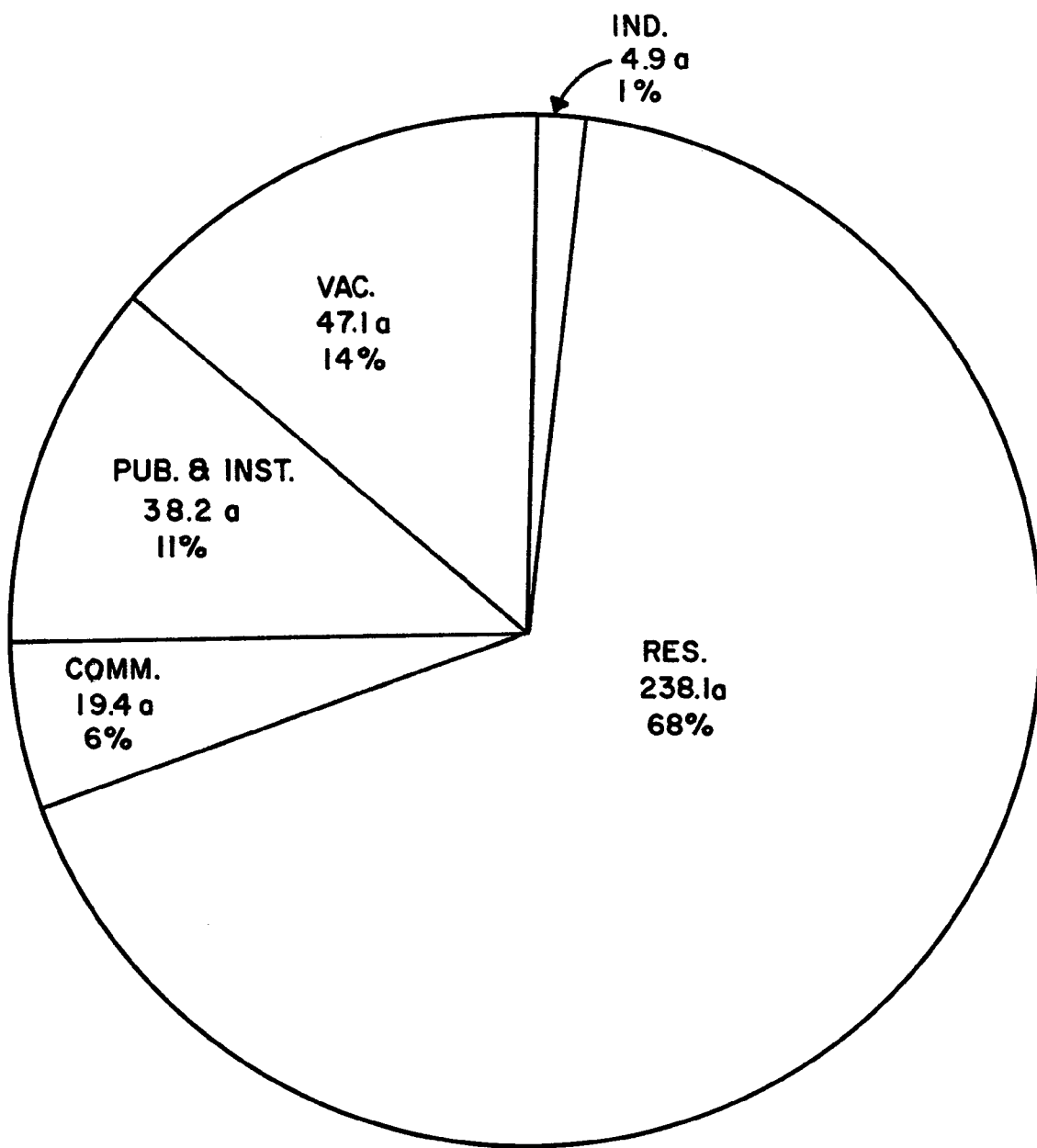
Source: Providence Community Renewal Program, Technical Supplement Appendix C. (1964)

The Hope area consists mainly of residential structures which take up 68% of its net area. The section below Rochambeau Avenue has a net residential density of 20 dwelling units per acre not including University Heights, a combined multiple dwelling and commercial development in the Lippitt Hill Urban Renewal Project located in the southwest corner of the neighborhood. The area above Rochambeau has a much lower density.

Commercial units make up only 6% of the net area and for the most part are situated along North Main Street in strip-development fashion, oriented towards passing traffic rather than the neighborhood. A fairly large retail shopping area is located on Hope Street north of Rochambeau Avenue and is geared to the higher socio-economic status of the residents of the northeast section of Providence. Also, a small convenience center is located on Camp Street between Larch and Forest Streets and a major retail center is now being developed as part of the Lippitt Hill Project on North Main Street.

Industrial uses, taking up only 1% of the net area, are insignificant.

Other than 3 elementary schools, the institutional uses in the area are: the Rhode Island School for the Deaf on Hope Street, the Miriam Hospital and the National Guard Armory.



EXISTING LAND USE

HOPE

B. Characteristics of Structures and Environment1. Residential

TABLE 2

Residential Structure Type, Hope

<u>Structure Type</u>	<u>No. of Structures</u>	<u>% of Total</u>	<u>No. of D. U.'s</u>	<u>% of Total</u>
1 Family	799	38	799	21
2 Family	919	44	1838	49
3 Family	331	16	993	26
4 or more Families	<u>31</u>	<u>2</u>	<u>160</u>	<u>4</u>
Total	2080	100%	3790	100%

Source: Assessor's Office, City of Providence, 1962

One and 2 family structures make up about three quarters of the residential buildings in the area and constitute 70% of all the dwelling units. These are found primarily in the area north of Rochambeau Avenue, although there are some scattered throughout the whole area. There are very few multi-family dwellings.

TABLE 3

Condition of Structures, Hope

<u>Type of Structure</u>	<u>Good</u>		<u>Fair*</u>		<u>Deficient**</u>		<u>Total</u>	
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>
Residential & Mixed	407	51	352	44	40	5	799	100
Commercial	34	76	5	11	6	13	45	100
Industrial	5	71	2	29	0	-	7	100
Public & Institutional	13	86	1	7	1	7	15	100
Total of all Structures	<u>459</u>	<u>53</u>	<u>360</u>	<u>42</u>	<u>47</u>	<u>5</u>	<u>866</u>	<u>100%</u>

*Those structures classified as rehabilitatable by C.R.P.

**Those structures classified as poor and reconditionable by C.R.P.

Source: Providence Community Renewal Program, Technical Supplement, Appendix C. (1964)

As Table 3 indicates, half of all the residential and mixed structures are in good condition and only 5% are deficient. The quality of structures varies from small amounts of poor housing in the southern section to good quality housing toward the north. In the blocks west of Camp Street, more than 25% of the structures have building deficiencies, primarily due to inadequate heating system. East of Camp Street more than 95% of all the housing required no improvement as of 1964. Deficient structures north of Rochambeau Avenue are found mainly in the blocks bordering North Main Street and 25% of the housing on these blocks show indications of deterioration. Further up the grade toward Hope Street, and extending generally from Rochambeau Avenue to Seventh Street, the same structural conditions exist as in the blocks bordering North Main Street.

According to the Master Plan* the Hope area is designated for medium density residential use with a continuous strip of commercial facilities along North Main Street and Hope Streets.

As of 1960, 44.1% of the homes in Hope were owner occupied; over half the structures north of Rochambeau are owner occupied whereas only a small number are owner occupied in the southern section. Household income in the area south of Rochambeau is between \$4,000 and \$6,000 while rents and values split at Camp Street being below average west of that street and above average to the east, reaching a peak in the northern section. Average housing values north of Rochambeau are between \$15,000 and \$20,000 and household income is above average at \$7,000 - \$10,000 throughout the area.

For the whole area the average gross rent is \$75/mo. and the median

*Master Plan - Providence, R. I. (1964)

monthly income is \$457. The percent of income used for rent is 16.4 which is higher than the City rate of 11%. About 17% of the people earn under \$3,000 per year, most of whom live in the area west of Camp Street and south of Rochambeau.

TABLE 4

Condition of Residential Environment, North End

a. Residential Blocks with Environmental Deficiencies

No. of Deficiencies/Block							Total No. of Residential
0	1	2	3	4	5	or more	Blocks
25	61	28	10	0		0	124

b. Residential Blocks Affected by Specific Environmental Deficiencies

<u>Environmental Deficiency</u>	<u>No. of Res. Blocks Deficient</u>	<u>% of Total Res. Blocks Deficient</u>
Excessive land coverage	2	2
Inadequate off-street parking	41	33
Mixed land uses	6	5
Presence of specific Nuisance uses	14	11
Excessive street traffic	1	1
Inadequate service by public elementary school	54	43
Inadequate service by public recreation areas	45	36

Source: Community Renewal Program, Technical Supplement, Appendix C.

In the total area, only one third of the residential blocks have 2 or more environmental deficiencies. However, well over one half of the blocks west of Camp Street contain more than 2 environmental deficiencies, whereas slightly less than one half are found east of Camp Street.

Environmental conditions, like housing, change at Camp Street, south of Rochambeau. Lack of off-street parking and the high incidence of nuisance uses are important factors west of Camp Street. Lack of off-street parking is aggravated by inadequate street widths which require restrictions in curb parking. East of Camp Street, some lack of off-street parking and inadequate public elementary school service are significant environmental deficiencies. The deficiencies found north of Rochambeau are considerably less than the southern areas.

Generally, the two main problems that need to be improved throughout the area are better service by public elementary schools and improved public recreation areas.

TABLE 5

Comparison of Vacancy Rates*, City of Providence, Hope

	<u>1950</u>	<u>1960</u>
Hope	3.3	5.7
City of Providence	2.6	6.9

*Rate per hundred housing units

Source: U. S. Census, 1950, 1960

The vacancy rate has a little less than doubled in the Hope area, whereas the City rate has increased 2.5 times. The southern area lost almost one third of its population from 1950-1960, mostly due to clearance of the Lippitt Hill Area, reflecting a net loss of 485 housing units. In this area, University Heights, the multiple dwelling Urban Renewal project has been almost completed but caters to people of a higher socioeconomic level than those who lived there previously. This has affected and will continue to affect the whole character and future of the area.

The area north of Rochambeau Avenue has remained relatively stable in terms of the total population.

2. Non-Residential

Over three quarters of the non-residential structures are in good condition and only 7 structures are classified as deficient. All but one of the fair and deficient buildings are found in the southern section, where about 80% of the buildings have been built since 1900. However, only a little over 10% have been constructed since 1940. About two thirds of the buildings are one-story, fire-resistant buildings. Environmental deficiencies are quite severe, with the lack of off-street parking and loading space affecting over 40% of the structures and inadequate street access affecting about 25%. The steep grade east from North Main Street is a factor in hindering the operations of 15 % of the buildings. Most of the buildings north of Rochambeau Avenue are one-story and are of fire-resistant construction. All but one building in this area are in good condition and were built since 1900 with over 40% built since 1940. The major environmental deficiencies affecting these non-residential buildings are the lack of off-street parking and loading area, with over one third of the buildings needing these facilities.

In order to improve the environmental conditions of the area, provisions for substantial amounts of off-street parking for both housing and commercial establishments will have to be made together with the buffering of commercial uses along North Main Street from the adjoining housing. Accomplishment of these improvements may require additional clearance.

III. POPULATION AND SOCIO-ECONOMIC CONDITIONS

a. Population

1. Number

The population of the Hope Area has decreased from 13,493 persons in 1950 to 8,367 persons in 1965. A total decrease of 38% or 5,126 persons has occurred during this 15 year period. Some of this loss in population is due to the clearance of the Lippitt Hill Area in the 1950's. This is reflected in a net loss of 485 housing units during 1950-1960. However, as a result of the recent completion of University Heights, the population should soon show a substantial increase.

2. Age Structure

TABLE 6

Age Structure, Hope

	<u>0-4</u>	<u>5-19</u>	<u>20-44</u>	<u>45-64</u>	<u>65+</u>	<u>Total</u>
1950	1223	2830	4661	3271	1508	13,493
1965	725	2055	2346	1959	1282	8,367
Numerical Change	-498	-775	-2315	-1312	-226	5,126
% Change	-41%	-27%	-50%	-40%	-15%	-38%

Source: U. S. Census of Population, 1950, 1960

Although all age groups lost population, the greatest decline occurred in the 20-44 age group which decreased by 50%. Although the area north of Rochambeau Avenue remained fairly stable in terms of total population, it displays considerable shifting within the total population, with the 20-44 age group declining by 25% and the 65 and

over age group increasing in the same proportion. The question is whether or not the new University Heights Housing will appeal to the productive age group whose number is now diminishing at a considerably high rate. It appears that many people now living in University Heights are middle to upper middle-class young adults, either newly married or with infant children, who may leave as soon as they have saved enough to move into a middle-class suburb. Therefore, the families in University Heights may be transitory as could be expected in a project where rentals are high and no private housing is available. However, the new Martin Luther King, Jr. School with its excellent up-to-date facilities should offer encouragement to families with school-age children to remain in the area.

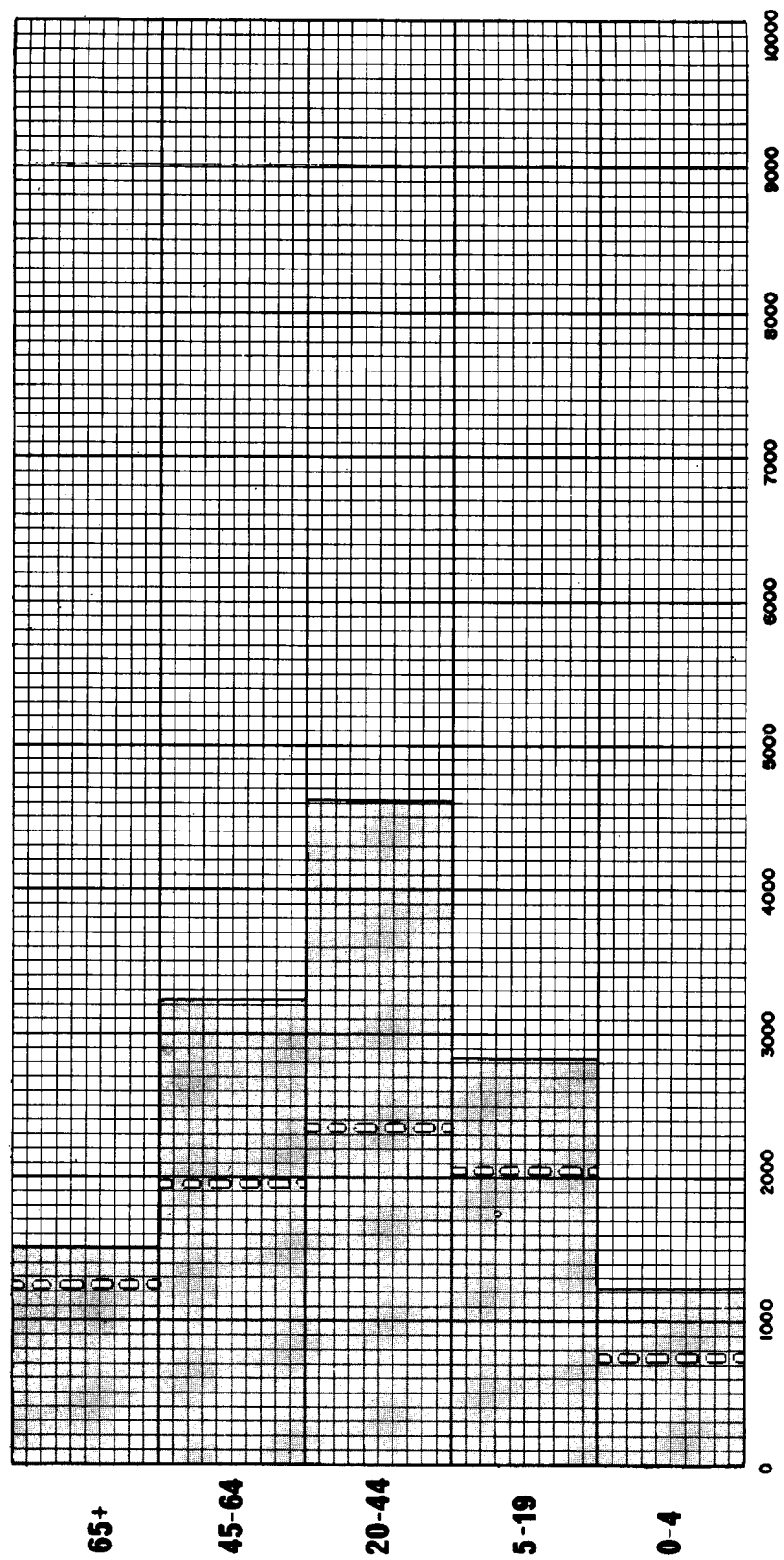
3. Racial and Ethnic Structure

Almost one third of the population in the Hope area is non-white and is concentrated in the section of the neighborhood south of Rochambeau Avenue. North of Rochambeau less than 1% of the population is non-white.

From 1940 through 1950, the largest groups of foreign stock were Irish and Jewish. By 1960 the percentage of Jewish persons had increased to approximately 13% while the percentage of Irish decreased to about 1%. Therefore, this area is split into two distinct sectors, the area north of Rochambeau being made up primarily of middle-class Irish and Jews, and the southern area consisting of a majority of persons of a lower socio-economic class, mostly non-white.

COMPARISON OF AGE GROUPS

HOPE



SOURCE: U.S. CENSUS, 1950-1965

B. Socio-Economic Characteristics

1. Economic Factors

TABLE 7

Economic Factors: Rate per 1,000 people of segment indicated 1962

	<u>Hope</u>	<u>City</u>	
Unemployment Insurance Payments	27.3	37.3	ages 15-64
General Public Assistance	1.9	7.3	total population
Aid to Families with Dependent Children	68.0	111.3	ages 0-19
Old Age Assistance	44.8	79.9	ages 65 & over
Aid to the Blind & Disabled	1.9	6.4	total population

Source: Council of Community Services Social Pathology Index
Technical Supplement (1964)

Table 7 shows that the rates for this area measuring economic dependency are far lower than the rates for the City as a whole. However, it must be remembered when looking at Tables 7 - 11 that these figures represent the whole area, the higher socio-economic section in the north as well as the lower status sections to the south. Economic dependency runs very high in the neighborhood to the south of Rochambeau and to the west of Camp Street.

2. Educational Factors

TABLE 8

Education Factors: Rate per 1,000 people of segment indicated 1962

	<u>Hope</u>	<u>City</u>	
School Dropouts	217.7	260.1	ages 15-19
Truancy	6.3	10.9	ages 5-19
School Behavior Problems	3.6	5.1	ages 15-19

Source: Council of Community Services Social Pathology Index
Technical Supplement (1964)

Table 8 indicates that although the rates for truancy and behavior problems are slightly lower than those of the City as a whole, the number of school dropouts is extremely high. There do not seem to be adequate incentives to keep teenagers in school and the desire to cut off authority and regimentation is very strong. There are other factors centering around this high dropout rate: the desire on the part of the youngsters to get money to buy things like clothes and cars in order to build up their self-esteem; the need to be free from the tying-down influences of a family that they rely on for room and board; the pull of the peer group to form gangs independent of the school of familial authority; and a certain defiance which prevents the children from desiring or forming ambitions to succeed according to middle-class standards. To counter these forces, agencies must work on getting families and their children to realize the benefits of education, not because middle-class society desires it, but because in itself education can lead to independence, material improvements, pride and respect not only for oneself but from others within or outside the community. With education, young people

can arrive at the same ends, not only through more legitimate means, but with much more chance of success.

3. Conduct Factors

TABLE 9

Conduct Factors: Rate per 1,000 people of segment indicated 1962

	<u>Hope</u>	<u>City</u>	
Juvenile Arrests	17.4	29.5	ages 15-19
Adult Arrests	10.6	15.9	total population

Source: Council of Community Services Social Pathology Index
Technical Supplement (1964)

The arrest rate in this area is quite low compared to the City as a whole and most do occur in the area below Rochambeau Avenue. In the latter area, arrests are numerous as is usual in an area of lower socio-economic status.

4. Family Stability Factors

TABLE 10

Family Stability Factors: Rate per 1,000 people of segment indicated 1962

	<u>Hope</u>	<u>City</u>	
Court Disposition of Children	0.2	5.9	ages 0-19
Illegitimate Births	28.6	21.2	live births
Petitions for Divorce	0.7	1.7	total population

Source: Council of Community Services Social Pathology Index
Technical Supplement (1965)

The illegitimate birth rate in the Hope area is slightly higher than the City as a whole, whereas petitions for divorce and court disposition of children occur at a much lower rate than for the City as a whole. In fact, the number of such cases is almost non-existent. Considering, however, that these rates result from combining the higher area to the north with the more socially and economically deprived area to the south, they do

not reflect the problems in either section specifically - rather they show an average rate for the whole Hope Area. One can assume that there would be a higher incidence of cases to the south of Rochambeau and west of Camp Street.

C. Health Characteristics

TABLE 11

Health Characteristics: Rate per 1,000 people of segment indicated 1962

	<u>Hope</u>	<u>City</u>	
Syphilis and Gonorrhea	4.2	8.5	total population
First Commitment Alcoholism	3.5	4.1	total population
Infant Mortality	15.6	20.9	live births
Resident Deaths	5.1	7.8	ages 0-19
Source: Council of Community Services Social Pathology Index Technical Supplement (1964)			

As Table 11 indicates, the rates of all the health characteristics are better for this area than for the City as a whole. One of the main reasons could be that this area is well served by hospitals, agencies and clinics which are able to identify and curb many of the health problems. These agencies are interested in solving the health problems before they spread.

IV. PUBLIC SERVICE SYSTEMS AND FACILITIES.

A. Public Facilities

1. Schools

There are three public elementary schools in the Hope area.

Jenkins Street Elementary School, PK-3, occupies a paved 1/2 acre site. Built in 1909, the school is presently being used as an office for the School Department with some pre-kindergarten and ungraded classes.

The Martin Luther King, Jr. Elementary School was completed in 1967 and consists of 6 one and two-story buildings arranged on a 5 acre campus. With its 700 student capacity, this school should alleviate a great deal of the problem of the inadequate public elementary school service with its old school buildings and limited pupil capacities for the area. The school has excellent facilities and should play an extremely important role in upgrading the education of the children in the Hope neighborhood.

Built in 1924, the Summit Avenue School, K-6, occupies a paved site of 1.15 acres adjacent to the Miriam Hospital. The inadequate playground is being used as a faculty parking lot. The Master Plan* nevertheless recommends that it be retained for at least 10 years until a new school is built in the area.

Nathan Bishop Jr. High School and Hope High School are situated in the adjacent East Side neighborhood and serve the Hope Area.

There are 2 parochial schools in this area serving the first through eighth grades. The Holy Name School is located on Camp Street and until recently had an enrollment of 217 students. However, because of the closing of the Cleary School in Fox Point, the student enrollment will be increased considerably to take in the children who previously attended this latter school.

St. Raymond's School is located on North Main Street and has a 290-student enrollment.

*Master Plan for Public Schools (1965)

2. Recreation

TABLE 12

Recreation: Hope

<u>Site Number</u>	<u>Name of Facility</u>	<u>Primary Use</u>	<u>Proposal*</u>	<u>Size in Acres</u>	
				<u>Existing</u>	<u>Proposed</u>
3	Summit Ave.	Jr. Playground, Neigh. Center	Improve	0.50	0.50
4	Rochambeau Park	Traffic Separator	Retain	0.40	0.40
8	Cypress St.	Playground, Pool and Ice Rink	Improve & Expand	1.85	2.01
9	**Jenkins St.	Park	Expand	0.10	0.50
11	Capt. Davis Mem. Parkway Blvd.		Retain	1.10	1.10
12	Lippitt Hill	Playground & Neigh. Center	Expand	0.97	1.95
P-1	Eleventh St.	Playlot	Proposed	--	0.10
P-2	Highland Ave.	Playground	Proposed	--	2.82
P-3	Grandview St.	Playlot	Proposed	--	0.15
P-4	Lancaster St.	Playlot	Proposed	--	<u>0.11</u>
Total				3.92	9.64

**Proposed for abandoned school site.

Source: *Master Plan for Public Recreation & Conservation (1965)

An addition of over double the amount of existing recreational space is being proposed by the Master Plan for Public Recreation and Conservation. Now, only 3.92 acres are available but through expansion and improvements, about 9.64 acres will be utilized for tot lots, neighborhood centers and playgrounds. There will be almost 2 acres per 1,000 people, more than the 1.25 acres per 1,000 persons that is considered minimal.

3. Police and Fire Facilities

The Police Department is running an active community relations project that meets with interested residents once a month at the YMCA on Hope Street to voice any gripes or problems concerning the police-resident relations within the neighborhood. This group will be divided into two organizations; those living north of Doyle Avenue will meet separately from those living south of Doyle. There is a police substation at Hope High School, adjacent to this neighborhood, which remains open for 15 minutes, 3 times a day, to have inspection and roll call.

Although there are no fire stations located within the neighborhood area, two are very convenient to the whole Hope neighborhood. One station is located on North Main Street opposite Cypress Street and one is located on Rochambeau Avenue at the corner of Mutual Place.

4. Library Facilities

The East Side Branch of the Providence Public Library is located on Hope Street, near Rochambeau Avenue. Even though the rate of registered book borrowers residing in the Hope Neighborhood is above that of the City as a whole, 12.2 and 8.9 per 1,000 persons respectively, it should be remembered that the rate of borrowers from the upper socio-economic section north of Rochambeau is extremely high compared to that from the area to the south.

5. Hospitals and Clinics

The Miriam Hospital operates a clinic, conveniently located for many residents in the northern part of the Hope area. The new Route 95 has also made the Rhode Island Hospital easily accessible as long as

one has a car. Progress for Providence operates a health center at 35 Camp Street for the convenience of the residents. Thus, the people of the Hope Area do have available services, which may account for the low rate of health problems (see Table 11). Also the District Nursing Association does visit individual homes when needed.

6. Social Service Agencies

The social service agencies play a large part in offering services to the residents of the Hope neighborhood, geared primarily to those living south of Rochambeau Avenue where the greatest and most intensive social problems exist.

Progress for Providence maintains a resource unit at 152 Doyle Avenue where such services as Legal Aid, Vocational Counseling, Job Placement and a Credit Union are available. Although the Drop-in Center and Charm Center are located on Benefit Street, outside this neighborhood, they still serve many of the Hope residents. This agency also sponsors a community school in the Martin Luther King, Jr. School where adults and students meet in the after school hours for classes or tutoring.

The East Side YMCA is now located on Hope Street serving a limited part of the recreational needs of the youngsters of the area. It is hoped that a better facility with more space will be provided in the future. Plans are being made for the possible inclusion in this area of a Day care Nursery, a Community Center and an occupational Industrial Center. All these facilities would greatly improve the future development opportunities of the residents of Hope. Mothers would in many cases be able to go out and work, and thus become more economically independent;

teenagers would be able to join in more constructive supervised activities and learn job skills; students who would perhaps drop out of school would have a better chance of keeping up with their classmates through tutoring. The opportunities for the residents are many if these agencies are established and properly supervised with correctly planned activities.

B. Public Utilities

Except for a few scattered sections of streets and all of Fourth and Bayard Streets, the area is very adequately covered by sewers. Only small sections of Second, Fifth and Bayard Streets are not covered by public water.

C. Streets

The Hope neighborhood has slightly over eighteen miles of paved streets. fourteen and one-half of which fall in the Local street category and three and one-half of which fall in the Arterial category.

The two major arterials are North Main and Hope Streets which together carry in the vicinity of 14,000 cars per day. Rochambeau Avenue, Doyle Avenue and Olney Street each carries from 4,000 to 7,000 trips daily.

The Hope neighborhood is bounded by North Main Street as is the West River area. Accidents occurring on North Main Street are analyzed in the West River section and will not be repeated here. Within the boundaries of the Hope neighborhood the intersections of Camp and Cypress and Camp and Larch Streets had nine and six accidents respectively in 1965. These intersections fall within the Mount Hope Rehabilitation Project presently underway. Detailed study will be given to these intersections

in the implementation stage of this project.

A survey of off-street parking in the area revealed that forty-one of the one hundred and twenty-four residential blocks were deficient in providing off-street parking. Neighborhood residents have approximately 3600 vehicles. Thirty percent of the vehicles in the area are without adequate off-street parking facilities. Nearly one-half of the neighborhood is within the Mount Hope Project area, and it is expected that much of the off-street parking problem will be eliminated with completion of the Project. The following table shows in detail the number and percentage of residential blocks deficient:

HOPE

Total Residential Blocks	124
Number of Blocks Deficient	41
% Total Blocks Deficient	33.0%
Total Cars Per Neighborhood	3,588
Total Cars Per Deficient Block	1,528
Cars with Inadequate Spaces	822
% Total Cars with Inadequate Spaces	22.9%

Of the fourteen and one-half miles of Local Streets, about a mile and one-half was found to be deficient in paved width. Most of the mileage is within the Mount Hope Project and will be abandoned or brought up to standard when the Project is implemented.

The only Arterial street that meets today's standard for width is North Main Street. The other Arterials, although not up to standards, are functioning adequately.

Chace Avenue and Camp Street, the two Collector streets serving the neighborhood, are below standard. Traffic volumes on these streets are low and create no great problem at this time.

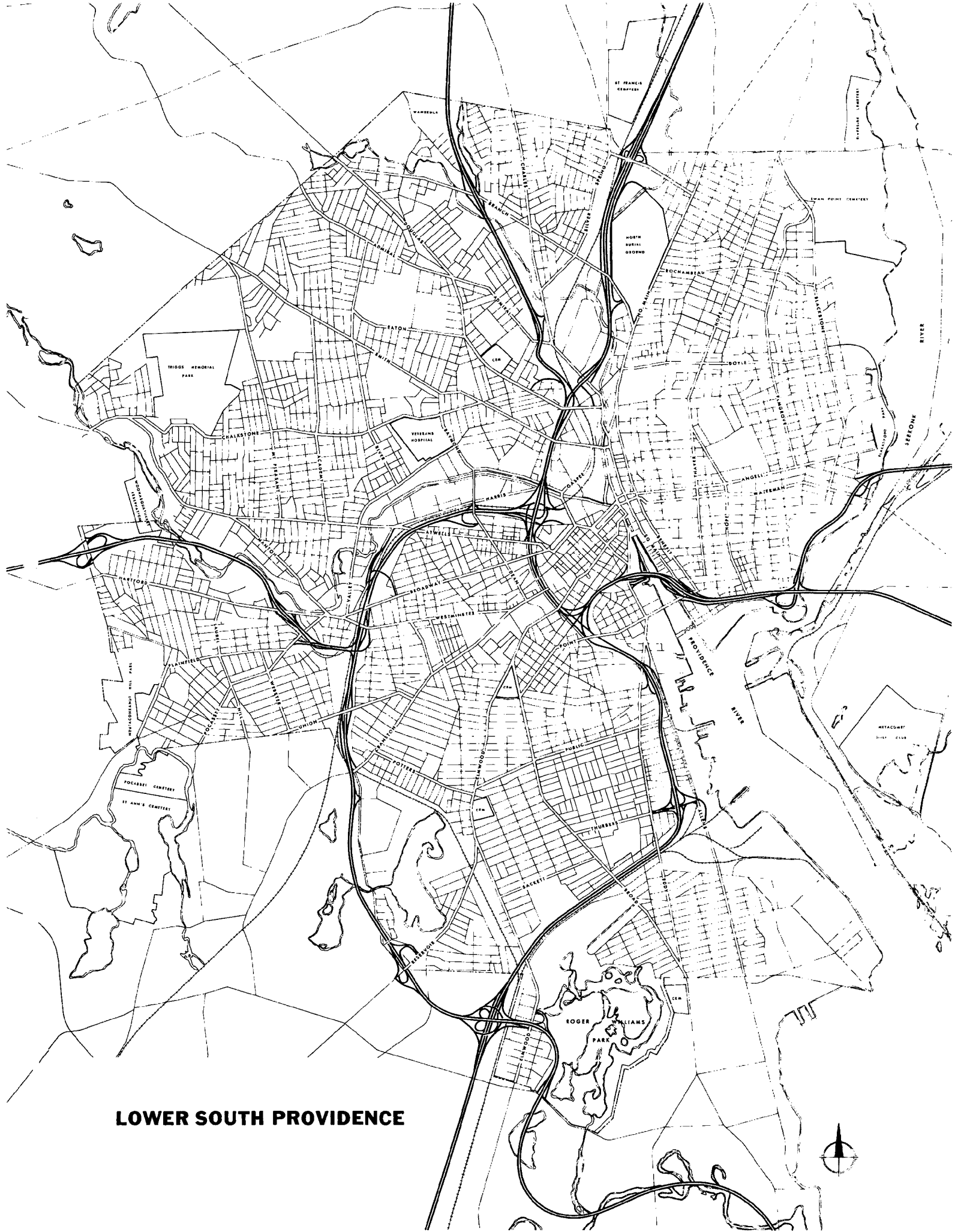
No proposals in the Circulation Master Plan fall within the boundaries of the Hope neighborhood. This does not mean that the neighborhood will be unaffected by the master plan proposals. Various circulation proposals such as Randall Square and Interstate 95 will reduce the amount of through traffic filtering through the area.

V. SUMMARY OF GOVERNMENT ACTION

The execution stage of The Lippitt Hill Redevelopment Project which took in the southern section of the Hope area, from Doyle to Olney Street and from North Main almost to Hope Street, is almost completed. Most of the planned housing units have been built and occupied and the shopping center is in the same stage.

The Mount Hope Rehabilitation Project should go into execution during 1968. The project lies within an area bounded by Doyle Avenue, North Main St., Rochambeau Avenue, and Camp Street.

Whereas the Lippitt Hill Project's objective was total clearance, Mount Hope's will be one of rehabilitation, although clearance will take place where needed. Both are federally assisted projects.



LOWER SOUTH PROVIDENCE



LOWER SOUTH PROVIDENCE

LOWER SOUTH PROVIDENCE NEIGHBORHOOD

I. INTRODUCTION

The Lower South Providence Neighborhood is located in the southeast sector of the city of Providence. It is bounded on the north by Public Street, on the east by Eddy Street, on the south by Pavilion Avenue and on the west by Broad Street. Of nineteen neighborhoods Lower South Providence ranks fifteenth in land area with 326 acres and ninth in population with 9,897 residents as of 1965.

II. LAND USE AND HOUSING

A. Land Use Characteristics

TABLE 1

Existing Land Use, Lower South Providence, 1961

<u>Land Use</u>	<u>Area in Acres</u>	<u>% of Net Area</u>
Residential*	128.3	56.2
Commercial	17.2	7.5
Industrial	20.0	8.7
Public & Institutional	23.0	10.1
Vacant	<u>39.7</u>	<u>17.4</u>
Total net area	228.2	100%
Streets	97.8	30
Net Land Area	<u>228.2</u>	<u>70</u>
Total land area	326.0	100%

*Includes mixed residential and nonresidential uses.

Source: Providence Community Renewal Program, Technical Supplement, Appendix C. (1964)

This neighborhood is more recently developed, less dense, and less subject to adverse commercial and industrial uses than Upper South Providence.

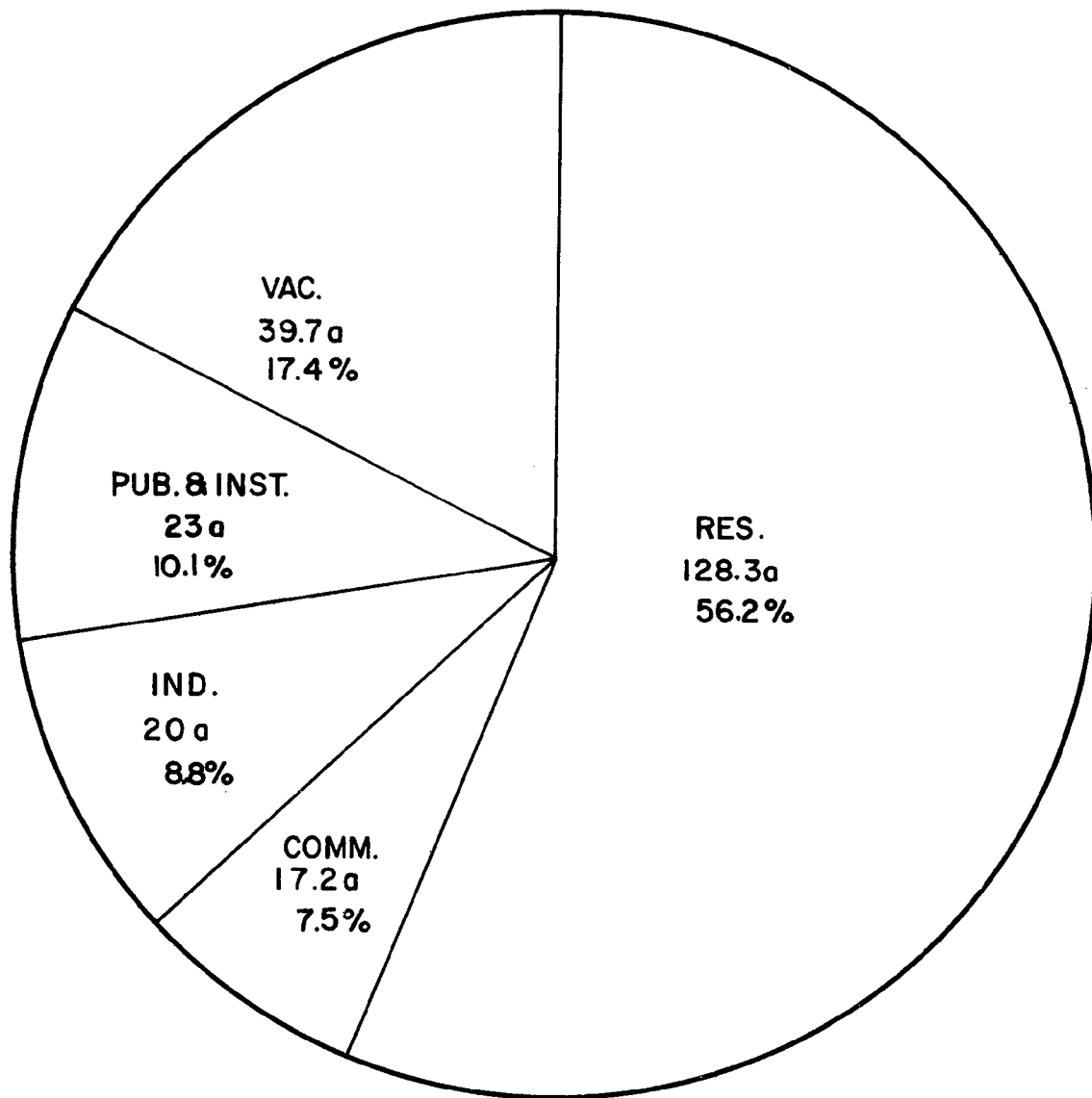
Table 1 indicates that Lower South Providence is a predominately residential area with over 56% of its net land area given over to various types of residential land uses. Most commercial uses are located along Broad and Eddy Streets, but a number of neighborhood commercial uses are scattered throughout the area. Many industrial uses have located within residential blocks in the neighborhood.

The 6 1/2 acre Roger Williams Junior High School and playground site, the 5 acre Fogarty School and playground site, the 6 1/2 acre St. Michaels Church and school site, plus the 1 acre South Providence Boys Club site constitute over three quarters of the 23 acres of institutional and public land in the neighborhood.

Of the 39.7 acres of vacant land in the neighborhood there are very few sites of any considerable size; most of the vacant land is in the form of small lots scattered throughout the area.

Although there are some nonconforming uses in the area, the problem is far less severe than in Upper South Providence. In most cases the nonconforming uses in the area take the form of commercial establishments dealing in convenience goods.

Twenty-seven percent of the residential blocks in the neighborhood contain incompatible mixed uses.



EXISTING LAND USE
LOWER SOUTH PROVIDENCE

B. Characteristics of Structures and Environment1. Residential

TABLE 2

Residential Structure Type, Lower South Providence, 1962

<u>Structure Type</u>	<u>No. of Structures</u>	<u>% of Total</u>	<u>No. of D. U's</u>	<u>% of Total</u>
1 Family	368	28	368	9
2 Family	419	32	838	20
3 Family	474	36	1,422	34
4 or more Families	<u>48</u>	<u>4</u>	<u>1,511</u>	<u>37</u>
Total	1,309	100%	4,139	100%

Source: Assessor's Office, City of Providence, 1962.

In comparing housing types in this area with those of Upper South Providence, there are more single-family units, and also more multiple dwellings, the latter due to construction of the Roger Williams Public Housing Project of 744 units. However, as Table 2 indicates, two and three family structures (which constitute 68% of total number of structures) are still the most common housing type. When looking at the actual number of dwelling units involved, the 3-family and the 4 or more family structures contain over 70% of the total units.

Rental units comprise 77% of the total dwelling units, but owner occupancy is more important here than in the neighborhood to the north. The average gross rent per unit in 1960 was \$53 (as compared with \$60 for the City as a whole) and the median family income was \$345 per month, thus the area residents were paying a larger percentage of their income for rent (15%) than did the residents of the City as a whole (11%).

TABLE 3

Condition of Structures, Lower South Providence, 1962

<u>Type of Structure</u>	<u>Good</u>		<u>Fair*</u>		<u>Deficient**</u>		<u>Total</u>	
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>
Residential & Mixed	443	33.8	661	50.5	205	15.7	1,309	100
Commercial	42	73.6	12	21.1	3	5.3	57	100
Industrial	10	55.6	7	38.9	1	5.5	18	100
Public & Institutional	13	100	0	0	0	0	13	100
Total of all Structures	508	36.4	680	48.7	209	14.9	1,397	100

*Those structures classified as rehabilitatable by C.R.P.

**Those structures classified as poor and reconditionable by the C.R.P.

Source: Providence Community Renewal Program, Technical Supplement,
Appendix C. (1964)

Table 3 indicates that the general quality of housing in the area is fair; only 15.8% of the residential structures are rated as deficient, as compared with 48.8% in Upper South Providence. The quality of housing is fairly consistent throughout the neighborhood with the exception of the area bounded by Broad Street, Oxford Street, and Prairie Avenue which contains housing of generally superior quality. The Roger Williams public housing project contains some of the poorest quality housing in the area.

TABLE 4

Condition of Residential Environment, Lower South Providence, 1962

a. Residential Blocks with Environmental Deficiencies

No. of deficiencies/Block	Total No. of Residential Blocks
0 1 2 3 4 5 or more	
3 29 27 12 8 3	82

b. Residential Blocks Affected by Specific Environmental Deficiencies

<u>Environmental Deficiency</u>	<u>No. of Res. Blocks Deficient</u>	<u>% of Total Res. Blocks Deficient</u>
Excessive land coverage	3	4
Inadequate off-street parking	72	88
Mixed land uses	22	27
Presence of specific nuisance uses	14	17
Excessive street traffic	22	27
Inadequate service by public elementary school	36	44
Inadequate service by public recreation area	1	1

Note: The Roger Williams public housing project is not included in this tabulation.

Source: Community Renewal Program, Technical Supplement, Appendix C. (1964)

Table 4 indicates that environmental problems are rather widespread, with about 60 percent of the residential blocks having two or more environmental deficiencies. Inadequate off-street parking is a problem on most blocks. Separation of much of the housing from the Fogarty School by heavily traveled streets, and mixed land uses are also major problems.

TABLE 5

Comparison of Vacancy Rates *, Lower South Providence,
City of Providence 1950, 1960

	<u>1950</u>	<u>1960</u>
Lower South Providence	3.0	9.5
City of Providence	2.6	6.9

*Rate per hundred housing units

Source: U.S. Census, 1950, 1960

In 1960 there were 4,139 dwelling units located on 128.3 acres of residential land; thus the net residential density was 32.2 dwelling units per acre. The residential areas of the neighborhood are presently zoned for R-3 (22 dwelling units per acre) development; conformity to the zoning ordinance would help to eliminate many of the environmental problems mentioned earlier.

The vacancy rate for dwelling units in Lower South Providence has more than tripled between 1950 and 1960; while the rate for the City as a whole has a little more than doubled during the same period.

2. Nonresidential

The non-residential structures in the area, most of which are commercial, are generally adequate, with about 20 percent in fair and about 5 percent in poor condition. Most of the structures were built since 1900 with about one-quarter built since 1940. Over 60 percent of the buildings are one-story, and 80 percent are of fire-resistant construction.

Several environmental problems are important to the functioning of nonresidential buildings. Inadequate off-street loading affects almost 60 percent of the structures, and over 40 percent have little or no off-

street parking area available, a direct result of high land coverage throughout the area. In addition, one-third of the buildings have inadequate street access.

III. POPULATION AND SOCIO-ECONOMIC CONDITIONS

A. Population

1. Number

There has been a net loss of 3,275 persons (or 24 percent of the total population) from Lower South Providence during the 15 year period from 1950-1965. The population dropped from 13,172 in 1950 to 9897 in 1965. Population losses have been less serious than in Upper South Providence, but nevertheless are significant in that they generally exceed the city-wide rate of decline.

The population loss is basically due to exodus of almost one-half of the neighborhood's young middle class population who have moved to better areas in the City and to suburban towns.

2. Age Structure

TABLE 6

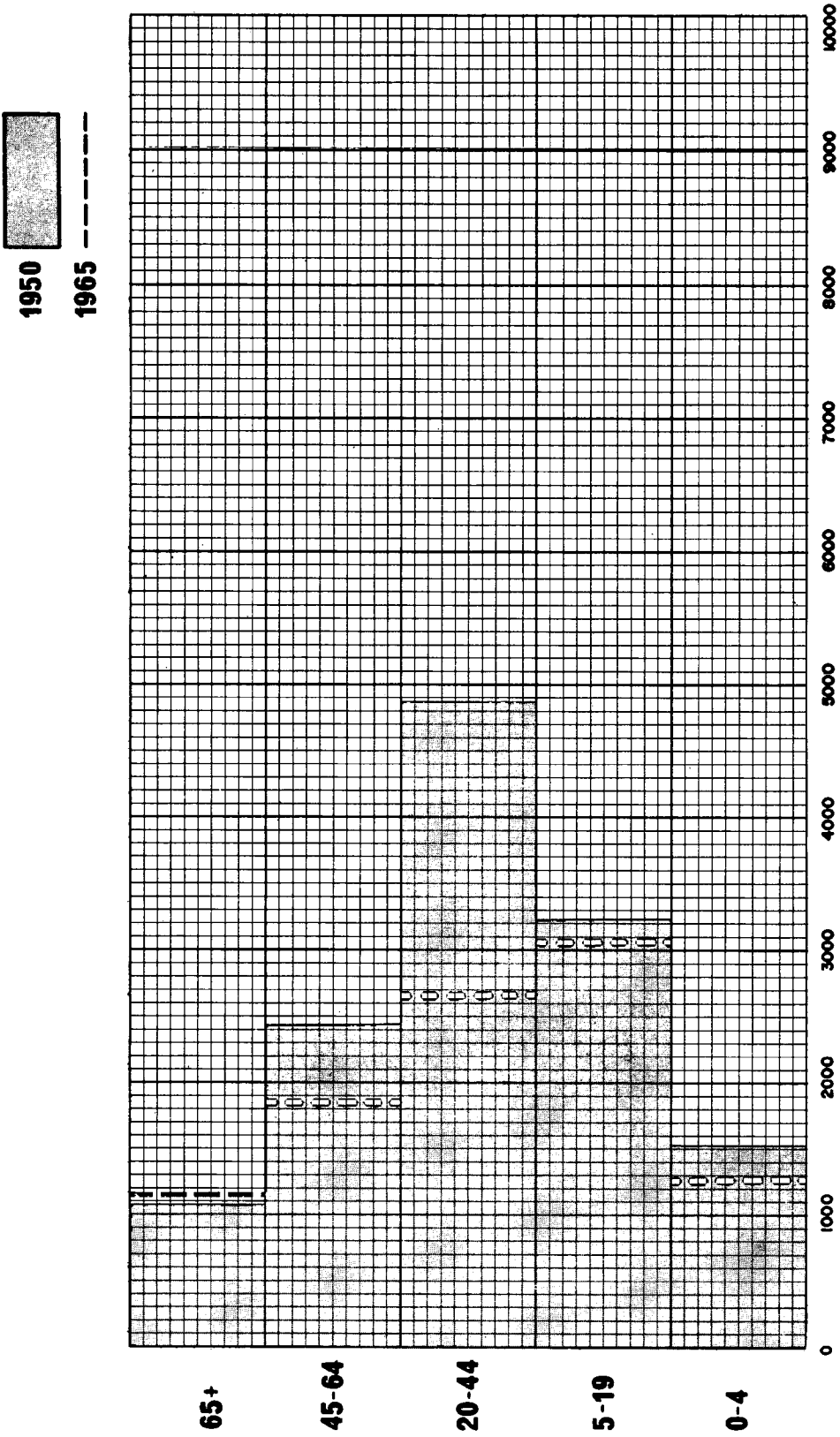
Age Structure, Lower South Providence, 1950-1965

	<u>0-4</u>	<u>5-19</u>	<u>20-44</u>	<u>45-64</u>	<u>65+</u>	<u>Total</u>
1950	1566	3237	4864	2425	1080	13,172
1965	<u>1278</u>	<u>3063</u>	<u>2634</u>	<u>1805</u>	<u>1117</u>	<u>9,897</u>
Numerical change	-288	-174	-2230	-620	+37	-3,275
<hr/>						
% Change	-18	-5	-46	-26	+3	-25%

Source: U.S. Census of Population, 1950, 1965.

COMPARISON OF AGE GROUPS

LOWER SOUTH PROVIDENCE



SOURCE: U.S. CENSUS, 1950-1965

As table 6 indicates, there has been a loss of 45 percent of the persons within the age group 20-44 (or 2230 persons). This, plus the very large number of young persons between the ages 1 and 19 account for the rather bottom heavy configuration of the Lower South Providence population pyramid. In addition to having a very young population, the neighborhood has a significant aging population. Persons in the age groups 65 and over are the only groups to have a net increase in population over the period from 1950-1965.

3. Racial and Ethnic Structure

Figure 2 indicates that since 1950 there has been a significant increase in the percentage of the residents of Lower South Providence who are non-white. The non-white population in 1965 comprised 26 percent of the total population of the area; while the comparable figure for the City was only 8 percent. The reasons for this significant increase are the same as those for Upper South Providence: high birth rate among non-whites and displacement due to freeway construction and urban renewal projects. Also many Negroes from the south have been moving and resettling in the northern states. Over 30 years ago, the Jewish, Irish, Italian and French Canadian immigrants were the principal residents of this area. Gradually, as they were able to save money, get better jobs and more education through assimilation and adjustment to the new American culture, many moved either to the more affluent neighborhoods, such as the East Side and Mount Pleasant or to middle class sections around Elmwood Avenue. However, the Irish have been and are now the most significant ethnic group remaining in this area.

B. Socio-Economic Characteristics

TABLE 7

Economic Factors: Rate per 1,000 people of segment indicated 1962

	<u>Lower South Prov.</u>	<u>City</u>	
Unemployment Insurance Payment	46.3	37.3	ages 15-64
General Public Assistance	7.9	7.3	total pop.
Aid to Families with Dependent Children	188.3	111.3	ages 0-19
Old Age Assistance	96.7	79.9	ages 65 & over
Aid to the Blind & Disabled	7.5	6.4	total pop.

Source: Council of Community Services Social Pathology Index
Technical Supplement.

Table 7 points out that the economic assistance rates for the neighborhood are much higher than the rates for the City. However, the rates in Upper South Providence are approximately double that of Lower South Providence, except, for unemployment insurance payments which are slightly higher in the latter. As of 1960, 40% of the families in Lower South Providence, earned less than \$3,000 which is the figure set by O. E. O. as the poverty level. These economic factors serve to emphasize the need of a social program in this neighborhood to alleviate the family's strong dependency on the Welfare Department for their livelihood.

2. Education Factors

TABLE 8

Education Factors: Rate per 1,000 people of segment indicated 1962

Lower South Providence City

School Drop outs	317.6	260.1 ages 15-19
Truants	20.8	10.9 ages 5-19
School Behavior Problems	5.0	5.1 ages 15-19

Source: Council of Community Services Social Pathology Index
Technical Supplement (1964)

Once again, the high rates of unemployment and public assistance programs reflect the educational problems in the neighborhood. Table 8 indicates that the rate of school dropouts are almost 1.5 times that of the City whereas the truancy rate is twice that of the City. Although the rates of school behavior problems are the same, it should be noted that instead of remaining in school to become problems, many of the trouble makers either drop out or become truant.

3. Conduct Factors

TABLE 9

Conduct Factors: Rate per 1,000 people of segment indicated 1962

Lower South Providence City

Juvenile Arrests	42.1	29.5 ages 15-19
Adult Arrests	15.1	15.9 total pop.

Source: Council of Community Services Social Pathology Index
Technical Supplement (1964)

The rate of juvenile arrests is almost 1.5 times higher than the City rate while the adult rate is slightly below the City rate. A high juvenile arrest rate reflects the high percentage of poverty, dependency,

and school truants and dropouts. The figures substantiate even further, the need to combat economic dependency and develop vocational training programs to encourage independence and self-pride among the youth. The higher number of juvenile arrests over the adult arrests may be a result in part of the much higher percentage of juveniles living in this area.

4. Family Stability Factors

TABLE 10

Family Stability Factors: Rate per 1,000 people of segment indicated 1962

Lower South Providence City

Court Disposition of Children	5.4	5.9 ages 0-19
Illegitimate Birth	30.9	21.2 live births
Petitions for Divorce	3.2	1.7 total pop.

Source: Council of Community Services Social Pathology Index
Technical Supplement (1965)

The figures in Table 10 indicate that family cohesiveness is less strong than the City as a whole. The higher rate of illegitimate births and petitions for divorce substantiate the high rate of ADC payments for this area and emphasize the need of more intensive services to aid dependent mothers such as day-care centers and head start programs.

C. Health Characteristics

TABLE 11

Health Characteristics: Rate per 1,000 people of segment indicated 1962

	<u>Lower South Providence</u>	<u>City</u>	
Syphilis and Gonorrhea	7.2	8.5	total population
First Commitment Alcoholism	4.3	4.1	total population
Infant Mortality	25.3	20.9	live births
Resident Deaths	8.4	7.8	ages 0-19

Source: Council of Community Services Social Pathology Index
Technical Supplement (1964)

The general health level of the neighborhood closely reflects that of the City. The rather low rate of undesirable characteristics could perhaps be a result of the easy accessibility of the Rhode Island and St. Joseph's Hospitals and their clinics. Progress for Providence maintains a health center on Ocean Street in the Roger Williams Housing Project. Another reason could be that because of the high rate of social and economic problems in the area, agencies such as District Nursing, Public Assistance and Child Welfare are aware of the health problems that arise from such conditions and therefore work more intensely to identify and locate them.

IV. PUBLIC SERVICE SYSTEMS AND FACILITIES

A. Public Facilities1. Schools

Two elementary schools, Temple Street and Mary Fogarty, both PK-6, serve the residents of Lower South Providence.

The Temple Street School, constructed in 1908 on a meager 0.7 acre site, is located in a depressed commercial-residential neighborhood on

Public Street, a major east-west thoroughfare. The Master Plan for Public Schools* recommends that the school be closed as soon as a new facility can be provided.

The Mary Fogarty School, completed in 1962, has an optimum capacity for 790 students. The two story classroom buildings is connected to a 1 story wing that contains the administrative office, a kindergarten, a health suite and a combination cafeteria-auditorium, gymnasium.

The school occupies a 2.34 acre site that is adjacent to an equally large public playground.

The Master Plan for Public Schools proposes that a new lower grade school (capacity 500) be built in Lower South Providence to replace the Temple Street School and to relieve pressure on the Fogarty and other schools. A possible site for the proposed school includes a city-owned block where the Thurbers Avenue School once stood plus part of an adjacent block, aggregating about three acres.

Roger Williams Junior High School, built in 1932, at the corner of Thurbers and Prairie Avenues in Lower South Providence has an optimum capacity of 1,345 students and occupies a 3 1/2 acre site with access to a nearby 3 acre playing field. The neighborhood is well within the service radius of the school.

High school students in the area are well served by the new Central-Classical High School complex.

Progress for Providence runs a community school in the evenings at the Roger Williams Community Center. Activities include adult education classes and tutorial projects.

*Master Plan for Public Schools (1965)

One parochial school, St. Michael's, is located in this area at Oxford Street. This large school serves 966 students in the first through eighth grades.

2. Recreation

TABLE 12

Recreation, Lower South Providence

<u>Site Number</u>	<u>Name of Facility</u>	<u>Primary Use</u>	<u>Proposal*</u>	<u>Size in Acres</u>	
				<u>Existing</u>	<u>Proposed</u>
1.	Public St.	Playlot	Proposed	--	0.10
2.	Temple St.**	Park	Proposed	--	0.70
3.	Baxter St.	Playlot	Proposed	--	2.00
4.	Houston St.	Playlot	Proposed	--	0.13
5.	Thurbers Ave.***	Playground, Neighborhood Center	Proposed	--	1.70
6.	Mary Fogarty (Harriet St.)	Playground	Improve	2.16	2.16
7.	Richardson Park (R.Williams Jr. High)	Playground, Neighborhood Center	Improve	3.19	3.19
Total				5.35	9.98

**Proposed for site created by demolition of Temple St. School.

***Proposed in conjunction with construction of New Lower South Providence school.

Source: *Master Plan for Public Recreation and Conservation, 1965

A list of the existing recreation facilities in the neighborhood is summarized in Table 12. The total area of these recreation facilities amounts to 5.35 acres; or the equivalent of 0.54 acres of recreational space for every 1,000 persons, an additional 6.9 acres should be provided.

The Master Plan for Public Recreation and Conservation proposes the addition of 4.6 acres of recreation land for a total of 9.98 acres.

However, as indicated earlier, the population of Lower South Providence is quite young, with about 47% of population under the age of 20; thus the need for recreational space (especially, active recreational space) is fairly acute. Vacant lots are used as a substitute for planned open space. Thus, efforts should be made to develop large supervised playgrounds, separately for tots and teenagers.

The Boy's Club on Louisa Street is a modern facility serving a portion of the indoor recreational needs of the neighborhood.

3. Police and Fire Facilities

Interested residents of this area meet monthly with policemen at the Roger Williams Community School or the Progress for Providence resource unit on Thurbers Avenue to discuss police-community relations and problems that may arise within the neighborhood.

Engine Company 10 and 11 and Ladder Company 5 operating out of a modern station on Broad Street provide efficient service to the neighborhood.

4. Library Facilities

A branch of the Providence Public Library on Prairie Avenue serves the neighborhood. Approximately 7.3 per 1,000 persons in Lower South Providence are registered borrowers at the Public Library, as compared with a rate of 8.9 for the City as a whole; however, public information programs are being carried out by the library administration in order to substantially raise both of these percentages.

5. Hospitals and Clinics

As mentioned earlier in Section C (Health Characteristics), the neighborhood is served by two hospitals, Rhode Island Hospital and

St. Joseph's Hospital, which maintain out-patient clinics. Although neither clinic is actually located within the neighborhood, the facilities are quite convenient.

The Lower South Providence Resource Unit of Progress for Providence maintains a health clinic which dispenses information relating to health, treats minor ailments, and conducts a referral service for more serious cases. The Providence District Nurses individually go into homes within the neighborhood to help with infant care and immobile elderly persons as well as hard-core problem families.

6. Social Service Agencies

Because of the extremely high incidence of social and economic problems within this neighborhood, it is necessary to broaden and extend the work done by the Social Service Agencies. The most prominent agency now working in this area is Progress for Providence. They maintain a resource unit on Thurbers Avenue, a Health Center on Ocean Street, a Community School in the Roger Williams Community Center and the residents utilize the drop-in center and charm school on Prairie Avenue in Upper South Providence. They employ vocational counselors, a legal service and credit union and act as liason for referral purposes between the residents and the Department of Public Welfare. District Nursing also helps by identifying and referring home problems to the proper social agencies. However, these services are not enough. With the high percentage of small children, services such as head start programs, daycare centers and supervised playgrounds are needed. For the juveniles, more intensive education and psychological programs should be developed which will aid in reducing the number of truants and dropouts as well as

juvenile offenders. The social needs certainly demand a more comprehensive and coordinated attack.

The Model Cities Program, with its strong emphasis on defining and alleviating the social problems, will hopefully serve this function. It must be remembered, however, that such an endeavor will take a great deal of time, experience and cooperation. The job of social planning in this area is indeed a difficult and challenging one.

B. Public Utilities

Water is adequately supplied to the neighborhood; however, the existing combined sanitary and storm sewer system is inefficient and the city's Capital Improvement Program proposes that the systems be separated in conjunction with any proposed urban renewal projects.

C. Streets

The Lower South Providence neighborhood has slightly under eleven and one half miles of streets. The majority of this mileage, (7.58 miles), is classified as Local streets. The remainder of the street mileage is comprised of Arterials (1.79 miles), and Collectors (1.93 miles).

The most heavily traveled arterials in the neighborhood are Public St., Potters Ave., Thurbers Ave., Broad St., and Eddy St. Volumes on these arterials range from 3,000 to 14,000 trips per day. The neighborhood Collector system is comprised of Plain St., Prairie Ave., and Oxford St. Volumes on these Collector streets range from 2,000 to 6,000 trips per day.

The two highest accident locations for this neighborhood, Broad and Public Streets and Broad and Oxford Streets, were discussed in the

Elmwood neighborhood section.

Six other intersections in the Lower South Providence area had six or more accidents. The highest number recorded was seven at Potters and Prairie Aves., and at Eddy St. and Thurbers Ave.; all the rest had six apiece during the year 1965.

The entire Lower South Providence area falls within the boundaries of the Model Cities Area and much thought and study will be given to each of these intersections during the planning phase of this study.

The Lower South Providence neighborhood has approximately eighty-two residential blocks. Of these, seventy-two were found to be deficient in off-street parking. The residents of the Lower South Providence neighborhood own over two thousand cars, and over one thousand of these do not have adequate on-site parking.

At the present time, this lack of parking presents a serious problem. In formulating plans for the Model Cities Area the solving of the parking problem will have to be given a high priority.

The following table shows in detail the number and percentage of residential blocks deficient:

LOWER SOUTH PROVIDENCE

Total Residential Blocks	82
Number of Blocks Deficient	72
% of Total Blocks Deficient	87.8%
Total Cars per Neighborhood	2,012
Total Cars per Deficient Block	1,536
Cars with Inadequate Spaces	1,003
% Total Cars with Inadequate Spaces	49.9%

Of the four Arterials in this neighborhood, only Broad Street meets today's standards. Congestion occurs during peak hours along the more

heavily traveled Arterials of Broad Street, Eddy Street, and Thurbers Avenue. Except for congestion during peak hours the arterials are functioning adequately and should continue to do so in the near future.

Considering the age of the neighborhood, the Local street system has very few streets that are below standard in paved width.

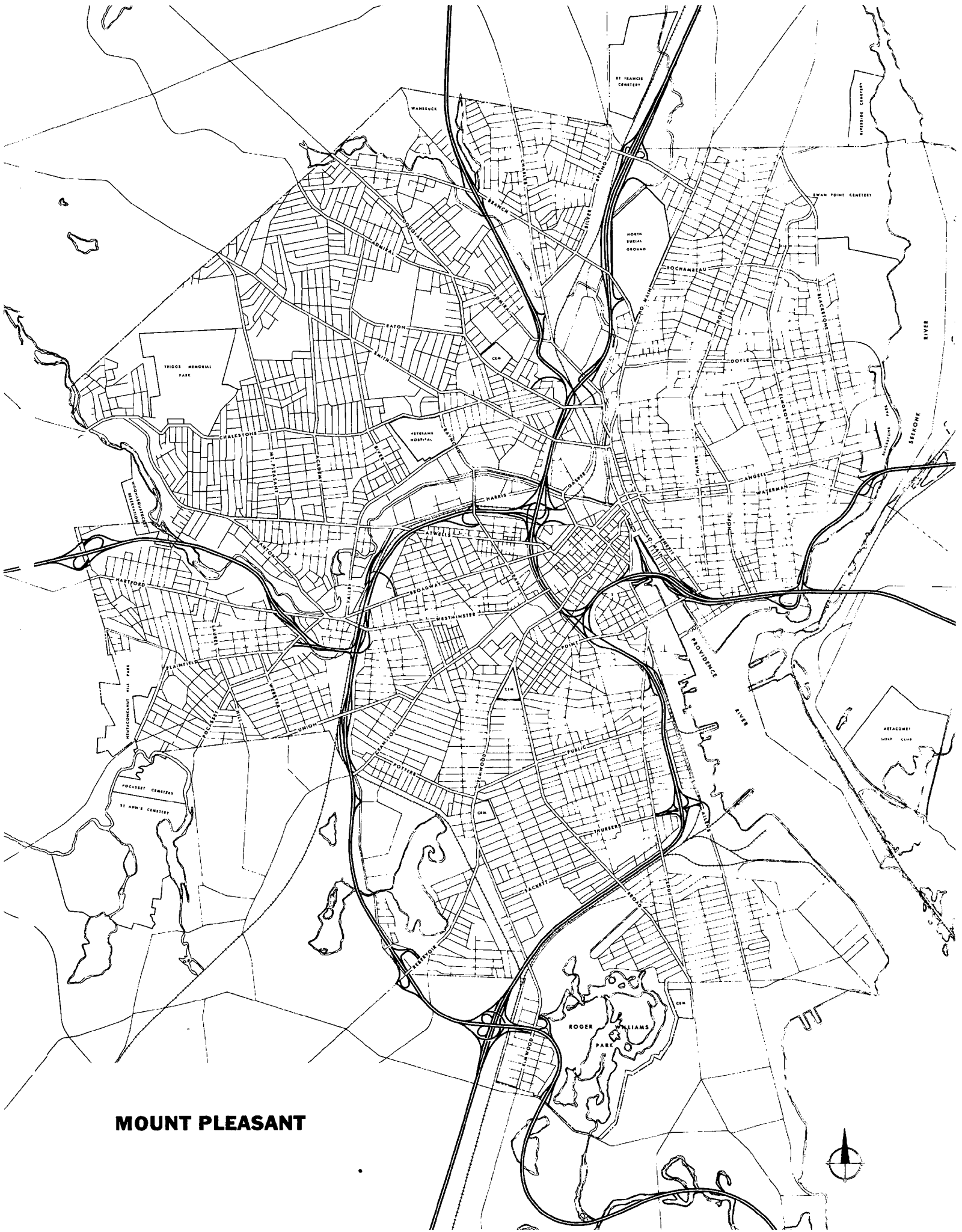
One proposal in the Circulation Master Plan that will affect the Lower South Providence area is the Public-Potters Connector which runs from Allens Avenue to Huntington Avenue. This improvement will form a major crosstown route and will provide additional access to the Elmwood-South Providence areas.

V. SUMMARY OF GOVERNMENTAL ACTION

Both the Community Renewal Program and the General Neighborhood Renewal Plan have analyzed the area and have made general recommendations concerning the type of treatment that the neighborhood is to receive.

An intensive conservation program is recommended for the whole Lower South Providence area. The housing which is in good condition should be maintained and rehabilitation of most of the remaining structures should be encouraged. Heavy rehabilitation and clearance is needed in this area in order to stem the tide of physical blight which is overtaking the area from the north, causing a rapid down-grading of physical conditions.

As mentioned earlier, the Model Cities Program incorporates the Lower South Providence neighborhood within its project boundaries. The Program is geared to find solutions to many of the physical and social problems.



MOUNT PLEASANT



MOUNT PLEASANT

MOUNT PLEASANT NEIGHBORHOOD

I. INTRODUCTION

The Mount Pleasant Neighborhood is located in the northwest corner of Providence and is bounded on the north by Admiral Street, on the east by Douglas and Oakland Avenues, on the south by parts of Chalkstone, Academy, Atwells, Manton, Riverdale, Richland, and Glenbridge Avenues and on the west by the towns of North Providence and Johnston. Of nineteen neighborhoods Mount Pleasant ranks second in land area with 1,428 acres and first in population with 25,661 residents as of 1965.

II. LAND USE AND HOUSING

A. Land Use Characteristics

TABLE 1

Existing Land Use, Mt. Pleasant

<u>Land Use</u>	<u>Area in Acres</u>	<u>% of Net Area</u>
Residential*	676.4	54
Commercial	16.9	1
Industrial	1.2	--
Public & Institutional	420.7	34
Vacant	<u>140.7</u>	<u>11</u>
Total Net Area	<u>1,255.9</u>	<u>100%</u>
Streets	172.0	12
Net Land Area	<u>1,255.9</u>	<u>88</u>
Total Land Area	<u>1,427.9</u>	<u>100%</u>

*Includes mixed residential and nonresidential uses.

Source: Providence Community Renewal Program, Technical Supplement, Appendix C. (1964)

The land in the Mt. Pleasant area is primarily devoted to residential and public and institutional use with approximately 88% of its net area being used for these purposes. Major medical and educational institutions occupy large tracts. They are: The Roger Williams, Lying-In, and Chapin Hospitals, Providence and Rhode Island Colleges, Academy of the Sacred Heart (now vacant), LaSalle Academy, the State Children's Home and School and Triggs Memorial Park (with a 157 acre Municipal Golf Course). The institutions impart a degree of character and a feeling of openness to the area. No one presently has plans to expand in the area, except Providence College which may acquire the Chapin Hospital site if that institution is closed.

Of the 16 acres classified as commercial, much is taken up by the Mount Pleasant Shopping Center at Chalkstone and Academy Avenues. Intermittent strip development occurs along Chalkstone, Academy and Manton Avenues, and Smith Street.

B. Characteristics of Structures and Environment

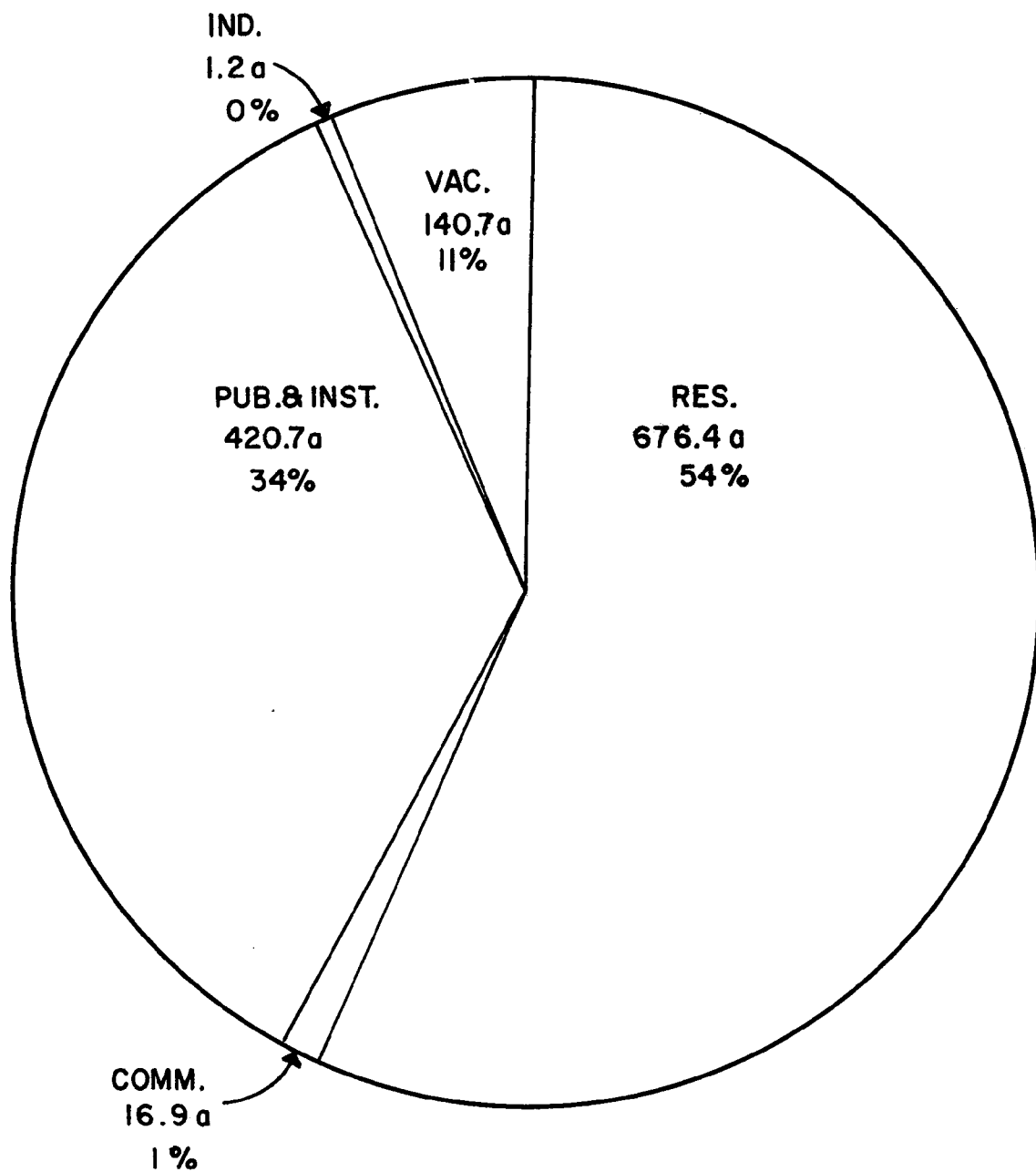
1. Residential

TABLE 2

Residential Structure Type, Mt. Pleasant

<u>Structure Type</u>	<u>No. of Structures</u>	<u>% of Total</u>	<u>No. of D. U's</u>	<u>% of Total</u>
1 Family	3436	69	3436	48
2 Family	938	19	1876	26
3 Family	525	11	1575	22
4 or more Families	<u>48</u>	<u>1</u>	<u>282</u>	<u>4</u>
Total	4947	100%	7169	100%

Source: Assessor's Office, City of Providence, 1962.



EXISTING LAND USE
MOUNT PLEASANT

One-family houses are predominant throughout the area but 2 and 3-family homes are found on Academy Avenue and south of Chalkstone Avenue. Very few multi-family dwellings (over 3 family) are located in Mt. Pleasant.

TABLE 3

Condition of Structures, Mt. Pleasant

Type of Structure	Good		Fair*		Deficient**		Total	
	No.	%	No.	%	No.	%	No.	%
Residential & Mixed	4216	87	582	12	49	1	4847	100
Commercial	68	76	19	21	3	3	90	100
Industrial	16	76	4	19	1	5	21	100
Public & Institutional	45	100	0	--	0	-	45	100
Total of all structures	4345	87	605	12	53	1	5003	100%

*Those structures classified as rehabilitatable by C.R.P.

**Those structures classified as poor and reconditionable by C.R.P.

Source: Providence Community Renewal Program, Technical Supplement, Appendix C. (1964)

As Table 3 indicates, 87% of the residential and mixed structures are in good condition and only 1% are classified as deficient. The few structures that are in poor condition are mostly found in the southern parts of the Mount Pleasant Area. Approximately 61% of the homes are owner occupied and in some areas home ownership goes above 90%. The average gross rent is \$66 a month, higher than the City's average of \$60. Both contract rents (\$30-\$75) and house values (\$10,000-\$20,000) decrease from above average in the north to average or below in the area south of Chalkstone Avenue. Household incomes also reflect this pattern, averaging \$5,908 a year and the percentage of income reserved for rent

is about 13.4. Only 12.3% of the population earns below \$3,000 annually.

TABLE 4

Condition of Residential Environment, Mt. Pleasant

a. Residential Blocks with Environmental Deficiencies

No. of Deficiencies/Block							Total No. Of Residential
0	1	2	3	4	5	or more	Blocks
23	121	78	32	6		2	262

b. Residential Blocks Affected by Specific Environmental Deficiencies*

<u>Environmental Deficiency</u>	<u>Severity of Deficiency</u>
Excessive land coverage	-
Inadequate off-street parking	3
Mixed land uses	2
Presence of specific nuisance uses	2
Excessive street traffic	2-3
Inadequate service by public elementary school	3
Inadequate service by public recreation area	3

*A quantitative measure is unavailable; therefore, the severity of the environmental deficiency for the area as a whole is ranked as either: minor (1), moderate (2), or severe (3).

Source: Community Renewal Program, Technical Supplement, Appendix C. (1964)

One-half of all the residential blocks have 2 or more environmental deficiencies. This situation should indeed be corrected considering the high socio-economic status of the majority of residents. If the problems of inadequate service by public elementary schools and recreation areas, excessive street traffic and inadequate off-street parking con-

tinue, many of the residents will move to more desirable locations and thus rob the Mt. Pleasant area of its stability and high status. It should be noted that this area does have a high Catholic population so that although there is inadequate service by the public elementary schools, it does not affect the many families that send their children to the parochial schools in the area.

TABLE 5

Comparison of Vacancy Rates*, City of Providence, Mt. Pleasant

	<u>1950</u>	<u>1960</u>
Mt. Pleasant	1.6	2.4
City of Providence	2.6	6.9

*Rate per hundred housing units

Source: U. S. Census, 1950, 1960

As Table 5 indicates, the vacancy rate in this area has increased 1.5 times while the City rate has more than doubled. However, the rate in 1960 was only 2.4 in Mt. Pleasant whereas it was 6.9 for the City as a whole. Over 350 new housing units have been built in the western half of Mt. Pleasant since 1950 and close to 700 in the eastern half (mostly one-family structures). No major demolition was undertaken for freeway construction or renewal projects. Yet the vacancy rate has still increased, if only slightly, indicating that the trend to move out of the City occurs in all neighborhoods, even the better ones.

2. Non-Residential

Of the relatively small number of non-residential structures found in Mt. Pleasant, only 4 buildings are classified as deficient and over

three quarters are considered in good condition. Most are of one-story fire-resistant construction. In the eastern half of the area, a substantial number have been built since 1941. Inadequate off-street loading and parking, traffic congestion and poor street access are important environmental problems there. In the western section most of the non-residential structures were built between 1900 and 1940 and the same environmental problems exist there as in the eastern sector except that street access is better.

III. POPULATION AND SOCIO-ECONOMIC CONDITIONS

A. Population

1. Number

During the 15 year period from 1950 to 1965 the population has increased at a rate of 11%. In 1950, the population was 23,108 and in 1965 it increased to 25,661 persons for a difference of 2,553 residents. This increase is very uncommon in view of the trend in Providence of a steady decline in population.

2. Age Structure

TABLE 6

Age Structure, Mt. Pleasant

	<u>0-4</u>	<u>5-19</u>	<u>20-44</u>	<u>45-64</u>	<u>65+</u>	<u>Total</u>
1950	1642	5273	8551	5747	1895	23,108
1965	1685	7032	7268	6587	3089	25,661
Numerical change	+43	+1759	-1283	+840	+1194	+2,553
% Change	+2.6	+33.4	-15.0	+14.6	+63.0	+11.0%

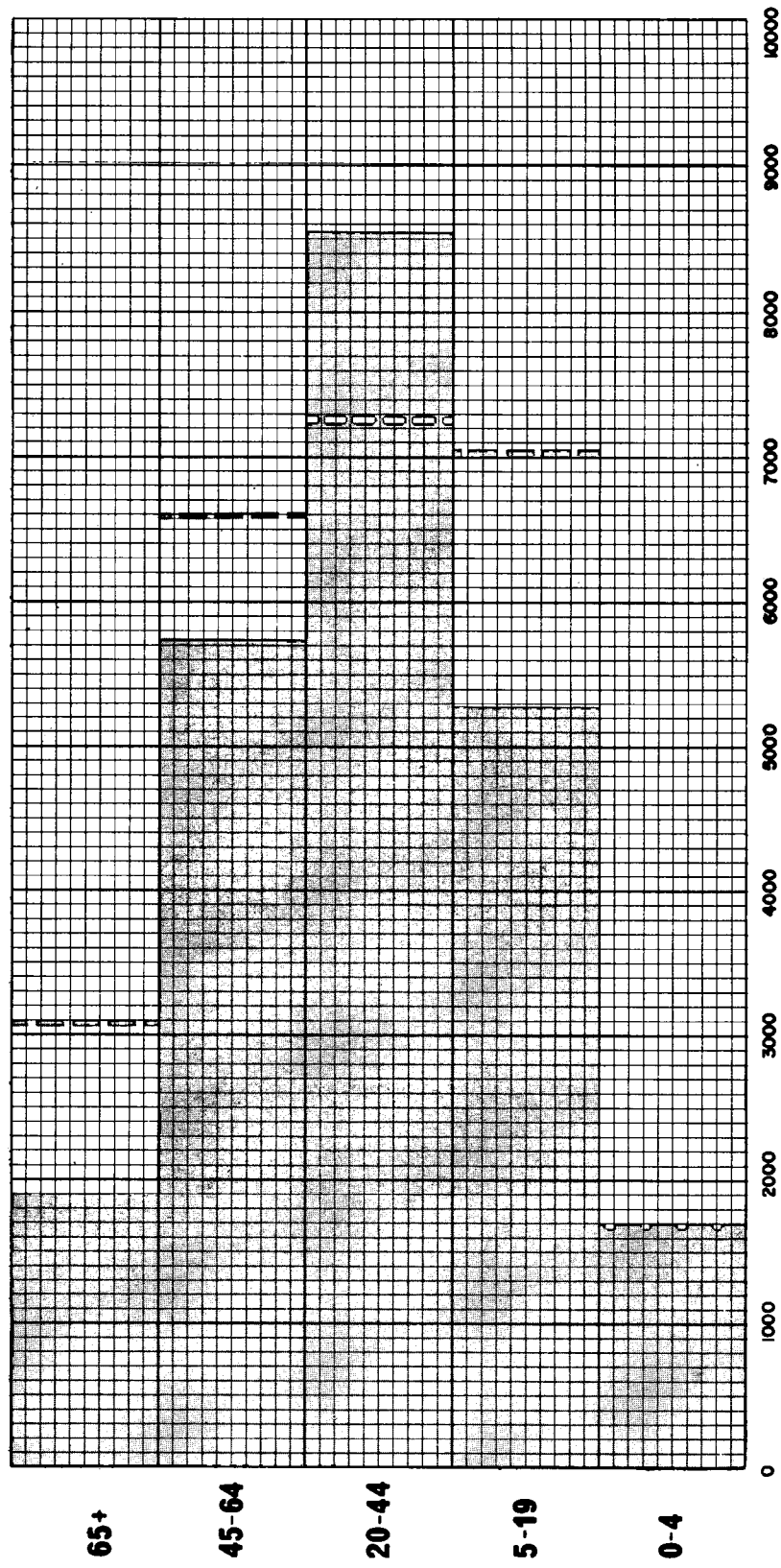
Source: U. S. Census of Population, 1950, 1965.

Considering that there have been over 1,000 new housing units built and no demolition has taken place as a result of urban renewal or freeway construction, the increase in population is very small. Unfortunately, the only decrease in population has occurred in the most productive age group (20-44) at a rate of 15%. An enormous rate of increase of elderly persons over 65 has occurred. This situation must be ascribed to the aging of the population occupying those housing units built prior to 1950. This created a loss in the 20 to 44 age group which was partially offset by younger families moving into the new housing. This area needs to be made more desirable, however, for families with small children. The low density of housing should make the physical environment of this area appeal to these families, but without adequate elementary school and recreational facilities, this age group will continue to decline in number. Efforts need to be made now to bring new families into the neighborhood so that it can become more heterogeneous in character, appealing to all age groups rather than to limited groups such as the middle-class elderly and dependent persons, or the single transient individuals who attend the colleges in the Mt. Pleasant area and who leave as soon as school is finished, often contributing little to the community. With the potential that this area has - low density, convenience to shopping, proximity to many institutions, and stable socio-economic status of the residents - the environmental deficiencies should be alleviated as soon as possible so that Mt. Pleasant can keep and increase its appeal to such a population.

COMPARISON OF AGE GROUPS

MOUNT PLEASANT

1950  1965 



SOURCE: U.S. CENSUS, 1950-1965

3. Racial and Ethnic Structure

The non-white population has remained very small in this area, and makes up only 0.2% of the total population as of 1965.

Over the past 20 years, Italian, Irish and Jewish persons have made up a large percentage of those of foreign descent living in Mt. Pleasant. In 1960, 28% of the population were of Italian descent.

B. Socio-Economic Characteristics

1. Economic Factors

TABLE 7

Economic Factors: Rate per 1,000 people of segment indicated 1962

	<u>Mt. Pleasant</u>	<u>City</u>	
Unemployment Insurance Payment	37.3	37.3	ages 15-64
General Public Assistance	0.9	7.3	total population
Aid to Families with Dependent Children	27.1	111.3	ages 0-19
Old Age Assistance	16.5	79.9	ages 65 & over
Aid to the Blind & Disabled	1.0	6.4	total population

Source: Council of Community Services Social Pathology Index
Technical Supplement (1964)

The rate of public assistance in this area is extremely low, less than one quarter that of the City as a whole. Only the number of unemployment insurance payments equals the city's rate. However, these payments are only temporarily unemployed, not the hard core. To alleviate the problem of unemployment, perhaps social agencies could set up a program of vocational training and counseling for those persons capable of working. In general the statistics show that this area is economically more sound than

the City average. With the assistance of social agencies the one problem of the temporarily unemployed can be improved.

2. Education Factors

TABLE 8

Education Factors: Rate per 1,000 people of segment indicated 1962

	<u>Mt. Pleasant</u>	<u>City</u>	
School Drop-outs	130.3	260.1	ages 15-19
Truancy	5.6	10.9	ages 5-19
School Behavior Problems	5.3	5.1	ages 15-19

Source: Council of Community Services Social Pathology Index
Technical Supplement (1964)

Although the school drop-out and truancy rate is only half that of the City, the number of school behavior problems reflect the rate for the City as a whole. Low drop-out and truancy rates reflect a middle class neighborhood but behavior problems, especially among teenagers, often do not. Poor behavior on the part of the children can be a result of the home environment, transcending the socio-economic status of the household. Sometimes children from the most affluent homes are the worst behavior problems. City agencies can help by establishing supervised play and activity areas in the neighborhood where experienced personnel can assist in identifying some of the emotional and/or environmental problems of the children. A child with problems can then be referred to the proper agency, or, in many cases, just to the family. In stable neighborhoods such as Mt. Pleasant, many interested parents would try to seek private help once their child is shown to have behavioral problems. However, it is still up to social agencies such as schools,

churches, boys clubs and neighborhood centers to help in identifying problem children. Even though the drop-out rate is lower than the city rate, it is still high enough to warrant the attention of social agencies. In such a stable and relatively high socio-economic neighborhood, the number of drop-outs should be even lower. All the schools should stress the importance of good education while at the same time making the curriculum appeal to the potential drop-outs. Good guidance counselors are needed in the schools as well as the use of all forms of testing which identify the various problems affecting student scholastic ability. Courses in skilled trades should be offered to those children who do not wish to continue school. Thus, the school system should be broadened and improved in quality in the Mt. Pleasant neighborhood especially considering the great resources this area has with which to work - a good percentage of potentially bright and well taken-care-of children from stable, middle class families.

3. Conduct Factors

TABLE 9

Conduct Factors: Rate per 1,000 people of segment indicated 1962

	<u>Mt. Pleasant</u>	<u>City</u>	
Juvenile Arrests	49.4	29.5	ages 15-19
Adult Arrests	2.8	15.9	total population

Source: Council of Community Services Social Pathology Index
Technical Supplement (1964)

The number of adult arrests in Mt. Pleasant is extremely small compared to the city rate. This directly reflects the high socio-economic status of the neighborhood. It is interesting to note, however, that the

rate of juvenile arrests is quite high compared to the City, thus showing that this latter factor is not directly related to the quality of the neighborhood. Juvenile delinquency is sometimes as high among children of middle class and upper class families as it is among low status families. This reflects the instability that can be found in any household, regardless of income. Efforts must be made to overcome this problem of delinquency among the children who "act out" not because of lack of materialistic things but out of deeper psychological reasons stemming from their home or peer group environment. Help is needed from the social agencies to identify these delinquents and find out the basis of their problems. Schools, churches, boys clubs, recreation centers could all help. In many cases, psychologists need to be called in and they should be available in the schools in areas of guidance and testing so that emotional problems could be identified and aided.

4. Family Stability Factors

TABLE 10

Family Stability Factors: Rate per 1,000 people of segment indicated
1962

	<u>Mt. Pleasant</u>	<u>City</u>	
Court Disposition of Children	0.4	5.9	ages 0-19
Illegitimate Births	2.4	21.2	live births
Petitions for Divorce	1.0	1.7	total population

Source: Council of Community Services Social Pathology Index
Technical Supplement (1965)

These 3 characteristics - illegitimate births, petitions for divorce and court disposition of children - all occur at very low rates compared to the City as a whole. However, these factors alone do not

account for family stability. Considering the high juvenile arrest rate in comparison to the low adult arrest rate and the considerable number of school drop-outs in relation to the high socio-economic status of the neighborhood, high family stability is somewhat doubtful. Personal factors within a home leading to emotional instability cannot be shown by statistics and tables. Therefore, we can only infer from other characteristics, such as school behavior problems, juvenile delinquency and the number of school drop-outs, that Mount Pleasant residents do have problems within their family units that need to be handled professionally by the related social agencies.

C. Health Characteristics

TABLE 11

Health Characteristics: Rate per 1,000 people of segment indicated 1962

	<u>Mt. Pleasant</u>	<u>City</u>	
Syphilis and Gonorrhea	2.1	8.5	total population
First Commitment Alcoholism	0.7	4.1	total population
Infant Mortality	16.9	20.9	live births
Resident Deaths	5.3	7.8	ages 0-19

Source: Council of Community Services Social Pathology Index
Technical Supplement (1964)

The more anti-social health problems of alcoholism, syphilis and gonorrhea, are very minor in Mt. Pleasant as can be expected in a high socio-economic neighborhood. However, the mortality rate of residents between the ages of infancy and 19, although lower than the City rate, is still quite high. This is surprising considering the close proximity of the Roger Williams and Lying-In Hospitals within the area, and the

adjacent Veterans Memorial Hospital. Perhaps this points out the need for local well-baby clinics especially in the southwest and northern sections of the area that are not as close to the hospitals. Also more house-to-house visits are needed from the District Nurses so as to be in a better position to find previously unidentified health problems of infants and young children. A program on child care should be made available for the residents by the proper social agencies, perhaps three evening adult education classes at local schools. Considering the high status of this neighborhood in relation to the City as a whole, social agencies should be able to get a response when using the above measures to combat the number of deaths occurring among children in the neighborhood.

IV. PUBLIC SERVICE SYSTEMS AND FACILITIES

A. Public Facilities

1. Schools

Although there are quite a few elementary schools within the area, most are inadequate and should be closed.

Built in 1890, the Academy Avenue Elementary School, K-6, occupies a steeply sloped 0.86 acre site on Academy Avenue, a major traffic artery. The Sisson Street Elementary School, K-2, built in 1894 on a 0.37 acre site, and located on Sisson Street, a major artery, has been consistently recommended for abandonment since 1923.

The Mount Pleasant Elementary School, K-3, built in 1898, occupies a 0.42 acre site (plus a 2.34 acre playground) at the southwest corner of the intersection of two major streets, Chalkstone and Mt. Pleasant Avenues. The Master Plan* recommends that it be closed.

The Manton Avenue Elementary School K-6, built in 1899 on a very limited paved 1/2 acre site is situated at the intersection of Manton and Fruit Hill Avenues, two moderately heavy traffic arteries. This school is located in a mixed residential-industrial area. Once again, the Master Plan* recommends that it be closed.

The Nelson Street Elementary School, K-6, was built in 1921 with an addition built in 1950. It occupies a 1.6 acre site that is partially used for parking. A small playground is located within one block of the school. The Master Plan* recommends that it be retained. An addition of 8 classrooms, a cafeteria and gymnasium has recently been made to the Nelson Street School.

The Master Plan* proposes that a new Mt. Pleasant Elementary School be built as a K-6 or K-4 facility with a 700-student capacity. It would be located in the southeast corner of Triggs Memorial Park to replace the 4 elementary schools that are recommended to be closed. The site would consist of approximately five acres.

The George J. West Junior High School, was built as an elementary school in 1916. The very small site (2.2 acres) is extremely inadequate for this type of school.

Mount Pleasant High School, built in 1938 on a 28 acre site is also located in this area.

There are 4 parochial schools serving children in the first through eighth grades. St. Augustine's on Mt. Pleasant Avenue has a student enrollment of 330. Our Lady of Lourdes on Atwells Avenue near Mt. Pleasant Avenue serves 280 students. St. Pius School, located on Elmhurst Avenue, has a 321 student enrollment and St. Thomas on Fruit Hill contains 315 children.

*Master Plan for Public Schools (1965)

LaSalle Academy, a large parochial high school is also in the area.

2. Recreation

TABLE 12

Recreation: Mt. Pleasant

<u>Site Number</u>	<u>Name of Facility</u>	<u>Primary Use</u>	<u>Proposal*</u>	<u>Size in Acres</u>	
				<u>Existing</u>	<u>Proposed</u>
68	Nelson St. School	Playground, Neigh. Center	Expand	3.23	3.65
69	Mt. Pleasant High School	Playfield, Pool Neigh. Center	Improve	14.63	14.63
70	Triggs Mem. Park	Park (Golf Course)	Retain	161.39	161.39
71	Obediah Brown	Playfield	Lease	9.43	9.43
72	Chalkstone Ave.	Playground	Abandon	1.38	--
73	Mt. Pleasant Playground	Playground, Pool, Ice Rink	Expand	3.60	4.02
74	Pleasant Valley Parkway	Parkway	Retain	5.40	5.40
75	Greene Jr. High	Jr. Playground	Retain	0.30	0.30
83	Woonasquatucket Reservoir	Playfield	Retain	4.00	4.00
P-61	Chapin Hospital	Playlot	Proposed	--	0.10
P-62	Westcott Ave.	Playlot	Proposed	--	0.09
P-63	New Mt. Pleasant School	Playground, Neigh. Center	Proposed	--	3.00
P-64	Chaucer St.	Playlot	Proposed	--	0.13
P-67	**Academy Ave.	Park	Proposed	--	0.92
P-70	Manton Ave.	Playground	Proposed	--	3.00
Total				203.36	210.06
(Golf Course not useable)				-161.39	-161.39
				41.97	48.67

**School site recommended for abandonment

Source: *Master Plan for Public Recreation and Conservation (1965)

Although a total of 203 acres are used for recreation in Mt. Pleasant, 161 acres make up the Triggs Golf Course. The amount of land available for recreation is approximately 1.6 acres per one thousand persons (excluding the golf course), slightly higher than the recommended minimum of 1.25 acres. However, the play areas are not dispersed evenly throughout Mt. Pleasant, thus causing lack of play space to be a major environmental deficiency. Quite a few tot lots are to be developed in the future but not much has been planned for the section north of La-Salle Academy (Academy Avenue and Smith Street).

3. Police and Fire Facilities

The residents of Mt. Pleasant have independently formed a committee which meets monthly at the Saint Pius Rectory to discuss the problems concerning police-citizen relations. By forming this group, independent of the Police Community Relations Project's initiation, one can assume that the residents are deeply concerned with the problems centering around delinquency and police relations.

Three fire stations are very conveniently located within this area - one to serve the northern section is situated at Admiral and Grape Streets, another is centrally located at Eaton Street and Academy Avenue and the third serves the south sector and is situated on the corner of Mt. Pleasant Avenue and Dover Street.

4. Library Facilities

The Mount Pleasant branch of the Providence Public Library is located on Academy Avenue. The rate of book borrowers is slightly higher than the City, 9.3 per 1,000 persons and 8.9 respectively. The library could perhaps establish some sort of program to encourage reading among the

youngsters in this area. This in turn could make school subjects more interesting to students.

5. Hospitals and Clinics

As mentioned earlier, there are 3 hospitals within the Mount Pleasant Area, the Lying-In, Roger Williams and Chapin. Also, the District Nursing Association goes into individual homes on referrals from various social agencies, especially the Lying-In Hospital.

6. Social Service Agencies

There are no social service agencies within the Mount Pleasant Area. Unfortunately one misconception in most areas is that if a neighborhood has a majority of residents who are of a high socioeconomic status, there is no need for social agencies to exist within the neighborhood. The high rate of juvenile arrests and large number of school dropouts point out that this is not so. Services are needed within this area in order to help identify children with problems so that they may be referred to qualified personnel or agencies who can help the family work with or alleviate these problems. Schools need to set up more qualitative guidance departments and psychological testing and services should be made easily available to the area residents. Supervised activities at playgrounds, clubs or neighborhood centers would be one way of identifying potential problem children before they act out in various forms of delinquency. It should be remembered that a child does not have to come from an economically deprived home to be a potential delinquent. Therefore, agencies should give their time and energy to help identify and work with children who may be emotionally, rather than physically deprived within this neighborhood.

Also, as in most other neighborhoods, programs should be offered to the unemployed. Since there are few hard core unemployed within Mt. Pleasant, the problem is not as severe as in areas such as South Providence. Vocational training and counseling in the form of classes and meetings should be set up for the residents of this area. In many cases, the potential is here but the training and counseling so often needed is not.

B. Public Utilities

Only a few scattered streets in the area lack sewers and public water except the vacant areas adjacent to the western boundary of Triggs Memorial Park on the North Providence line and directly south of this same park.

C. Streets

Within the boundaries of the Mount Pleasant neighborhood there is a total of sixty miles of streets. Arterial streets total eleven miles, collector streets three miles and local streets forty-six miles. Mt. Pleasant's arterial street mileage is the largest of any in the City and attests to the size of the neighborhood. Its relatively low mileage in the Collector Street Category points out that some arterials are functioning in a dual capacity as both arterials and collectors.

The most heavily traveled arterials are Atwells Avenue, Smith Street and Admiral Street, all of which carry over 10,000 A.D.T. volumes, and other arterials range from 6,000 A.D.T. to 9,000 A.D.T. In the category of Collector streets Eaton Street carries the heaviest volumes (7,000 A.D.T.) followed by Gentian Avenue and Pleasant Valley Parkway.

Intersections with high accident frequency rates are located predominately on the periphery of the neighborhood boundaries. The inter-

section of Atwells and Academy Avenues and Manton and Glenbridge Avenues had seven and ten accidents respectively. The top accident location, completely within the neighborhood, was the intersection of Roanoke Street and Mount Pleasant Avenue with a total of six accidents recorded during the year 1965.

The intersection of Academy and Atwells Avenues is presently being signalized which should substantially reduce accidents at this location. The Route 6 connection between Hartford Avenue and Killingly Street will, when completed, attract enough of a volume from Manton and Glenbridge Avenues to cut down the accident potential at this intersection.

The Mount Pleasant Neighborhood has approximately two hundred and sixty-two blocks devoted to residential use and it was found that fifty-two of these blocks were deficient in providing off-street parking spaces. Neighborhood residents own over eight thousand automobiles and close to eight hundred and fifty or approximately eleven percent of the total cars owned did not have adequate spaces within their blocks. At the present time parking is not an overly serious problem in the residential areas. When and if projected increases in car ownership materialize off-street parking could become a problem at some future date. The following table shows in detail the number and percentage of residential blocks deficient.

MOUNT PLEASANT

Total Residential Blocks	262
Number Blocks Deficient	52
% Total Blocks Deficient	19.8%
Total Cars Per Neighborhood	8,014
Total Cars Per Deficient Blocks	1,770
Cars with Inadequate Spaces	852
% Total Cars with Inadequate Spaces	10.63%

When standards were applied to the existing road pattern approximately one and one-half miles of the local system did not meet minimum standards. These deficiencies consist of short pieces of roadway spread throughout the entire neighborhood and present no real problem at this time.

Like most other arterial streets in the City, the arterial streets in the neighborhood are not built to present day standards. Congestion occurs mostly during peak hours and during peak shopping periods at the neighborhood commercial areas strung along these major arterials. The neighborhood arterial system is functioning adequately at the present time.

The Collector street system in the Mount Pleasant neighborhood, with the exception of Pleasant Valley Parkway, does not meet today's standards for pavement width on Collector streets. At the present time only one section of Eaton Street, between River Avenue and Smith Street, presents a problem. The other Collectors, although below standards, are carrying the loads required of them adequately.

The Master Plan for Circulation proposes two loop roads that will pass through portions of the Mount Pleasant area.

In the preparation of the Master Plan for Circulation, traffic projections showed a strong desire for a through street between the Mount Pleasant area and the Silver Lake section. The circulation plan proposes a new facility extending from the existing Glenbridge Avenue and terminating in the vicinity of the high school at Mount Pleasant Avenue. It is estimated that this facility will attract close to 10,000 vehicle trips A.D.T.

The Silver Spring Street Loop, as proposed in the Circulation Master Plan, calls for a loop connecting Oakland Avenue to Berkshire Street and Berkshire Street to Silver Spring Street which would eventually be widened and connected to a proposed industrial highway in Pawtucket. It is expected that this loop would greatly relieve the existing neighborhood arterial systems.

It is recommended that all future development within the neighborhood be carefully screened to insure that nothing substantial is built in the proposed paths of these two facilities.

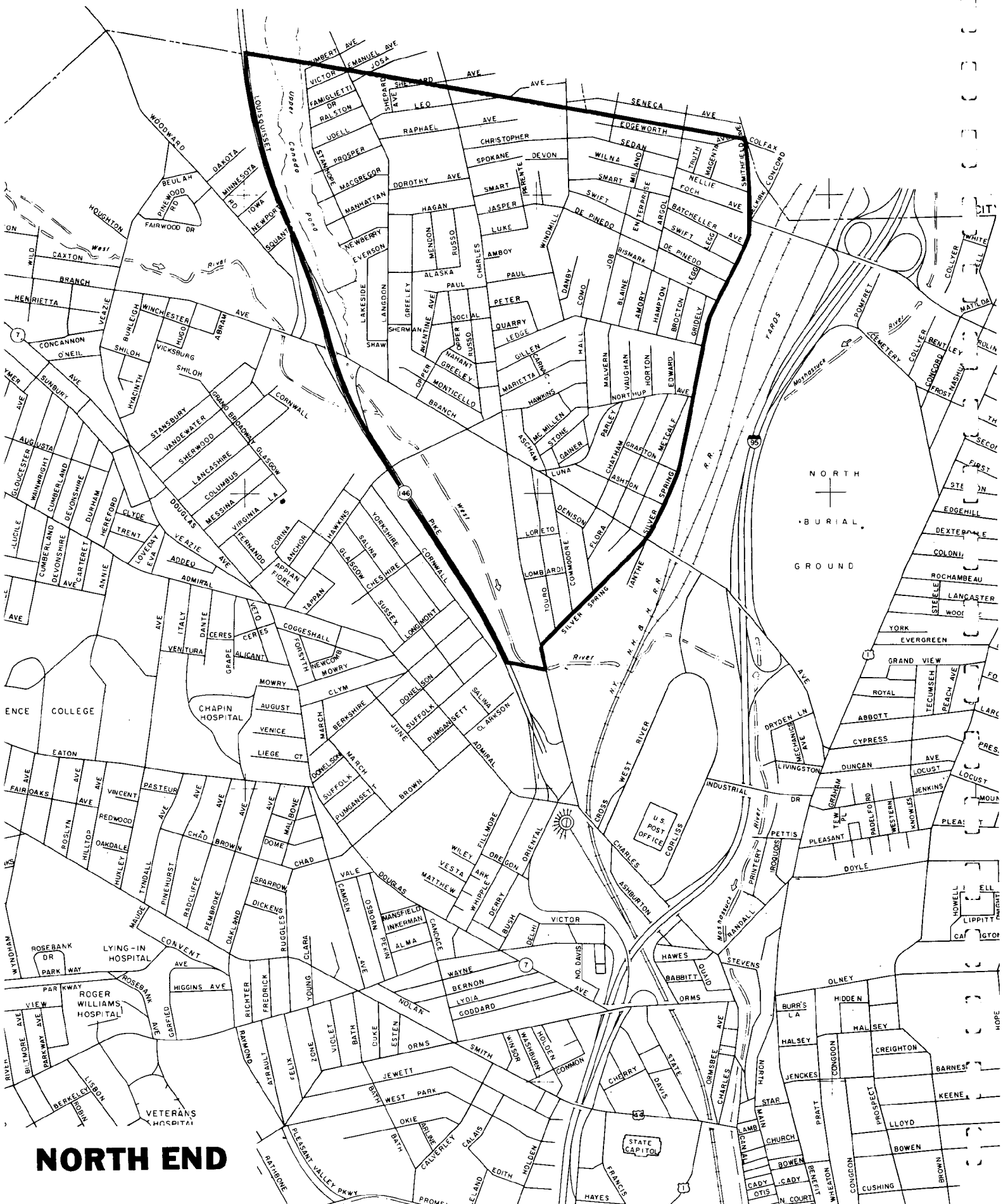
V. SUMMARY OF GOVERNMENT ACTION

No government action has taken place in this area.



NORTH END





NORTH END

NORTH END NEIGHBORHOOD

I. INTRODUCTION

The North End Neighborhood is located at the north-central edge of Providence and is bounded on the north by the town of North Providence, on the east and south by Silver Spring Street, and on the west by Route 146. Of nineteen neighborhoods North End ranks tenth in land area with 414 acres and twelfth in population with 6,504 residents as of 1965.

II. LAND USE AND HOUSING

A. Land Use Characteristics

TABLE I

Existing Land Use, North End

<u>Land Use</u>	<u>Area in Acres</u>	<u>% of Net Area</u>
Residential*	144.0	43
Commercial	14.8	4
Industrial	23.0	7
Public & Institutional	26.9	8
Vacant	<u>125.4</u>	<u>38</u>
<u>Total Net Area</u>	<u>334.1</u>	<u>100%</u>
Streets	80.0	19.3%
Net Land Area	<u>334.1</u>	<u>80.7%</u>
<u>Total Land Area</u>	<u>414.1</u>	<u>100%</u>

*Includes mixed residential and nonresidential uses.

Source: Providence Community Renewal Program, Technical Supplement Appendix C. (1964)

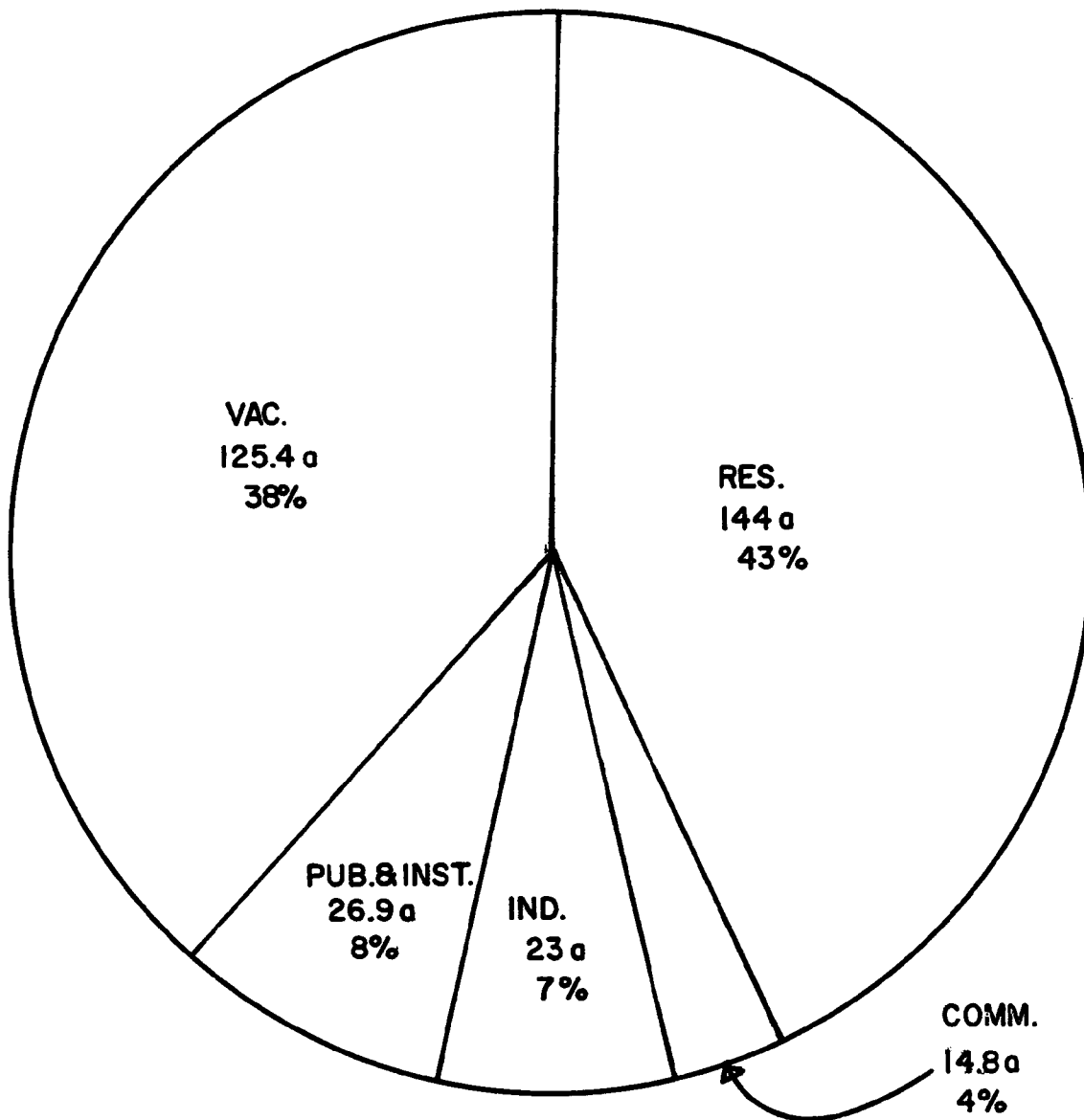
The North End Neighborhood lies between the New York, New Haven and Hartford Railroad switch yard and the Louisquisset Pike Freeway. The area is sparsely developed, as seen in Table 1 with 38% of its net area being vacant, particularly along the slopes of Windmill Hill where several platted streets do not actually exist. The steep slopes of Windmill Hill and large depressions on either side, are major obstacles to continued development. These same slopes and the eastern shore of Canada Pond could become valuable assets in promoting residential development if they were properly treated. This will require reassembly of parcels, vacation of "paper streets" and installation of essential utilities. Intermittent residential development continues north of the city line on streets running east and west from Charles Street. The North End is predominately residential with 43% of its net area classified for such use.

Modest commercial activities are concentrated along Charles Street north of Admiral Hopkins Square. Other commercial uses are strung out along Branch Avenue and Silver Spring and Ledge Streets, although total commercial usage accounts for only 4% of the North End's net area.

Industry, taking up 7% of the net area, is located in the extreme southern portion of the area around Charles and Silver Spring Streets and along Northrup Avenue. Removal of industry around this latter area would be an essential part of any renewal program.

The 11.4 acre Metcalf Field and the 5.7 acre Windmill School comprise the bulk of institutional land use.

Thirty-five percent of the residential blocks contain incompatible mixed uses.



EXISTING LAND USE
NORTH END

B. Characteristics of Structures & Environment

1. Residential

TABLE 2

Residential Structure Type, North End

<u>Structure Type</u>	<u>No. of Structures</u>	<u>% of Total</u>	<u>No. of D. U's</u>	<u>% of Total</u>
1 Family	549	48	549	25.4
2 Family	387	33	774	35.7
3 Family	140	12	420	19.3
4 or more Families	<u>80</u>	<u>7</u>	<u>426</u>	<u>19.6</u>
Total	1156	100%	2169	100.0%

Source: Assessor's Office, City of Providence, 1962

Although 1 and 2-family houses are in the majority, all structure types are mixed throughout the area at a low density, approximately 7 dwelling units per net acre. Most of the dwelling units in the southern part, where multiple-family structures are concentrated, are rentals. Areas along the north city line are 50-70% owner occupied. Values of owner occupied housing varies from \$5,000 to \$15,000 with a median of \$11,300.

Contract rents range from \$15 to \$45 per month. Average gross rent is \$54 as compared with the city average of \$60. The median family income is \$427 per month. 13% of income is used for rent as compared with 11% for the whole City.

TABLE 3

Condition of Structures, North End

<u>Type of Structure</u>	<u>Good</u>		<u>Fair*</u>		<u>Deficient**</u>		<u>Total</u>	
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>
Residential & Mixed	690	60	299	26	167	14	1156	100
Commercial	30	68	8	18	6	14	44	100
Industrial	13	54	9	38	2	8	24	100
Public & Institutional	9	90	1	10	--	0	10	100
Total of all Structures	742	60%	317	26%	175	14%	1234	100%

*Those structures classified as rehabilitatable by C.R.P.

**Those structures classified as poor and reconditionable by C.R.P

Source: Providence Community Renewal Program, Technical Supplement
Appendix C. (1964)

The general quality of housing is good-fair with only a small number to be removed. Lack of adequate heating equipment and baths are the most common deficiencies and are concentrated in structures in the southern and eastern sections of the area.

TABLE 4

Condition of Residential Environment, North End

a. Residential Blocks with Environmental Deficiencies

Number of deficiencies per block						Total No. of Residential Blocks
0	1	2	3	4	5 or more	
13	23	22	23	12	6	99

b. Residential Blocks affected by Specific Environmental Deficiencies

<u>Environmental Deficiency</u>	<u>No. of Res. Blocks Deficient</u>	<u>% of Total Res. Blocks Deficient.</u>
Excessive land coverage	2	2
Inadequate off-street parking	30	30
Mixed land uses	35	35
Presence of specific nuisance uses	28	28
Excessive street traffic	6	6
Inadequate service by public elementary school	70	71
Inadequate service by public recreation area	3	3
Proximity to railroads	32	32
Lack of sanitary sewers	2	2

Source: Community Renewal Program, Technical Supplement, Appendix C.

Almost two thirds of the residential blocks have 2 or more environmental deficiencies. Unlike the building deficiencies, these are found throughout the planning area. Inadequate service by the public elementary school is, by far, the largest environmental deficiency. Also, inadequate off-street parking, mixed land uses, proximity to the large rail yard along the east boundary, and the presence of specific nuisance uses affect

nearly 1/3 of all the blocks.

TABLE 5

Comparison of Vacancy Rates*, City of Providence

	<u>1950</u>	<u>1960</u>
North End	1.2	4.8
City of Providence	2.6	6.9

*Rate per Hundred Housing Units

Source: U.S. Census, 1950, 1960

The North End's vacancy rate has quadrupled between 1950 and 1960 while the rate for the City has a little more than doubled. However, it is still considerably below the City rate.

2. Non-Residential

These structures are similar to the residential buildings in that less than one third are deficient. Many have been built since 1941 and three quarters are of one-story construction. However, one third are of a combustible construction type and land coverage is relatively high.

The most serious environmental problems are inadequate off-street parking and loading and use of local residential streets for access to commercial and industrial establishments.

III. POPULATION AND SOCIO-ECONOMIC CONDITIONS

A. Population

1. Number

There has been a net loss of 1,266 persons or a rate of 16% from the North End area between 1950 and 1965 as compared with the City rate of 26%. The population dropped from 7770 in 1950 to 6504 in 1965.

2. Age Structure

TABLE 6

Age Structure North End

	<u>0-4</u>	<u>5-19</u>	<u>20-44</u>	<u>45-64</u>	<u>65+</u>	<u>Total</u>
1950	679	1596	3433	1555	508	7771
1965	<u>506</u>	<u>1494</u>	<u>2079</u>	<u>1643</u>	<u>782</u>	<u>6504</u>
Numerical Change	<u>-173</u>	<u>-102</u>	<u>-1345</u>	<u>+88</u>	<u>+274</u>	<u>-1267</u>
% Change	-25%	-6%	-39%	+6%	+54%	-16%

Source: U. S. Census of Population, 1950, 1965

There has been a large decrease in the young and most productive age groups, especially those between 20 and 44 years old. However, there has been an increase in people over 45 years old. The area can be characterized as strongly adult-oriented with a continual decrease in the number of children. The area is in need of facilities for the youth if it intends to be heterogeneous in age-structure, but facilities for the elderly must also be increased to serve the growing number in this age group.

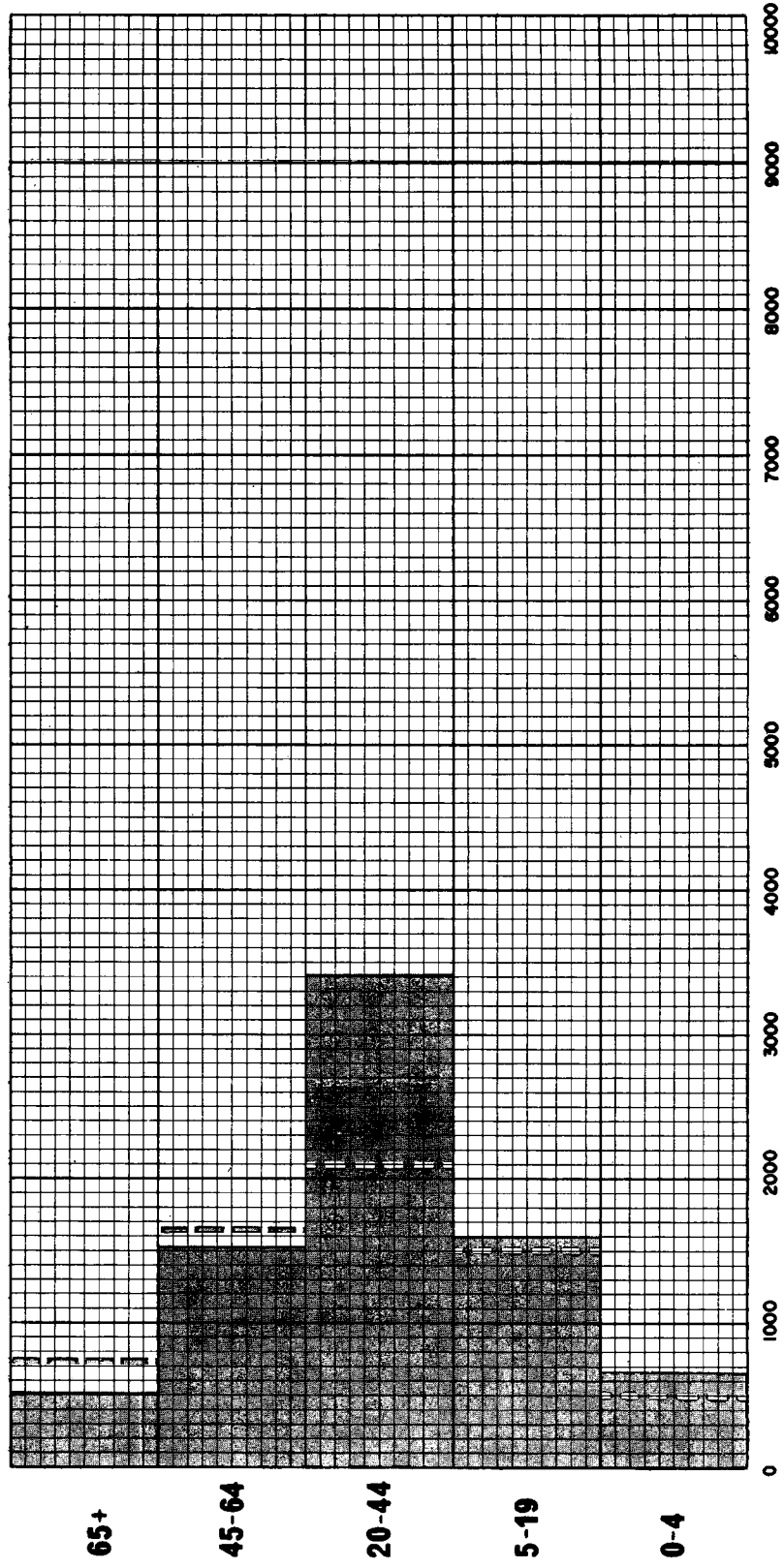
3. Racial and Ethnic Structure

The non-white population has been insignificant, being only 0.1% of the total area population. In 1960, 51% of the people in North End were of Italian descent.

COMPARISON OF AGE GROUPS

NORTH END

1950
1965



SOURCE: U.S. CENSUS, 1950-1965

B. Socio-Economic Characteristics

1. Economic Factors

TABLE 7

Economic Factors: Rate per 1,000 people of segment indicated 1962

	<u>North End</u>	<u>City</u>	
Unemployment Insurance Payments	50.9	37.3	ages 15-64
General Public Assistance	0.8	7.3	total population
Aid to Families with Dependent Children	35.5	111.3	ages 0-19
Old Age Assistance	17.3	79.9	age 65 & over
Aid to the blind & Disabled	1.7	6.4	total population

Source: Council of Community Services Social Pathology Index Technical Supplement (1964)

Table 7 indicates that the people in the area are very economically independent, compared to the City as a whole. They would rather be only temporarily dependent as shown in the high unemployment insurance payments. Thus, although the area is not in a high economic bracket, since 20% of the population earn less than \$3,000, there is a tendency to show independence, pride and stability on the part of the individuals and their families.

2. Education Factors

TABLE 8

Education Factors: Rate per 1,000 people of segment indicated 1962

	<u>North End</u>	<u>City</u>	
School drop-outs	271.4	260.1	ages 15-19
Truancy	2.6	10.9	ages 5-19
School Behavior Problems	0.5	5.1	ages 15-19

Source: Council of Community Services Social Pathology Index Technical Supplement (1964)

The figures in table 8 quite clearly reflect the character of the families in the North End area. The higher rate of school drop-outs as compared with the City points out the high amount of low income families that need the supplementary income of the children who are "of-age" to work. Yet the stability of these same families, even though they are in need of money, is seen by the extremely low rates of truancy and school behavior problems.

3. Conduct Factors

TABLE 9

Conduct Factors: Rate per 1,000 people of segment indicated 1962

	<u>North End</u>	<u>City</u>	
Juvenile Arrests	2.7	29	ages 15-19
Adult Arrests	5.9	16	total population

Source: Council of Community Services Social Pathology Index Technical Supplement (1964)

The amazingly low rate of juvenile and adult arrests again point out the "poor but proud" character of this area. The problem is indeed not instability in this area but rather lack of training or opportunities to

get better and more profitable jobs.

4. Family Stability Factors

TABLE 10

Family Stability Factors: Rate per 1,000 people of segment indicated 1962

	<u>North End</u>	<u>City</u>	
Court Disposition of Children	--	6	ages 0-19
Illegitimate births	3.0	21	live births
Petitions for Divorce	1.4	2	total population

Source: Council of Community Services Social Pathology Index Technical Supplement (1964)

The above figures again indicate the area's high rate of family stability, especially as compared to the City as a whole.

C. Health Characteristics

TABLE 11

Health Characteristics: Rate per 1,000 people of segment indicated 1962

	<u>North End</u>	<u>City</u>	
Syphilis and Gonorrhea	1.9	8	total population
First Committment Alcoholism	0.6	4	total population
Infant Mortality	16.9	21	live births
Resident Deaths	5.2	8	ages 0-19

Source: Council of Community Services Social Pathology Index Technical Supplement (1964)

The health problems are exceptionally low in this area. First committment alcoholism is almost nonexistent. The large number of low income families accounts for the infant mortality rate of 16.9 per 1,000 persons.

IV. PUBLIC SERVICE SYSTEMS AND FACILITIES

A. Public Facilities

1. Schools

Two elementary schools serve the North End. Branch Avenue School, K-5, occupies a small irregular .57 acre site with a 1.7 acre playground at a heavily traveled intersection at Branch Avenue and Charles Street. This location is a constant hazard to its students. Built in 1910, the school is only 50% utilized and parochial school students are presently using several classrooms. It is proposed by the Master Plan* to be abandoned.

The Windmill Street School, a large K-6 facility built in 1933, is presently utilizing only 80% of its 734 student capacity. Its site contains 4.3 acres plus a 1.3 acre playground.

Although both schools are under-utilized, the combined 1963 enrollment exceeds the capacity of the Windmill Street School by about 100 pupils. A combination of declining enrollments at Branch Avenue School and an addition to the Windmill Street School would permit this consolidation, however.

The Esek Hopkins Junior High School, built in 1916, occupies a 3/4 acre site on Charles Street, close to that street's intersection with Branch Avenue. Both streets are major traffic arteries. The neighborhood is mixed commercial-residential. The school building is adjacent to an 11 acre city-owned tract of land used as a playfield. The Master Plan* recommends that it be maintained.

Monsignor Bove School, the one parochial school in North End, just

*Master Plan for Public Schools (1965)

opened this year and serves 316 students in grades one through eight.

It is located on Branch Avenue near Charles Street.

2. Recreation

TABLE 12

Recreation, North End

<u>Site Number</u>	<u>Name of Facility</u>	<u>Primary Use</u>	<u>Proposal*</u>	<u>Size in Acres</u>	
				<u>Existing</u>	<u>Proposed</u>
1	Windmill St.	Jr. Playground, Neigh. Center	Improve	1.75	1.75
2	Ascham St.	Playground	Improve	1.72	1.72
3	Admiral Hopkins Square	Park	Retain	1.10	1.10
4	Metcalf Field (Hopkins Jr. High)	Playfield, Neigh. Center	Improve	11.36	11.36
5	Canada Pond Park	Park	Proposed	--	<u>19.00</u>
Total				15.93	34.93

Source: *Master Plan for Public Recreation and Conservation, 1966.

A total of 15.93 acres is available for recreational use. This is the equivalent of 2.4 acres per 1,000 persons, well above the standard of 1.25 acres per 1,000 persons. The additional 19 acres are proposed for Canada Pond Park, with native trails and camping and picnic area. This new park will not only serve the neighborhood, but also the entire community. Five tot lots are also proposed and will be located so as to serve primarily the east and west fringes of the area, complementing the centrally located playgrounds. This area certainly has a great deal of recreational space both existing and proposed. Hopefully, this will appeal to families with small children and convince them to remain in North End.

3. Police and Fire Facilities

The police hold monthly meetings at the Wanskuck Boys' Club for any interested residents of the North End and Wanskuck neighborhoods to discuss police-community relations and any problems which arise.

Although there are no fire stations in the neighborhood, there are 2 stations within a half-mile of the neighborhood, one on Admiral Street and one on North Main Street.

4. Library Facilities

There are two branch libraries within a 1/2 mile radius of North End, the Wanskuck branch on Veazie Street and the Smith Hill Branch on Candace Street. However, the rate of registered borrowers is only 6.4 per thousand persons compared with 8.9 for the City.

5. Hospitals and Clinics

There are no hospitals or clinics within the neighborhood but the Miriam Hospital and Roger Williams Hospital maintain clinics within a mile radius of the neighborhood. Also the Chapin Hospital maintains a psychiatric clinic.

6. Social Service Agencies

At this time, there are no social service agencies located within the North End area. Progress for Providence has no projects here since North End is not one of its poverty areas. Eagle Park, which is the area bordering the lower southwest portion of North End, does have a health center, community school, drop-in center and resource unit which could be utilized by the North End residents if necessary. However, statistics in the previous tables have shown that the rate of social problem is very low - that the residents are for the most part, poor but proud.

What they do need, however, is help in overcoming one of their problems - the high incidence of school drop-outs.

Since the principal factor which contributes to this problem is the low level of family income with the resultant pressure on the young to leave school early in order to earn money, means for increasing the family income are needed. There are several services which agencies should provide for this purpose such as larger and better job training programs for adults, intensive vocational counseling for all age groups, adult education classes and a community school as well as the establishment of day-care centers for working mothers. All these should help the residents to obtain more suitable and better paying jobs than they have presently. With the pressure for money reduced the family and the social agencies can more easily develop in the youth the motivation to continue school.

In order to retain young families with children in the area Head-Start Programs, well-baby clinics, and tot lots should be established. In view of the increasing elderly population agencies such as the District Nurses should extend their services.

B. Public Utilities

The public utilities are adequate. However, the northernmost sections could be additionally developed if topography, access, utility, and other problems are solved.

C. Streets

The North End neighborhood has over seventeen miles of streets three miles of which fall under classification of Arterials. The remaining fourteen miles are local streets.

The arterial system is made up of Branch Avenue, Charles Street and Silver Spring Street. Silver Spring Street carries the highest volumes with 13,000 A.D.T. and Charles Street and Branch Avenue carry in the vicinity of 6,000 A.D.T.

No streets are classified as Collectors in the neighborhood. The location of the arterial streets in the neighborhood enables them to function both as arterials and collectors.

The North End neighborhood is almost entirely free of high accident rate intersections. The intersection of Silver Spring and Charles Streets which is on the border of the neighborhood, had a total of six accidents during the year. The accident rate at this intersection should be reduced substantially when the Silver Spring Street Loop, as proposed in the Circulation Master Plan, is completed.

There are approximately ninety-nine blocks devoted to residential use in the neighborhood. Thirty of the ninety-nine were found to be deficient in off-street parking facilities. The residents own a total of 1,875 vehicles, of these 321, or seventeen percent of the total, do not have adequate on-site parking. Off-street parking, at the present time, would not seem to be a real serious problem. The following table shows in detail the number and percentage of residential blocks deficient.

NORTH END

Total Residential Blocks	99
Number of Blocks Deficient	30
% Total Blocks Deficient	30.3%
Total Cars per Neighborhood	1,875
Total Cars per Deficient Blocks	625
Cars with Inadequate Spaces	321
% Total Cars with Inadequate Space	17.1%

Of the fourteen miles of local streets less than one mile is below standard in pavement width. This lies to the east of Charles Street in the older section of the neighborhood.

The arterial system, though not up to standards, is serving the neighborhood adequately. Congestion on Silver Spring Street will be relieved by the proposed Silver Spring Street Loop.

Only one Circulation Master Plan proposal passes through the neighborhood. This proposal is the aforementioned Silver Spring Street Loop.

The Circulation Master Plan recommends that this route be built from Smith Street to the Pawtucket City Line to provide continuity in the arterial street system and to afford the northern sections of Providence with access to the south and west not dependent upon the expressway system. It is felt that this link will reduce congestion on local residential streets all along its route.

V. SUMMARY OF GOVERNMENT ACTION

No government action has taken place in this area.



SILVER LAKE





SILVER LAKE

SILVER LAKE NEIGHBORHOOD

I. INTRODUCTION

The Silver Lake Neighborhood is located at the west-central edge of Providence. It is bounded by the Olneyville Expressway to the north, the Huntington Expressway to the east, Cranston and Johnston to the south and west respectively. The neighborhood, therefore, is very separated physically from the rest of the city. Of nineteen neighborhoods Silver Lake ranks fourth in land area with 905 acres and third in population with 16,582 residents as of 1965.

II. LAND USE AND HOUSING

A. Land Use Characteristics

TABLE 1

Existing Land Use, Silver Lake

<u>Land Use</u>	<u>Area in Acres</u>	<u>% of Net Area</u>
Residential*	376.4	49
Commercial	33.3	4
Industrial	50.4	7
Public & Institutional	140.6	18
Vacant	<u>168.5</u>	<u>22</u>
Total Net Area	<u>769.2</u>	<u>100%</u>
Streets	135.7	15
Net Land Area	<u>769.2</u>	<u>85</u>
Total Land Area	<u>904.9</u>	<u>100%</u>

*Includes mixed residential and nonresidential uses.

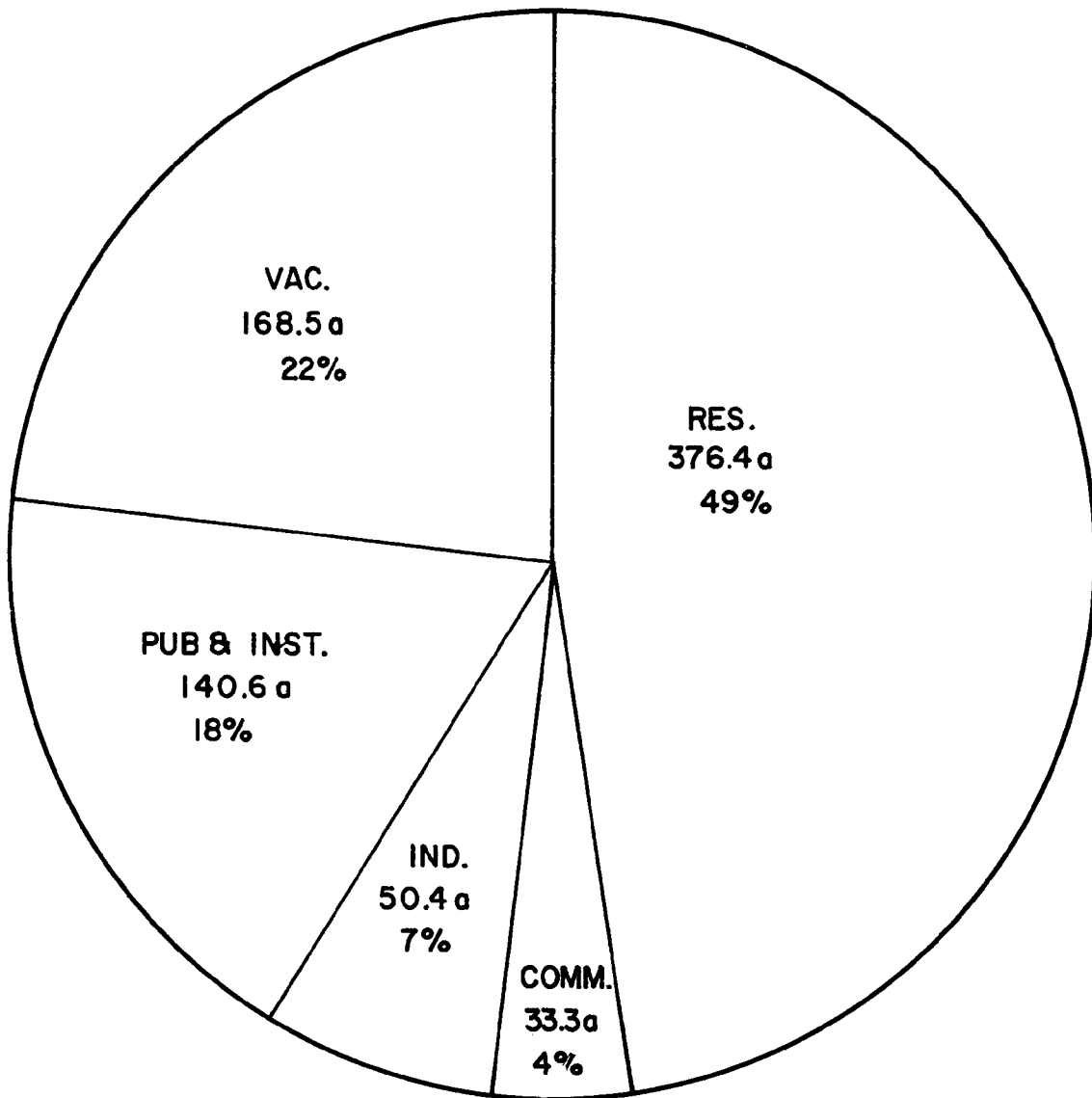
Source: Providence Community Renewal Program, Technical Supplement Appendix C. (1964)

Almost one half of the Silver Lake area is devoted to residential and mixed residential uses. According to the Master Plan the eastern half of the area is allocated to medium density housing. The remainder of the area is allocated to low density residential use. Some areas between Route 6 and the north city line are allocated to industrial uses, as well as scattered sections along the east boundary of the neighborhood.

Most of the commercial uses are scattered along Plainfield Street, Pocasset Avenue, Terrace and Union Avenues. An important and convenient shopping center is located at the Hartford Avenue - Glenbridge Avenue intersection. Along with the Silver Lake Shopping Center on Pocasset Avenue, over 33 acres or 4% of the net area of Silver Lake is devoted to strictly commercial usage.

Neutaconkanut Hill Park takes up almost half of the area devoted to public and institutional use.

A great deal of land is vacant, making up over 1/5 of the total net area of Silver Lake and much of this land can be found in the northwest and the southwest sectors of the area. This offers potential for additional development. However, topographical deficiencies such as the steep slopes west of Killingly Street in the area north of Neutaconkanut Hill Park, the depression in the area bounded generally by Hartford and Petteys Avenue and Killingly and Springfield Streets, and the swamp area east of Killingly Street and north of Hartford Avenue, have combined to retard growth in the western part of the Silver Lake area. These areas are not adequately served by sewer and water lines. These problems must be solved before development can proceed.



EXISTING LAND USE

SILVER LAKE

B. Characteristics of Structures and Environment1. Residential

TABLE 2*

Residential Structure Type, Silver Lake

<u>Structure Type</u>	<u>No. of Structures</u>	<u>% of Total</u>	<u>No. of D. U's</u>	<u>% of Total</u>
1 Family	932	36	932	18
2 Family	1020	39	2040	40
3 Family	606	23	1818	36
4 or more Families	<u>55</u>	<u>2</u>	<u>279</u>	<u>6</u>
Total	2613	100%	5069	100%

*Structures in Hartford Park Public Housing Project are not included.

Source: Assessor's Office, City of Providence, 1962

Excluding the Hartford Park Housing Project, most of the structures in Silver Lake are 1, 2 or 3 family types and three quarters of the dwelling units are found in 2 and 3 family houses. Most of the one and two family houses are found in the western half of Silver Lake whereas, the multiple family dwellings for the most part are situated in the eastern half.

TABLE 3

Condition of Structures, Silver Lake

<u>Type of Structure</u>	<u>Good</u>		<u>Fair*</u>		<u>Deficient**</u>		<u>Total</u>	
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>
Residential & Mixed	1547	59	881	34	185	7	2613	100
Commercial	89	80	20	18	2	2	111	100
Industrial	18	67	8	30	1	3	27	100
Public & Institutional	13	93	1	7	0	-	14	100
Total of all Structures	1667	60	910	33	188	7	2765	100%

*Those structures classified as rehabilitatable by C.R.P.

**Those structures classified as poor and reconditionable by C.R.P.

Source: Providence Community Renewal Program, Technical Supplement,
Appendix C. (1964)
Hartford Park Public Housing Project not included.

As Table 3 indicates, over half of the residential and mixed structures are classified as good and only 8% are deficient. However, one third are in need of rehabilitation so that a good deal of work needs to be done to upgrade the area. In the eastern half of the Silver Lake area, rental units are in the majority (50 to 69 percent) on most blocks, but the average is biased towards rentals by the public housing project. Rents are below average (\$30-\$40) and values for owner-occupied units are average or below (\$10,000-\$15,000) contrasting with household income which approximates the city-wide average except for the public housing residents. Almost 6 percent of all housing units in the eastern half were vacant as

of 1964, a higher percentage than that for Silver Lake as a whole, although less than the city-wide rate. The northwest sector of this area, where more single family dwellings are located and less density occurs, shows between 51 and 70 percent owner-occupancy on most blocks. However, this is not consistently so since some blocks have up to 70% rental units. Household income is average (\$4,000-\$7,000) but both rents and values of housing units tend to fall below the city-wide average, a pattern which characterizes the entire Silver Lake area. The southwest sector differs from the rest of the area in that it is more evenly divided between owner and renter occupancy. In describing the total area, a little over 1/3 of the housing units are owner occupied and the average gross rental is approximately \$55 per month. The median family income is about \$4,845 per year and 13.6% of this income goes towards rent. It appears that 21.8% of this area's population earns less than \$3,000 annually.

TABLE 4

Condition of Residential Environment, Silver Lake

a. Residential Blocks with Environmental Deficiencies

No. of Deficiencies/Block							Total No. of Res.
0	1	2	3	4	5	or more	Blocks
46	54	43	23	5		6	177

b. Residential Blocks Affected by Specific Environmental Deficiencies

<u>Environmental Deficiency</u>	<u>No. of Res. Blocks Deficient</u>	<u>% of Total Res. Blocks Deficient</u>
Excessive land coverage	2	1
Inadequate off street parking	46	26
Mixed land uses	31	18
Presence of specific nuisance uses	28	16
Excessive street traffic	21	12
Inadequate service by public elementary school	99	56
Inadequate service by public recreation area	27	15

Source: Community Renewal Program, Technical Supplement,
Appendix C. (1964)

Less than one-half of the residential blocks have 2 or more environmental deficiencies and about one quarter have none. The major problems in all sections of this area are inadequate service by public elementary schools, and recreation areas, lack of off-street parking and presence of mixed land uses. Most of the structures are in good condition except for the area around the Perry Junior High School and almost one half of all the deficient structures are found in the south-

west sector of Silver Lake. All housing in this area has been inspected by the Division of Minimum Housing Standards.

TABLE 5

Comparison of Vacancy Rates*, City of Providence, Silver Lake

	<u>1950</u>	<u>1960</u>
Silver Lake	2.0	6.7
City of Providence	2.6	6.9

*Rate per hundred housing units

Source: U. S. Census, 1950, 1960

The vacancy rate of the Silver Lake area is approximately equal to that of the City as a whole during the decade from 1950 to 1960. It should be noted that the Manton Heights Public Housing Project of 748 units, first occupied in 1953, is located in the adjoining Valley Neighborhood on the north border of the Silver Lake area, and it can be assumed that many persons from Silver Lake left their neighborhood to move into the Manton Heights Project.

2. Non-Residential

Only 3 non-residential structures are classified as deficient and over 80% are rated as good (see Table 3). In the eastern half of the neighborhood, more than 88% of the structures are in good condition and the majority were built between 1900 and 1940. Most are one-story buildings. Surprisingly over 1/4 are of a combustible construction type. In the northwest sector, more than one quarter of the structures are deficient with industrial buildings in the worst condition. Most are of fire-resistant construction and about one half have been built since

1941. In the southwest sector, about three quarters of the buildings are in good condition with deficiencies found only in the commercial structures. All but one have been built since 1900 and most are of one-story fireproof or fire-resistant construction. The environmental problems are the same throughout the whole area - traffic congestion and inadequate off-street parking and loading.

III. POPULATION AND SOCIO-ECONOMIC CONDITIONS

A. Population

1. Number

The population has only decreased at a rate of 0.1% from 1950 to 1965. In 1950, the number of persons in Silver Lake totaled 16,301 and in 1965 the total was 16,282, a decrease of only 19 persons.

2. Age Structure

TABLE 6

Age Structure, Silver Lake

	<u>0-4</u>	<u>5-19</u>	<u>20-44</u>	<u>45-64</u>	<u>65+</u>	<u>Total</u>
1950	1199	3320	6882	3537	1363	16,301
1965	<u>1199</u>	<u>4145</u>	<u>5280</u>	<u>3607</u>	<u>2051</u>	<u>16,282</u>
Numerical Change	<u>0</u>	<u>+825</u>	<u>-1602</u>	<u>+70</u>	<u>+688</u>	<u>-19</u>
% Change	0%	+25%	-23%	+2%	+50%	0.1%

Source: U. S. Census of Population, 1950, 1965

Although the total population of Silver Lake has only decreased by 19 persons over a 15-year period, shifts within the various age groups have been very pronounced. There has been a 50% increase in the elderly persons living in the area while the most productive

age group (20-44) has decreased at a rate of 23%. Part of this shift is due to the construction of the Manton Heights Public Housing Project in 1953 in the Valley Neighborhood - this type of housing appeals to families with small children who need more room at a lower rental price. In housing projects, often rent supplements are available and the new though inexpensively constructed buildings appeal to this age group. However, this alone does not justify the heavy shifts in population. The fact that this area, especially the western half, with relatively new housing and considerable growth potential cannot hold population in the 20-44 age group indicates the difficulty in halting decline in any part of the City. However, efforts should be made to make this area more desirable by alleviating the environmental deficiencies. Schools and recreation areas should be made more accessible to the residents of Silver Lake and enough clearance should take place to make off-street parking available.

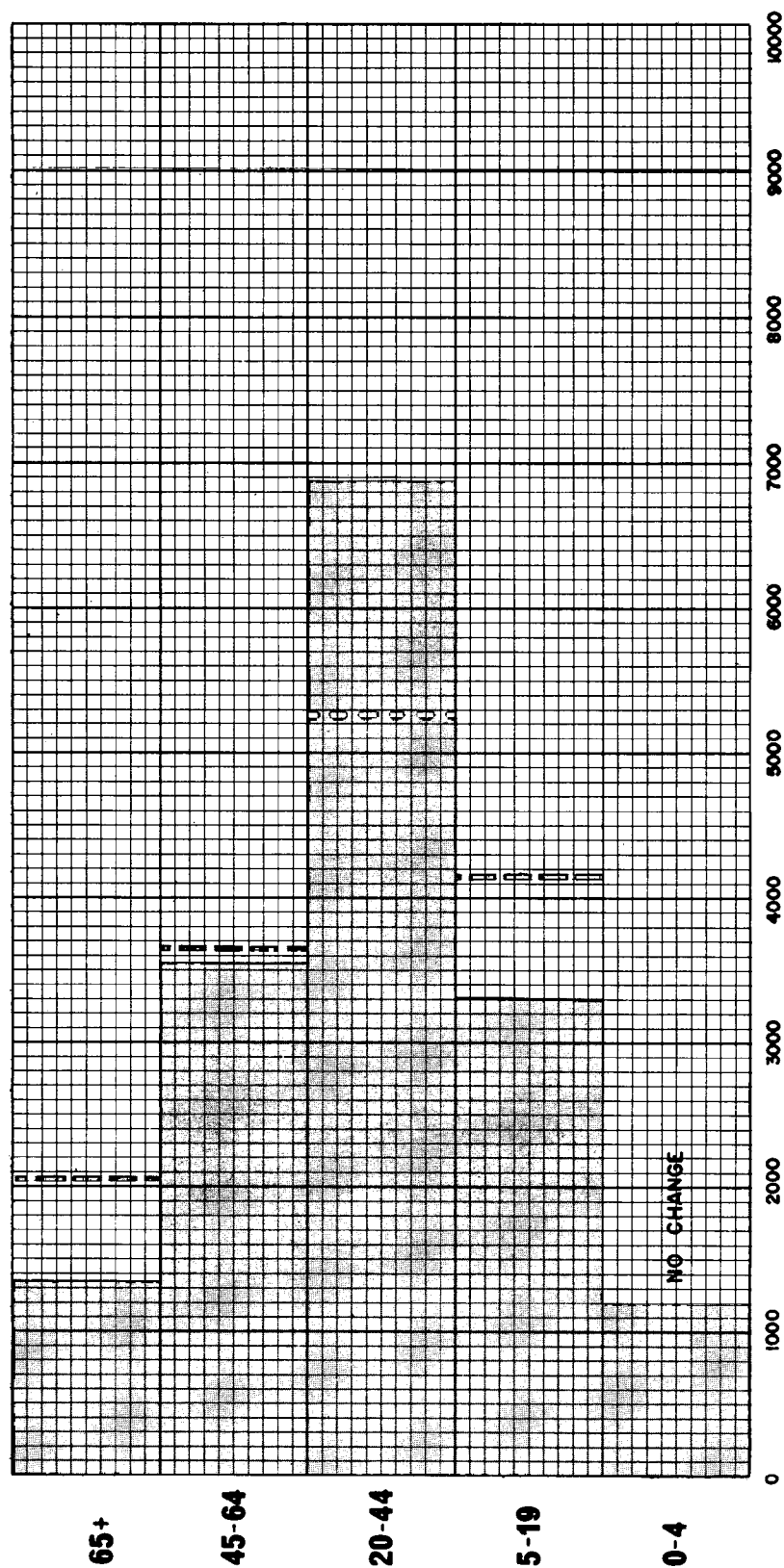
3. Racial and Ethnic Structure

As of 1965 only 0.4% of the population was non-white. This percentage should stay relatively stable since this area is separated from any areas where a high non-white population is concentrated.

Silver Lake has a very high proportion of residents of Italian descent. As of 1960, 32% of the population was of Italian origin.

COMPARISON OF AGE GROUPS

SILVER LAKE



SOURCE: U.S. CENSUS, 1950-1965

B. Socio-Economic Characteristics1. Economic Factors

TABLE 7

Economic Factors: Rate per 1,000 people of segment indicated 1962

	<u>Silver Lake</u>	<u>City</u>	
Unemployment Insurance Payment	41.0	37.3	ages 15-64
General Public Assistance	2.7	7.3	total population
Aid to Families with Dependent Children	48.8	111.3	ages 0-19
Old Age Assistance	45.2	79.9	ages 65 & over
Aid to the Blind & Disabled	1.7	6.4	total population

Source: Council of Community Services Social Pathology Index
Technical Supplement

As Table 7 indicates, the rate of aid received by the Silver Lake residents is a great deal lower than the City as a whole, thus showing the economic independence of the people in this area. The rate of unemployment insurance payments is higher, however, but this kind of dependency is only temporary. Therefore, it can be generalized that this area is quite stable economically. As the number of persons over 65 continue to increase, it can be assumed that the rate of old age assistance will also increase. Efforts should be made to offer programs in vocational training and guidance so that those who are now unemployed will be able to find new and better work, and therefore, it is hoped, remain employed in more appropriate jobs.

2. Educational Factors

TABLE 8

Education Factors: Rate per 1,000 people of segment indicated 1962

	<u>Silver Lake</u>	<u>City</u>	
School Dropouts	273.7	260.1	ages 15-19
Truancy	7.2	10.9	ages 5-19
School Behavior Problems	4.8	5.1	ages 15-19

Source: Council of Community Services Social Pathology Index
Technical Supplement (1964)

Although the number of truants and behavior problems are lower than the City as a whole, the rate of school dropouts is higher. This is unfortunate considering the relative economic stability of the area. Either the school systems need to relate more properly to the potential dropouts of the Silver Lake Area, emphasizing the benefits of remaining in school, or efforts should be made to offer courses in vocational training and guidance so that the dropouts at least can develop worthwhile skills. Also guidance should be available to families of teenage children and educational testing should be utilized to identify the problems which make a child want to drop out of school. These latter procedures are especially important in areas such as Silver Lake where the residents are of a high economic and social status.

3. Conduct Factors

TABLE 9

Conduct Factors: Rate per 1,000 people of segment indicated 1962

	<u>Silver Lake</u>	<u>City</u>	
Juvenile Arrests	9.8	29.5	ages 15-19
Adult Arrests	3.6	15.9	total population

Source: Council of Community Services Social Pathology Index
Technical Supplement (1964)

Table 9 points out the very low rates of juvenile and adult arrests in this area, pointing out again the relatively high socio-economic status of the residents of Silver Lake. Efforts should be made by social agencies to keep this rate down since the problem at this time is manageable.

4. Family Stability Factors

TABLE 10

Family Stability Factors: Rate per 1,000 people of segment indicated 1962

	<u>Silver Lake</u>	<u>City</u>	
Court Disposition of Children	1.2	5.9	ages 0-19
Illegitimate Births	6.5	21.2	live births
Petitions for Divorce	2.1	1.7	total population

Source: Council of Community Services Social Pathology Index
Technical Supplement (1965)

The number of illegitimate births and court dispositions of children is much lower than the City as a whole, again reflecting the relative stability of this area. Even though the number of petitions for divorce is slightly higher than the City, the total is still low. The stability

of Silver Lake is indeed evident and the vacant areas previously mentioned should be made available for new housing. With spot clearance and rehabilitation of structures, this area could become a very desirable section of the City.

C. Health Characteristics

TABLE 11

Health Characteristics: Rate per 1,000 people of segment indicated 1962

	<u>Silver Lake</u>	<u>City</u>	
Syphilis and Gonorrhea	3.7	8.5	total population
First Commitment Alcoholism	0.6	4.1	total population
Infant Mortality	18.0	20.9	live births
Resident Deaths	11.5	7.8	ages 0-19

Source: Council of Community Services Social Pathology Index
Technical Supplement (1964)

Although the more degenerative diseases such as alcoholism, syphilis, and gonorrhea occur at a very low rate in Silver Lake, the mortality rate of infants and children in this area is quite high. This is perhaps partially due to the lack of any hospitals within the area. Social agencies should offer classes in infant and child care and develop well-baby clinics to try and alleviate this problem.

IV. PUBLIC SERVICE SYSTEMS AND FACILITIES

A. Public Facilities

1. Schools

Although there are some schools within the area, most of them are very inadequate.

The Merino Street School, serving the first and second grades, occupies a .41 acre site and has no recreation area. Built in 1898 of wood-frame construction, this 4 room structure has an optimum capacity for 120 students. The Master Plan* recommends that it be closed as soon as possible.

The Laurel Hill Avenue School, situated south of the Hartford Avenue Housing Project behind Oliver Hazard Perry Junior High School, was built in 1916. It accommodates 500 students in grades 2 through 6 and occupies a 3/4 acre site with a 2.5 acre playground. It is to be retained.

The Laurel Hill Annex serves the second and third grades and is located within the Oliver Hazard Perry Junior High School. The Master Plan* recommends that the use of these rooms be discontinued.

The Master Plan* proposes that a 600 to 700 student capacity, K-6 facility be built to replace the Merino Street School and the Laurel Hill Annex. A 4.6 acre site is recommended between Dresser Street and the river and Ponagansett Avenue. It could be easily joined to the 5 acre Merino Park by a footpath.

The Ralph Street School, K-2, was built in 1902 and has a capacity for 280 students. It occupies an entirely paved, less than 1/2 acre site. It is proposed by the Master Plan* that it be closed and the site be retained for use as a Tot Lot.

The Webster Avenue School, K-6, has a capacity for 510 students. Built in 1905, this school occupies a .92 acre site and like the Ralph

*Master Plan for Public Schools (1965)

Street School, has no outdoor recreation space. It also is proposed by the Master Plan* that it be closed.

The Master Plan* proposes that a new school be built to replace Webster Avenue and Ralph Street Schools. This new school would be a K-6 facility for 650 students, located in the vicinity of Sterling and Laurel Hill Avenues.

If the 2 new schools are built and the Laurel Hill Avenue School retained, this area would be very adequately covered by elementary schools. The new schools would greatly enhance the desirability of the area and be a tremendous asset to the opening of current vacant lands for new homes and the immigration of families with small children (and therefore, the most productive age group) into Silver Lake.

No proposals have been made relative to the Oliver Hazard Perry Junior High School other than discontinuing use of some rooms for elementary grades (the Laurel Hill Annex). The 7.6 acre site, however, is seriously deficient in area for a junior high school.

There are 2 parochial schools in this area, both serving students in the first through eighth grades. St. Bartholomew's is located on Laurel Hill Avenue and has a 303-student enrollment. St. Anthony's at Laban Street contains 341 students.

*Master Plan for Public Schools (1965)

2. Recreation
TABLE 12
Recreation: Silver Lake

<u>Site Number</u>	<u>Name of Facility</u>	<u>Primary Use</u>	<u>Proposal*</u>	<u>Size in Acres</u>	
				<u>Existing</u>	<u>Proposed</u>
53	Merino Park	Park, Playfield	Improve	18.55	18.55
54	Perry Jr. High	Jr. Playground, Neigh. Center	Improve	2.07	2.07
55	Laurel Hill Ave.	Playground	Improve	2.52	2.52
56	Neutaconkanut Hill	Playfield, pool	Improve	12.00	12.00
57	Neutaconkanut & King Parks	Park	Improve	57.08	57.08
58	Daniel Ave.	Jr. Playground, Ice Rink	Improve	1.17	1.17
59	Clarence St.	Park	Improve	0.91	0.91
60	Wallace St.	Playground	Improve	3.39	3.39
P-48	King Philip St.	Playlot	Proposed	--	0.11
P-49	New Merino School	Playground, Neigh. Center	Proposed	--	3.00
P-50	Alverson Ave.	Playlot	Proposed	--	0.11
P-51	Whittier Ave.	Playlot	Proposed	--	0.11
P-52	Ralph St.**	Park	Proposed	--	0.46
P-53	New Annex School	Playground, Neigh. Center	Proposed	--	2.20
P-54	Roosevelt St.	Playlot	Proposed	--	0.11
P-55	Priscilla Ave.	Playlot	Proposed	--	0.08
P-56	Hillhurst Ave.	Playlot	Proposed	--	0.10
P-57	Union Ave.	Playlot	Proposed	--	0.08
Total				97.69	104.05

**Proposed for abandonment - school site

Source: *Master Plan for Recreation & Conservation

At present, approximately 98 acres of land are reserved for recreational usage, over half of which is the Neutaconkanut Park. Approximately 6 more acres are proposed, most of which will be devoted to small tot lots or for school playgrounds. All of the remaining areas will be improved. Over 6 acres are available per 1,000 persons in Silver Lake for recreation - this figure far exceeds the recommended 1.25 acres per 1,000 residents. However, the northwest sector of Silver Lake is seriously deficient in playground space and only two tot lots are proposed for the area.

3. Police and Fire Facilities

The Police Department is now in the process of establishing a Community Relations Project in the Silver Lake Area, and at the Hartford Project. By the end of 1968, an active resident group should be meeting with police representatives to discuss related problems within this neighborhood.

One fire station is located within the Silver Lake Area on Hartford Avenue near Melissa Street.

4. Library Facilities

Although there is no branch of the Providence Public Library within the area, the Olneyville Branch is in close proximity for many of the residents. Since the rate of registered borrowers of books is much lower than that for the City as a whole (5.7 per 1,000 persons and 8.9 respectively); it would perhaps be advisable to start a branch within the neighborhood. The area is above average socially and economically and thus, there should be more of a need for such a facility. Through

good programing, a library could provide another incentive to keep down the school dropout rates and increase the desirability of this area to families with small children.

5. Hospitals and Clinics

The only clinic located within this area is the Health Center run by Progress for Providence located at Hartford Park. All the City hospitals are quite a distance away. As Table 11 indicates there is a need for well-baby clinics and adult education courses in child care to help decrease the fairly high incidence of deaths of infants and children up to nineteen years of age. The District Nurses need to work intensively on identifying these problem families by going into individual homes. Since they can only enter homes if they receive referrals, it is probably wiser for the proper social agencies to send out information pertinent to child care and to start adult education classes on this subject.

6. Social Service Agencies

Although Progress for Providence does not operate a drop-in center within the Silver Lake Area, they do operate a health center at Hartford Park and a Community School at Oliver Hazard Perry Junior High School. This latter project hopefully will reduce the high incidence of school dropouts by offering tutoring at night or special adult education courses or training. This kind of activity needs to be emphasized in Silver Lake.

The social agencies have a relatively stable community to work with in Silver Lake and should therefore take this opportunity to increase the quality of the services they offer rather than intensify them at this time. There are three areas where improvement is needed: school, recrea-

tion and health. If the two new elementary schools are built, it will be a perfect time to improve the quality of services offered by the schools - in teaching, courses, educational and psychological testing to name a few. The recreation areas offer great potential and should become more beneficial to the community. Hiring supervisors and therefore organizing play activities, especially during the summer and on weekends could perhaps be an answer. Health clinics should be set up within easy reach of the area residents and information should be made available and distributed among the residents discussing proper child care.

Silver Lake has potential if social agencies such as the school department, recreation department, and health organizations take the time to plan qualitative programs for the families and individuals within the area in light of trends in population and socio-economic characteristics. More needs to be done for the increasing number of elderly persons such as the establishment of golden agers clubs and small parks for sitting and walking. Efforts must be made to increase the desirability of the area so that its most productive age group (20-44 years) will not leave with their children for more "fertile territory" - schools and recreational facilities must improve in quality not just quantity.

B. Public Utilities

Much of the north west sector of Silver Lake lacks public water and sewers especially where the land is currently vacant. Also one vacant section to the east of Neutaconkanut Park lacks public water

and sewers.

C. Streets

The Silver Lake area ranks third in total street mileage. There are over thirty-two lineal miles of paved streets, the majority of which (24.6 miles) fall in the category of Local streets, Arterials (4.9 Miles), and Collectors (3.1 miles) make up the remaining mileage.

The major Arterials in the Silver Lake Area Hartford, Pocasset and Union Avenues and Killingly and Plainfield Streets. Volumes range from 8,000 A.D.T. on Pocasset Avenue to over 16,000 A.D.T. on Hartford Avenue. None of these streets meet today's standards for an Arterial street. Slight to heavy congestion is experienced on all Arterials during peak hours. Hartford Avenue and Plainfield Street being the two most heavily congested.

The two most heavily traveled Collector streets are Webster and Petteys Avenues, both are carrying in excess of 5,000 trips per day.

Two intersections in the Silver Lake area recorded six or more traffic accidents during the year 1965. The intersection of Hartford Avenue and Killingly Street had thirteen accidents and Laurel Hill Avenue and Plainfield Street had seven.

Present state highway plans call for the redesign and channelization of the intersection of Hartford Avenue and Killingly Street in conjunction with the construction of Route 6. This redesign coupled with the lower volumes expected on Hartford Avenue, after Route 6 is completed should reduce accidents at this intersection substantially.

The Master Plan for Circulation proposed a new arterial connector

between the Mt. Pleasant area and the Silver Lake section. This new proposed facility should siphon-off much of the traffic now using Laurel Hill Avenue. Lowering traffic volumes on Laurel Hill Avenue should reduce the accidents at this intersection.

Silver Lake has one hundred and seventy seven blocks devoted to residential use. Forty-six of the residential blocks were found to be deficient in providing off-street parking spaces. The residents of Silver Lake own approximately 4900 cars, and over 500 of these cars do not have adequate parking facilities.

This deficiency is not great in comparison to other neighborhoods in the City. At the present time adequate spaces can be found for these cars in adjoining blocks. If car-ownership continues to rise at its present rate off-street parking could become a problem in the future.

The following table shows in detail the number and percentage of residential blocks deficient:

SILVER LAKE

Total Residential Blocks	177
Number of Blocks Deficient	46
% of Total Blocks Deficient	25.9%
Total Cars Per Neighborhood	4,874
Total Cars Per Deficient Blocks	1,160
Cars with Inadequate Spaces	520
% Total Cars with Inadequate Spaces	10.7%

Slightly over one mile of the twenty-four miles of Local streets were inadequate in paved width by today's standards. The majority

of these are short lengths of street usually connecting large blocks. The only serious deficiency in paved width is that section of Glenbridge Avenue between Hartford Avenue and Barbara Street which has approximately twenty feet of pavement. Glenbridge Avenue is presently functioning as an Arterial carrying traffic from the Mount Pleasant and Manton areas to Silver Lake and beyond to Johnston. The Master Plan for circulation calls for a widening of Glenbridge Avenue in conjunction with the proposed loop road between the Mount Pleasant area and the Silver Lake section.

Two proposals in the Master Plan for Circulation fall within or on the boundary of the Silver Lake neighborhood. The most imminent, and the one which will have the greatest effect on the neighborhood, is Route 6 from the Olneyville Expressway to the Johnston Town Line. Route 6 is a limited access freeway with interchange facilities at the existing portion of the Olneyville Expressway and at Killingly Street on the Johnston-Providence line. The greatest benefit the neighborhood will derive from this facility is the reduction of traffic and congestion on Hartford Avenue.

The other proposal in the Circulation Master Plan is the Glenbridge Avenue Loop. It is recommended in the Plan that Glenbridge Avenue be extended north to join Mount Pleasant Avenue in the vicinity of the high school. The improvements called for are a widening of Glenbridge Avenue between Hartford Avenue and Manton Avenue and a new facility extending north in a ring and terminating in the vicinity of the high school at Mount Pleasant Avenue. Projected traffic volumes show that by 1970

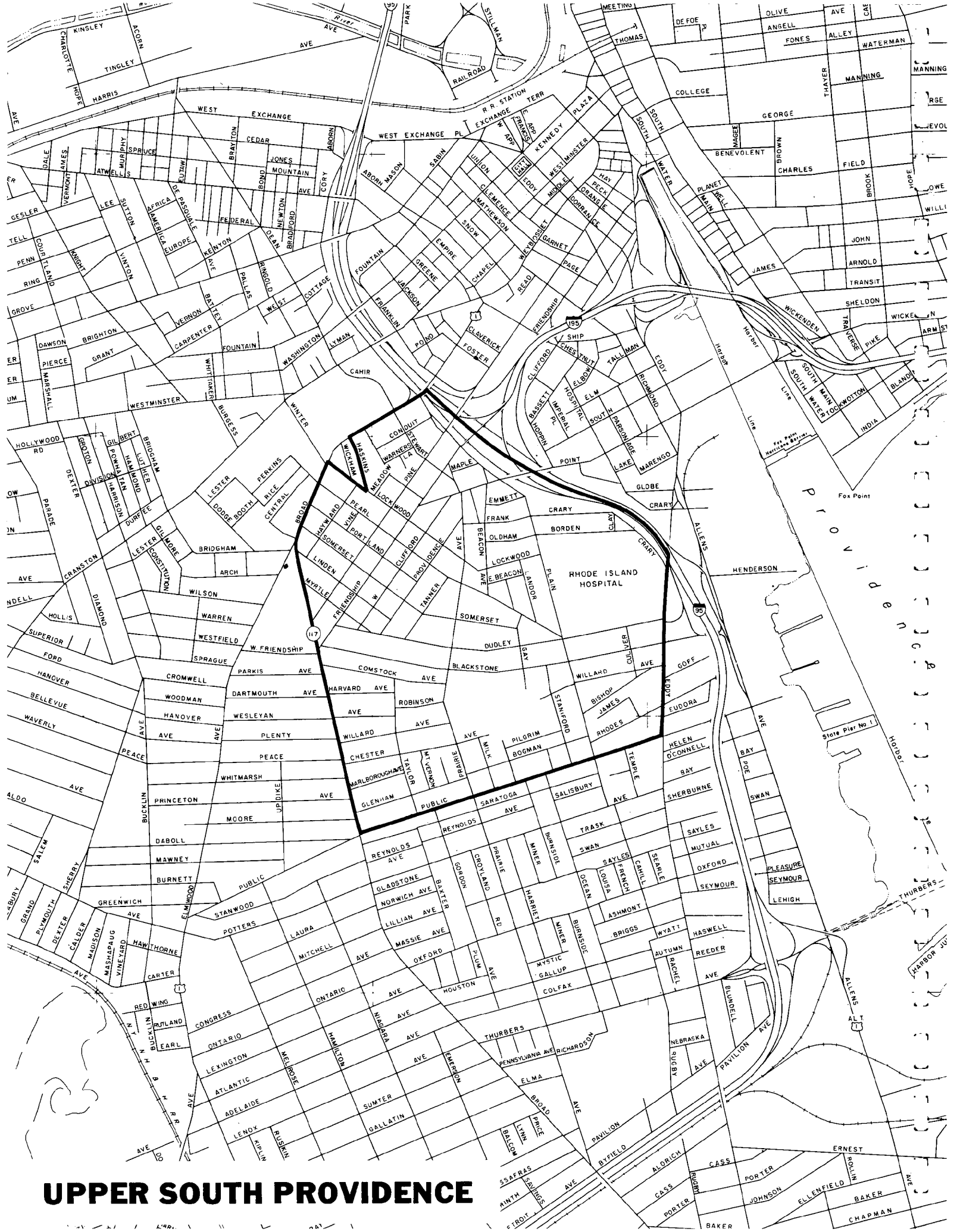
ten thousand trips per day would be desirous of using this facility.

V. GOVERNMENT ACTION

Most of the eastern half of the Silver Lake Neighborhood is part of the Federally Sponsored Code Enforcement Project now being carried out. The boundaries are Eastwood Avenue to the north, the Olneyville and Huntington Expressways to the east, the Cranston town line to the south and Laurel Hill Avenue to the west. The Project began in February 1967 and should be completed by April 1969.



UPPER SOUTH PROVIDENCE



UPPER SOUTH PROVIDENCE

UPPER SOUTH PROVIDENCE NEIGHBORHOOD

I. INTRODUCTION

The Upper South Providence Neighborhood is located in the south-east sector of Providence, adjacent to the southern boundary of the downtown business district. It is bounded by Interstate 95 on the north, Eddy Street on the east, Public Street on the south and Broad, Lockwood, and Haskins Streets on the west. Of nineteen neighborhoods Upper South Providence ranks sixteenth in land area with 306 acres and eighth in population with 10,530 residents as of 1965.

II. LAND USE AND HOUSING

A. Land Use Characteristics

TABLE 1

Existing Land Use, Upper South Providence, 1961

<u>Land Use</u>	<u>Area in Acres</u>	<u>% of Net Area</u>
Residential*	134.2	62
Commercial	22.6	10
Industrial	13.0	6
Public & Institutional	40.7	19
Vacant	<u>6.9</u>	<u>3</u>
<u>Total Net Area</u>	<u>217.4</u>	<u>100%</u>
Streets	88.6	29
Net Land Area	<u>217.4</u>	<u>71</u>
<u>Total Land Area</u>	<u>306.0</u>	<u>100%</u>

*Includes mixed residential and nonresidential uses.

Source: Providence Community Renewal Program, Technical Supplement, Appendix C. (1964)

Table 1 indicates that Upper South Providence is a predominantly residential neighborhood as over 60% of its net land area is devoted to some form of housing. The Willard Shopping Center (completed in 1958) and the "strip" commercial establishments located along Broad Street and Plain Street comprise the principal shopping areas; in addition, many small stores dealing in convenience goods are scattered throughout the neighborhood.

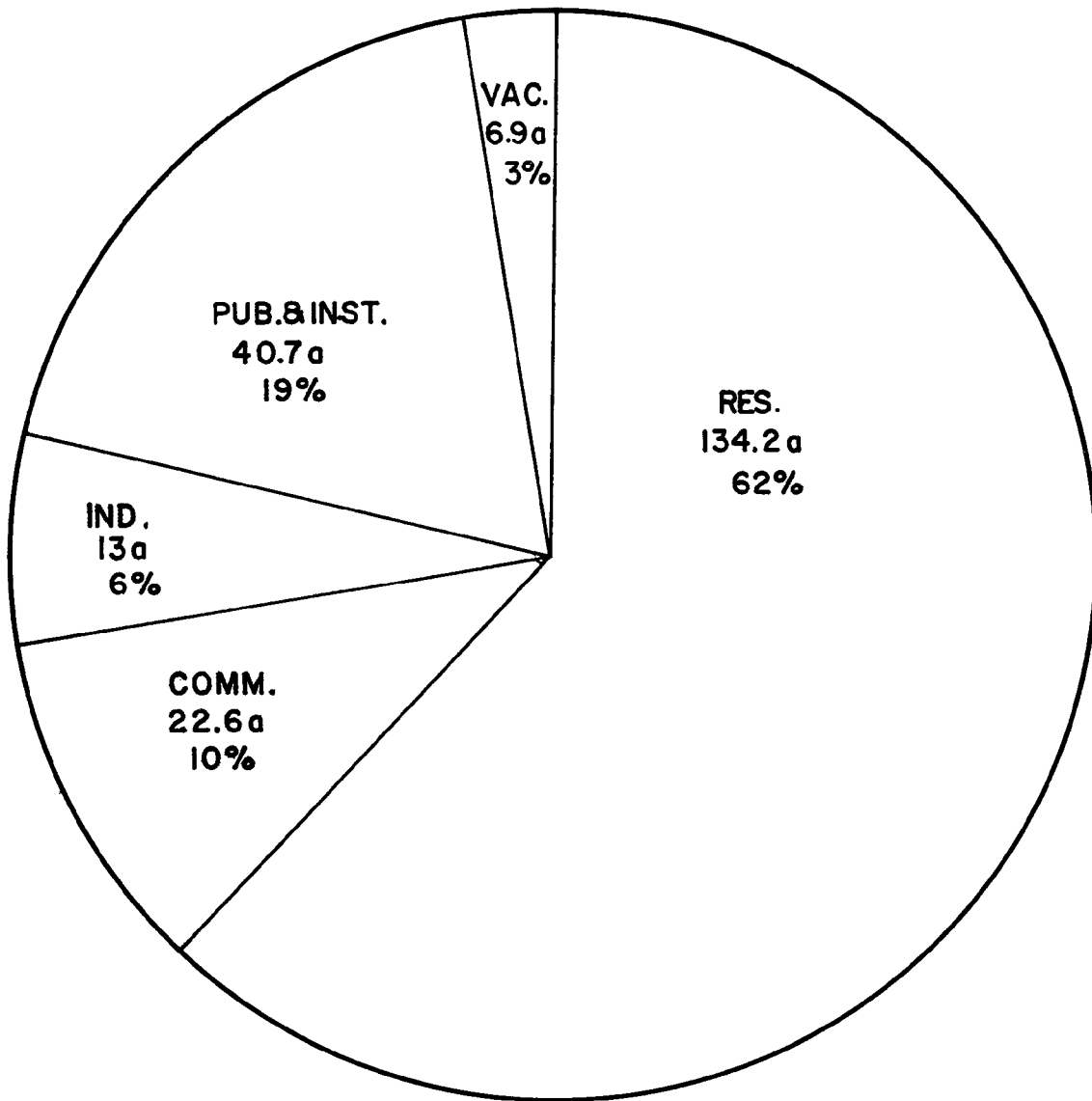
Most of the industrial uses in the neighborhood are located to the east of Plain Street in an area of mixed residential, commercial and industrial uses.

The 4-acre Flynn School and its adjacent 8-acre playground plus the 25-acre Rhode Island Hospital site constitute over 3/4 of the 40.7 acres of public and institutional land in the area. The Rhode Island Hospital has expanded its original site to include the adjacent blocks to the north and the west.

Upper South Providence is an entirely built-up area with no large parcels of vacant land; the 6.9 acres of vacant land are in the form of small lots scattered throughout the area.

A comparison of the land use map with the zoning map indicates the area contains numerous nonconforming uses.

Forty percent of blocks in the area contain incompatible mixed uses. Industrial, warehouse, commercial or open storage activities exist adjacent to residences, and exert a blighting influence on them



EXISTING LAND USE
UPPER SOUTH PROVIDENCE

B. Characteristics of Structures and Environment1. Residential

TABLE 2

Residential Structure Type, Upper South Providence

<u>Structure Type</u>	<u>No. of Structures</u>	<u>% of Total</u>	<u>No. of D. U's</u>	<u>% of Total</u>
1 Family	182	12	182	3.6
2 Family	456	30	912	18.2
3 Family	642	41	1,926	38.4
4 or more Families	<u>257</u>	<u>17</u>	<u>1,999</u>	<u>39.8</u>
Total	1,537	100%	5,019	100.0%

Source: Assessor's Office, City of Providence, 1962

Table 2 points out that 2- and 3-family houses (generally of wood frame construction) are the most common building type in the area; some multi-family dwellings are found in the northeast sector and a few single-family units are located in the southern sector.

Although one- and two-family houses constitute 42% of the total number of structures, the actual number of dwelling units involved amounts to only 22% of the total. Almost 80% of all dwelling units are located within structures of three or more families.

TABLE 3

Condition of Structures, Upper South Providence, 1962

<u>Type of Structure</u>	<u>Good</u>		<u>Fair*</u>		<u>Deficient**</u>		<u>Total</u>	
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>
Residential & Mixed	189	12.3	597	38.8	751	48.9	1,537	100
Commercial	46	75.4	12	19.7	3	4.9	61	100
Industrial	35	71.4	11	22.5	3	6.1	49	100
Public & Institutional	12	70.6	5	29.4	0	0.0	17	100
Total of all structures	282	16.9	625	37.6	757	45.5	1,664	100%

*Those structures classified as rehabilitatable by C.R.P.

**Those structures classified as poor or reconditionable by C.R.P.

Source: Providence Community Renewal Program, Technical Supplement, Appendix C. (1964)

The quality of housing in Upper South Providence is among the poorest in the City; Table 3 indicates that almost 50% of the residential structures are deficient and that another 38.9% are in need of rehabilitation. Lack of adequate heating systems, deterioration of structural elements, and lack of essential plumbing facilities such as bathtubs and toilets are all important deficiencies in the area.

The distribution of housing conditions varies from areas between Pine and Broad Streets and near the Rhode Island Hospital, where almost all structures are deficient, to the southwest sector of the area between Willard Center and Broad Street, where more than 40% of the buildings are in good condition and less than 5% are rated as poor. Between these extremes is a great mix of housing character with small pockets of good buildings and small pockets of poor buildings.

As of 1960 rental units comprised 84% of the total housing stock in the area. The average gross rent per unit was \$57 (as compared with \$60 for the City as a whole), and since the median family income was only \$347 per month, the residents of the neighborhood paid a larger percentage of their incomes for rent (16%) than did the average resident of the City (11%). However, both percentages are well below the standard for the maximum ratio of rent to income of 1:4 established by the Rent Supplement Program.

TABLE 4

Condition of Residential Environment, Upper South Providence, 1962

a. Residential Blocks with Environmental Deficiencies

No. of Deficiencies/Block							Total No. of Residential
0	1	2	3	4	5	or more	Blocks
1	26	16	21	12		23	99

b. Residential Blocks Affected by Specific Environmental Deficiencies

<u>Environmental Deficiency</u>	<u>No. of Res. Blocks Deficient</u>	<u>% of Total Res. Blocks Deficient</u>
Excessive land coverage	6	6
Inadequate off-street parking	93	94
Mixed land uses	40	40
Presence of specific nuisance uses	28	28
Excessive street traffic	36	36
Lack of sanitary sewer	4	4
Inadequate service by public elementary school	60	61
Inadequate service by public recreation area	30	30

Source: Providence Community Renewal Program, Technical Supplement, Appendix C. (1964)

Environmental conditions, like housing conditions, are among the worst in the City. As Table 4 indicates, 74% of all residential blocks have two or more environmental deficiencies. Lack of off-street parking, inadequate service by elementary schools, mixed land uses, and traffic congestion are all major problems. Narrow street widths multiply these problems, with local streets used for truck movement and unloading,

through traffic, local traffic, and parking.

As of 1960 there were 5,019 housing units located on 134.2 acres of residential land (or a net residential density of 37 dwelling units per acre). This density conforms to the existing R-4 zoning; however, the G.N.R.P. proposed that zoning in the area be reduced to R-3 which will create a medium density (22 D.U.'s per acre) type of residential environment.

TABLE 5

Comparison of Vacancy Rates*, Upper South Providence,
City of Providence 1950-1960

	<u>1950</u>	<u>1960</u>
Upper South Providence	3.5	11.5
City of Providence	2.6	6.9

*Rate per hundred housing units

Source: U. S. Census of Housing, 1950, 1960

Table 5 shows that the City's vacancy rate has more than doubled in the decade between 1950 and 1960; whereas the rate for Upper South Providence has more than tripled over the same period. As of 1960 the vacancy rate for Upper South Providence was almost twice that of the City.

2. Non-Residential

Non-residential structural conditions are considerably better than the quality of housing.¹ Table 3 points out that of the 127 non-residential structures, almost three quarters of them are in good condition and only 5% are poor. Approximately two thirds of the

¹ It should be noted that a less sensitive scale was used to rate non-residential structures.

buildings are one-story fire-resistant structures. Over 90% of the buildings were constructed since 1900 with about 17% built since 1941.

Environmental deficiencies which are typical for this type of mixed-use area are in evidence throughout. Lack of off-street parking and loading space and inadequate street access limit the economic and functional value of otherwise adequate commercial and industrial structures.

III. POPULATION AND SOCIO-ECONOMIC CONDITIONS

A. Population

1. Number

During the 15-year period from 1950-1965 there was a net population loss of 7,919 persons (or 43% of the total population) from Upper South Providence. The population dropped from 18,449 in 1950 to 12,108 in 1960 to 10,530 in 1965. This staggering loss primarily resulted from the area's deterioration and the concomitant exodus of the young middle-class element to better areas in the City and to suburban towns.

2. Age Structure

TABLE 6

Age Structure, Upper South Providence, 1950-1965

	<u>0-4</u>	<u>5-19</u>	<u>20-44</u>	<u>45-64</u>	<u>65+</u>	<u>Total</u>
1950	1,743	3,490	6,861	4,339	2,016	18,449
1965	<u>1,176</u>	<u>2,818</u>	<u>2,942</u>	<u>2,201</u>	<u>1,393</u>	<u>10,530</u>
Numerical change	<u>-567</u>	<u>-672</u>	<u>-3,919</u>	<u>-2,138</u>	<u>-623</u>	<u>- 7,919</u>
% Change	-32	-19	-57	-49	-31	-43

Source: U. S. Census of Population, 1950, 1965

The loss of 57% of the persons within the 20-44 age groups or almost 4,000 people during the period 1950-1965 (as seen in Table 6) has had a strong influence on the configuration of the diagram on the opposite page. The population of the neighborhood appears to be concentrated in the age groups 0-14 and 45 and over.² Persons within these groups require more services than do young adults who tend to be more or less self-sufficient. Public and private resources must be coordinated and designed to meet the specific needs of these population groups.

3. Racial and Ethnic Structure

Since 1950 there has been a phenomenal increase in the percent of non-white residents of Upper South Providence. As of 1965 the non-white population comprised 37% of the total neighborhood population.

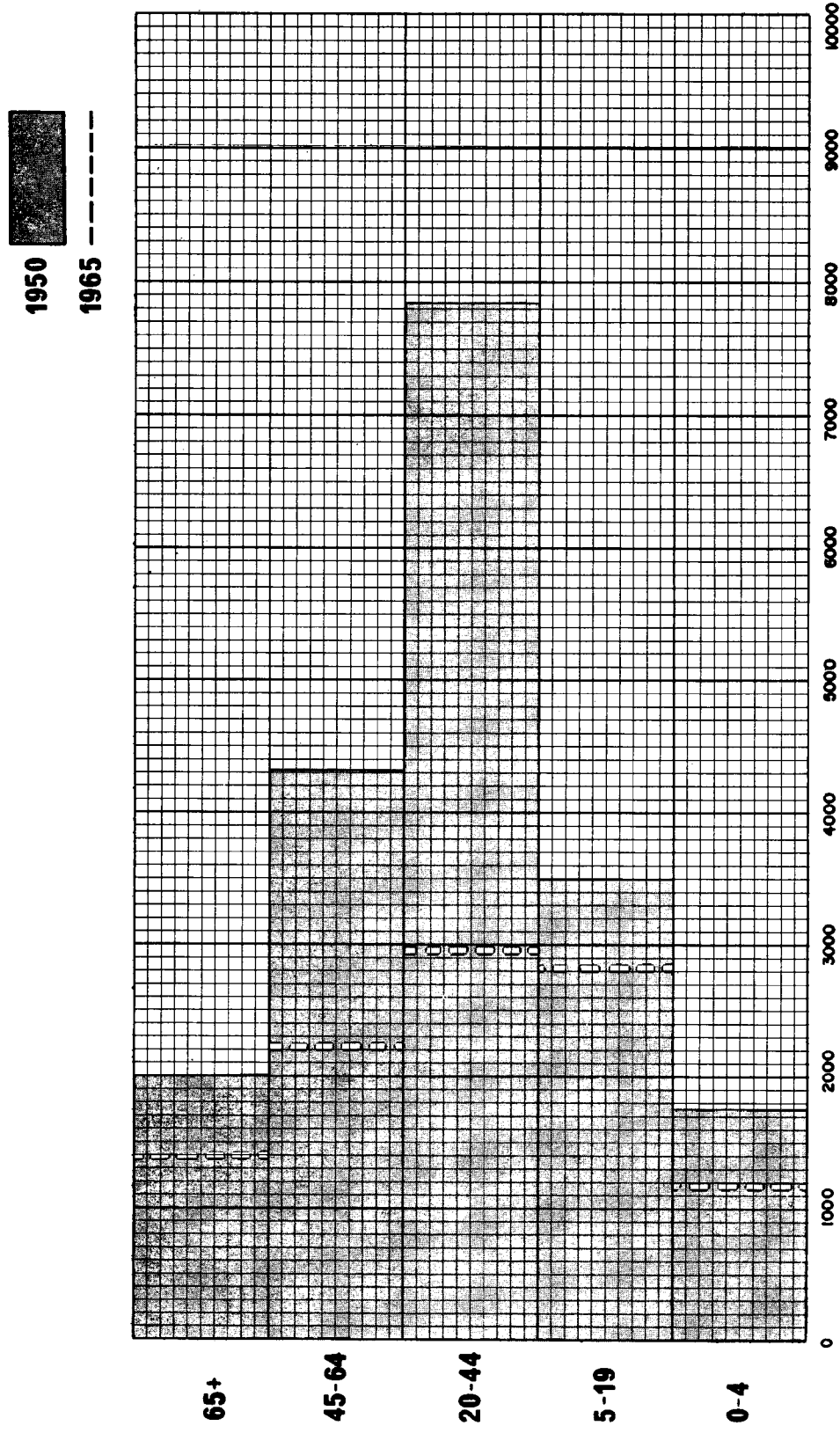
The area has acted as a reservoir for non-white families relocated from urban renewal projects and from areas in the path of the freeway. This, plus a high birth rate among non-whites in the area accounts for the great non-white population increase.

Over the years Upper South Providence has functioned as a melting pot for various ethnic groups. Irish and Jewish were the neighborhood's principal ethnic groups until the 1950's when the Italian and French Canadian groups became more significant.

²The size of the female age groups 15-19 and 20-24 are exaggerated in the population pyramid because of the location within the neighborhood of Rhode Island Hospital's nurses' residence.

COMPARISON OF AGE GROUPS

UPPER SOUTH PROVIDENCE



SOURCE: U.S. CENSUS, 1950-1965

B. Socio-Economic Characteristics1. Economic Factors

TABLE 7

Economic Factors: Rate per 1,000 people of segment indicated 1962

	<u>Upper So. Prov.</u>	<u>City</u>	
Unemployment Insurance Payment	39.4	37.3	ages 15-64
General Public Assistance	22.6	7.3	total population
Aid to Families with Dependent Children	281.1	111.3	ages 0-19
Old Age Assistance	177.7	79.9	ages 65 & over
Aid to the Blind & Disabled	17.0	6.4	total population

Source: Council of Community Services Social Pathology Index
Technical Supplement

As Table 7 indicates, the economic assistance rates for the neighborhood are a great deal higher than the rates for the City. What may at first appear to be an ambiguity between the extremely high rates of General Public Assistance, A.D.C., O.A.A., and Aid to the Blind and Disabled and the relatively low rate of Unemployment Insurance payments, can probably be explained by the fact that persons who are employed on a marginal level can still receive aid from financial assistance programs. Another possible explanation for this ambiguity lies in the fact that persons who are unemployed for more than 26 weeks or who have never been employed do not receive Unemployment Insurance payments; instead they must rely on General Public Assistance.

As of 1960 33.5% of the families in Upper South Providence earned

less than \$3,000 which is the figure set by O.E.O. as the poverty level.

2. Education Factors

TABLE 8

Education Factors: Rate per 1,000 people of segment indicated 1962

	<u>Upper So.Prov.</u>	<u>City</u>	
School Dropout	348.1	260.1	ages 15-19
Truancy	24.5	10.9	ages 5-19
School Behavior Problems	6.0	5.1	ages 15-19

Source: Council of Community Services Social Pathology Index
Technical Supplement (1964)

The high rates of unemployment and other economic assistance programs are in part a reflection of the educational problems in the area. Many residents of Upper South Providence are handicapped by a very low educational level. Table 8 strongly suggests that the educational problems are not being remedied. The problems of school dropouts, truancy, and school behavior are more serious in Upper South Providence than for the City as a whole.

3. Conduct Factors

TABLE 9

Conduct Factors: Rate per 1,000 people of segment indicated 1962

	<u>Upper So. Prov.</u>	<u>City</u>	
Juvenile Arrests	59.7	29	ages 15-19
Adult Arrests	40.3	16	total population

Source: Council of Community Services Social Pathology Index
Technical Supplement (1964)

The rates of juvenile delinquency and adult arrests have increased markedly over the years in the area. The juvenile arrest rate for the

area is twice as high as the City average and the adult arrest rate is three times that of the City.

4. Family Stability Factors

TABLE 10

	<u>Upper So. Prov.</u>	<u>City</u>	
Court Disposition of Children	13.8	5.9	ages 0-19
Illegitimate Births	55.7	21.2	live births
Petitions for Divorce	2.9	1.7	total population

Source: Council of Community Services Social Pathology Index
Technical Supplement (1965)

Despite the fact that "the family" is becoming less cohesive in this urban-industrial society, it is still the primary means of socialization for the individual. The three available indices of family instability (court disposition of children, illegitimate births, and petitions for divorce) are more than twice as high as the rates for the City as a whole.

C. Health Characteristics

TABLE 11

Health Characteristics: Rate per 1,000 people of segment indicated 1962

	<u>Upper So. Prov.</u>	<u>City</u>	
Syphilis and Gonorrhea	17.5	8.5	total population
First Commitment Alcoholish	7.2	4.1	total population
Infant Mortality	32.5	20.9	live births
Resident Deaths	12.5	7.8	ages 0-19

Source: Council of Community Services Social Pathology Index
Technical Supplement (1964)

Upper South Providence has the most serious health problems in the City.³ Table 6 shows that the neighborhood's rates of venereal disease, alcoholism, infant mortality, and resident deaths are markedly higher than the rates for the rest of the City as a whole.

Both of the hospitals in the neighborhood, Rhode Island Hospital and St. Joseph's Hospital, maintain out-patient clinics and the City's anti-poverty agency also maintains a clinic at the local Neighborhood Resource Unit. The general health level suggests that these services are underutilized.

IV. PUBLIC SERVICE SYSTEMS AND FACILITIES

A. Public Facilities

1. Schools

Two elementary schools, the Beacon Avenue School (K-3) and Edmund Flynn School (PK-6), service the residents of Upper South Providence.

The Beacon Avenue School, built in 1891 on a 0.35 acre corner lot is an obsolete educational plant by any definition and the Master Plan for Public Schools* recommends that it be closed in the near future.

The Edmund Flynn School with a capacity for 908 students was constructed in 1958 on a 4-acre site adjacent to an 8-acre playground. Special facilities include a 430 seat auditorium, a complete kitchen, audio-visual room, health suite, gymnasium, wood shop, home

²Downtown has the highest rates of health problems; yet the actual number of people involved is less than Upper South Providence.

*Master Plan for Public Schools - 1965

economics rooms, and kindergarten.

The Master Plan for Public Schools* proposes that a lower grade school (capacity 400) be built in Upper South Providence to replace the Beacon Avenue School and the 60 year old Temple Street School and to relieve pressure on the Flynn School. This K-3 facility will serve a sub-district in the northern half of an enlarged Flynn School District. The Flynn School, whose district will now extend southward to the new Fogarty School District line at Public Street, will serve grade 4-6 pupils from the entire district and K-3 pupils in the southern sub-district, and will absorb the remaining students from the Temple Street School.

It is recommended that the proposed school occupy a 3-acre site in two blocks between Friendship and Providence Streets north of Lockwood Street. It is also suggested that acquisition of the site should be timed to take advantage of the land writedown under a possible urban renewal project in the area.

Although there are no junior high schools in Upper South Providence, Roger Williams Junior High School and Gilbert Stuart Junior High School are within the recommended maximum service area radius of 1 1/2 miles.

The new Central-Classical High School complex is easily accessible from any point in the neighborhood.

One parochial school, Tyler, is located in this area on Somerset Street and accommodates 266 students in the first through eighth grades

*Master Plan for Public Schools - 1965

2. Recreation

TABLE 12

Recreation: Upper South Providence

<u>Site Number</u>	<u>Name of Facility</u>	<u>Primary Use</u>	<u>Proposal*</u>	<u>Size in Acres</u>	
				<u>Existing</u>	<u>Proposed</u>
1	Prairie Ave.	Neighborhood Ct. Pool, Ice Rink	Improve	1.91	1.91
2	Edmund Flynn	Playfield, Play- lot, Drop-in-Ct.	Improve	8.14	8.14
3	Willard Ave.	Jr. Playground	Abandon	0.23	--
P-4	Public St.	Playlot	Proposed	--	0.10
P-5	Dudley St.	Playlot	Proposed	--	0.11
P-6	Marlborough Ave.	Playlot	Proposed	--	0.10
P-7	Beacon Ave.**	Park	Proposed	--	0.50
P-8	New Lower Sc.***	Playground Playlot Neighborhood Center	Proposed	--	2.70
Total				10.28	13.56

*Proposed by Master Plan for Public Recreation and Conservation.

**Proposed on site of Beacon Avenue School after demolition.

***An adjunct to the proposed new lower school.

Source: Master Plan for Public Recreation and Conservation, 1966

A summary of the existing recreation facilities in the neighborhood is presented in Table 12. The combined area of these facilities amounts to approximately 10.28 acres. This is equivalent to 0.98 acres per 1,000 persons. Using the conservative standard of 1.25 acres of recreational space per 1,000 population, the area should contain over 13 acres of land devoted to recreation.

The Master Plan for Public Recreation and Conservation proposes

the addition of 3.51 acres of recreational facilities for a total of 13.56 acres (or 1.3 acres per 1,000 persons). In addition, 13.5 acres of land in the bordering Central-Classical High School Complex will be devoted to such recreational uses as playfields, swimming pools, and neighborhood center.

3. Police and Fire Facilities

The Providence Police Department operates out of a centralized station in the downtown area from which a higher level of services to the area is provided.

Interested residents of this area meet monthly with policemen at the Roger Williams Community School or the Progress for Providence Rescue Unit on Thurbers Avenue to discuss police-community relations and problems that may arise with the neighborhood.

An Engine Company and Ladder Company on Point Street provides the neighborhood with efficient service in case of fires and emergencies.

4. Library Facilities

In addition to the central branch of the Providence Public Library in downtown Providence, a branch, located on Prairie Avenue, serves the South Providence area. Public information programs are being carried out in an attempt to interest people in using their libraries to a greater extent. About 6.2 per 1,000 persons of Upper South Providence are registered borrowers, as compared with 8.9 per 1,000 persons for the City as a whole. The administration of the Public Library hopes to raise both of these percentages.

5. Hospitals and Clinics

As mentioned in Section C. (Health Characteristics), the neighborhood is served by two hospitals, St. Joseph's Hospital and Rhode Island Hospital, both of which maintain out-patient clinics. The Upper South Providence Resource Unit maintains a health clinic that treats minor ailments and refers more serious cases to various hospitals.

In addition, the District Nursing Association of Providence provides home health care for those who cannot afford private nursing.

6. Social Service Agencies

In addition to the myriad of social service agencies mentioned earlier, Progress for Providence operates a community school program at the Flynn School to bridge the gap between the schools and the disadvantaged, and thus lay a foundation for economic and social mobility of children from poor families.

A parallel program established a Neighborhood Resource Unit in the neighborhood to integrate and decentralize existing counseling, employment and related services and to supplement those with family counseling and homemaking services.

These are encouraging steps to meet the acute needs of the area, however, much more must be done to improve social conditions in the neighborhood.

C. Streets

This neighborhood has slightly over thirteen miles of streets. Eight miles of the total are categorized as Local streets, three miles

are Arterials and two miles are Collectors.

The Arterial system is made up of Broad, Eddy, Public, Pine, Friendship and Point Streets. A small portion of Stewart Street between Pine Street and Broad Street is also included in this network. Volumes on this system range from 8,000 A.D.T. to 13,000 A.D.T.

The neighborhood Collector system is comprised of Lockwood Street, Pearl Street, Plain Street and Prairie Avenue. Volumes on the Collectors are well within their capacities.

Many high accident locations lie on the boundary of the Upper South Providence and West End neighborhoods. These intersections were noted in the analysis of the West End area and will not be repeated here.

The two intersections with the highest accident rates, not already mentioned, are Pine and Friendship Streets where they intersect Route 95. Pine Street had ten accidents and Friendship Street thirteen during the year 1965. Again this points up the need for an alternate route to the existing freeway service road to serve purely local traffic.

The highest accident location within the neighborhood boundaries was the intersection of Pine and Lockwood Streets. This intersection recorded eleven accidents during the year. Eight other intersections had accident rates ranging from nine to six, the majority having six.

The Upper South Providence neighborhood falls within the Model Cities Area and it is expected that extensive study will be given to these intersections during the planning stage of this study.

The Upper South Providence neighborhood has approximately ninety-nine blocks devoted to residential use, of these, ninety-three were

found to be deficient in off-street parking. This area has the highest percentage (94%) of blocks deficient in the entire City. Neighborhood residents own over 3200 cars and over 2,000 of these do not have adequate on-site parking.

At the present time, this lack of parking presents a serious problem. In formulating plans for the Model Cities Area the solving of the parking problem will have to be given a high priority.

The following table shows in detail the number and percentage of residential blocks deficient:

UPPER SOUTH PROVIDENCE

Total Residential Blocks	99
Number of Blocks Deficient	93
% of Total Blocks Deficient	93.9%
Total Cars Per Neighborhood	3,258
Total Cars per Deficient Block	3,141
Cars with Inadequate Spaces	2,036
% Total Cars with Inadequate Spaces	62.5%

With the exception of Broad Street, the neighborhood Arterial street system does not meet today's standards. Volumes are high on this system and some congestion occurs during peak hours. Except for the congestion during peak hours the system is functioning adequately.

The neighborhood Collector system is functioning well and should present no problems for some time to come.

Considering the age of the neighborhood, the Local street system has very few streets that are below standard in paved width.

One proposal in the Circulation Master Plan that will affect the Upper South Providence area is the Public-Potters Connector which

runs from Allens Avenue to Huntington Avenue. This improvement will form a major crosstown route and will provide additional access to the Elmwood-South Providence areas.

A portion of the Dean Street Connector which runs from Point Street to Smith Street also falls within the neighborhood. This is proposed as a four-lane facility and has a projected traffic volume between 15,000 and 20,000 A.D.T. This facility will serve as an alternate route to that segment of I-95 north of the Downtown area.

V. SUMMARY OF GOVERNMENTAL ACTION

Upper South Providence has been the site of two completed urban renewal projects, Willard Center Unit 1 and Unit 2. These projects, completed in 1958 and 1959 respectively, replaced dilapidated commercial and residential structures with the Flynn School and adjacent 8-acre playfield-playground facility plus a modern shopping center.

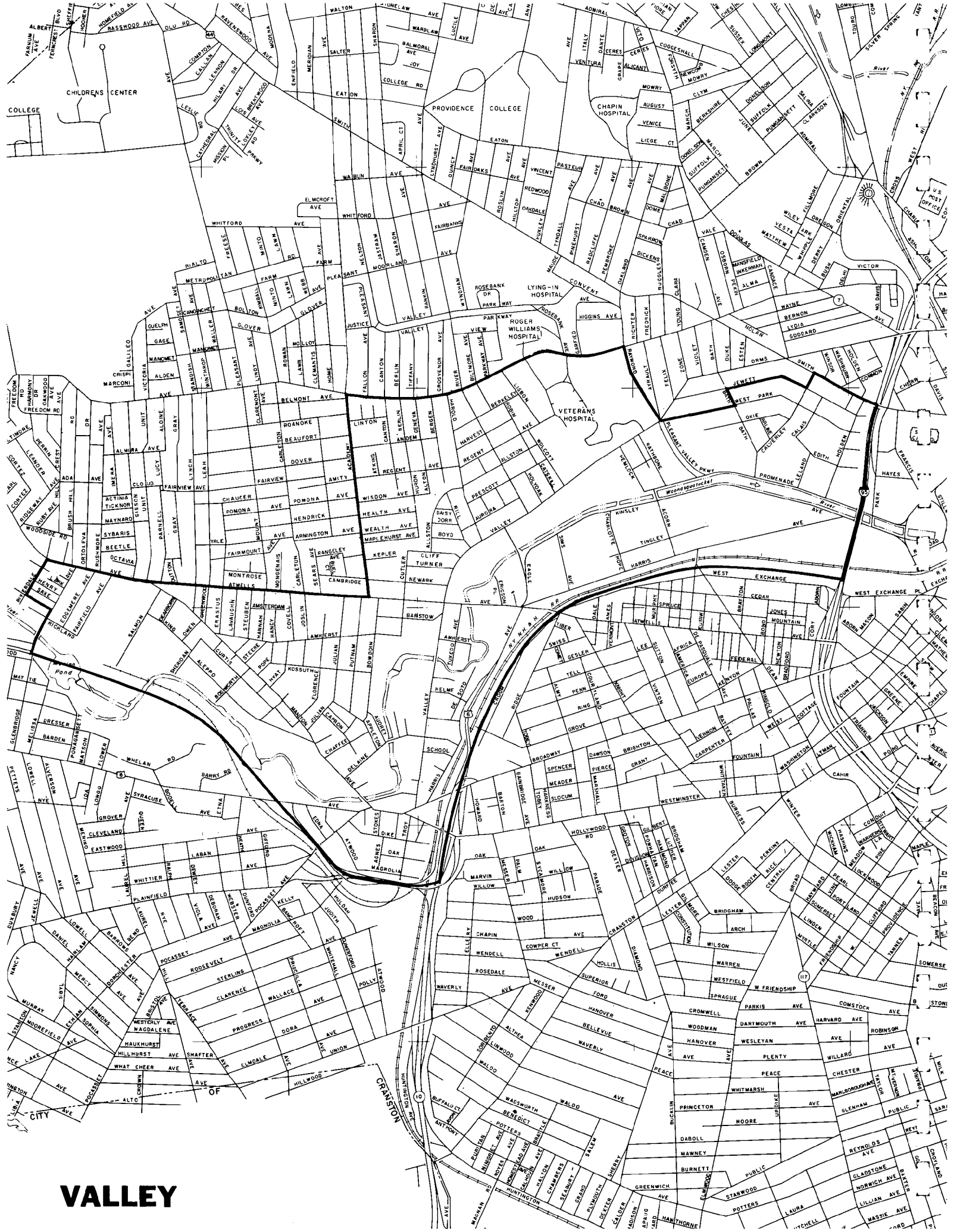
Both the Community Renewal Program and the General Neighborhood Renewal Plan have analyzed Upper South Providence and have made general recommendations as to the type of treatment the area is to receive.

Quite recently, Upper and Lower South Providence and a portion of the Waterfront District were designated as a Model Cities neighborhood. The Model Cities Program will attempt to improve substantially the living environment and the general welfare of the people living in the neighborhood.

The magnitude of the problems in Upper South Providence warrants a coordinated and innovative approach and hopefully the Model Cities Program will be comprehensive enough to deal effectively with these problems.



VALLEY



VALLEY

VALLEY NEIGHBORHOOD

I. INTRODUCTION

The Valley Neighborhood is located in the west-central part of the city of Providence adjacent to the western edge of the downtown business district. It is bounded by parts of Manton, Atwells, Chalkstone, Academy Avenues and Raymond, West, Bath, Jewett and Smith Streets on the north, Route 95 on the east, Route 6 connector, Huntington and Olneyville Expressways on the south and Glenbridge, Richland, and Riverdale Streets on the west. Of nineteen neighborhoods Valley ranks fifth in land area with 766 acres and fifth in population with 13,865 residents as of 1965.

II. LAND USE AND HOUSING

A. Land Use Characteristics

TABLE I

Existing Land Use, Valley

<u>Land Use</u>	<u>Area in Acres</u>	<u>% of Net Area</u>
Residential*	200	31
Commercial	75	12
Industrial	252	39
Public & Institutional	80	12
Vacant	41	6
Total New Area	648	100%
Streets	118	15
Net Land Area	648	85
Total Land Area	766	100%

*Includes mixed residential and non-residential uses.

Source: Providence Community Renewal Program, Technical Supplement Appendix C. (1964)

The Valley Area along its southern boundary is primarily devoted to industrial use and a slightly lesser area of land to the north is used for residential purposes.

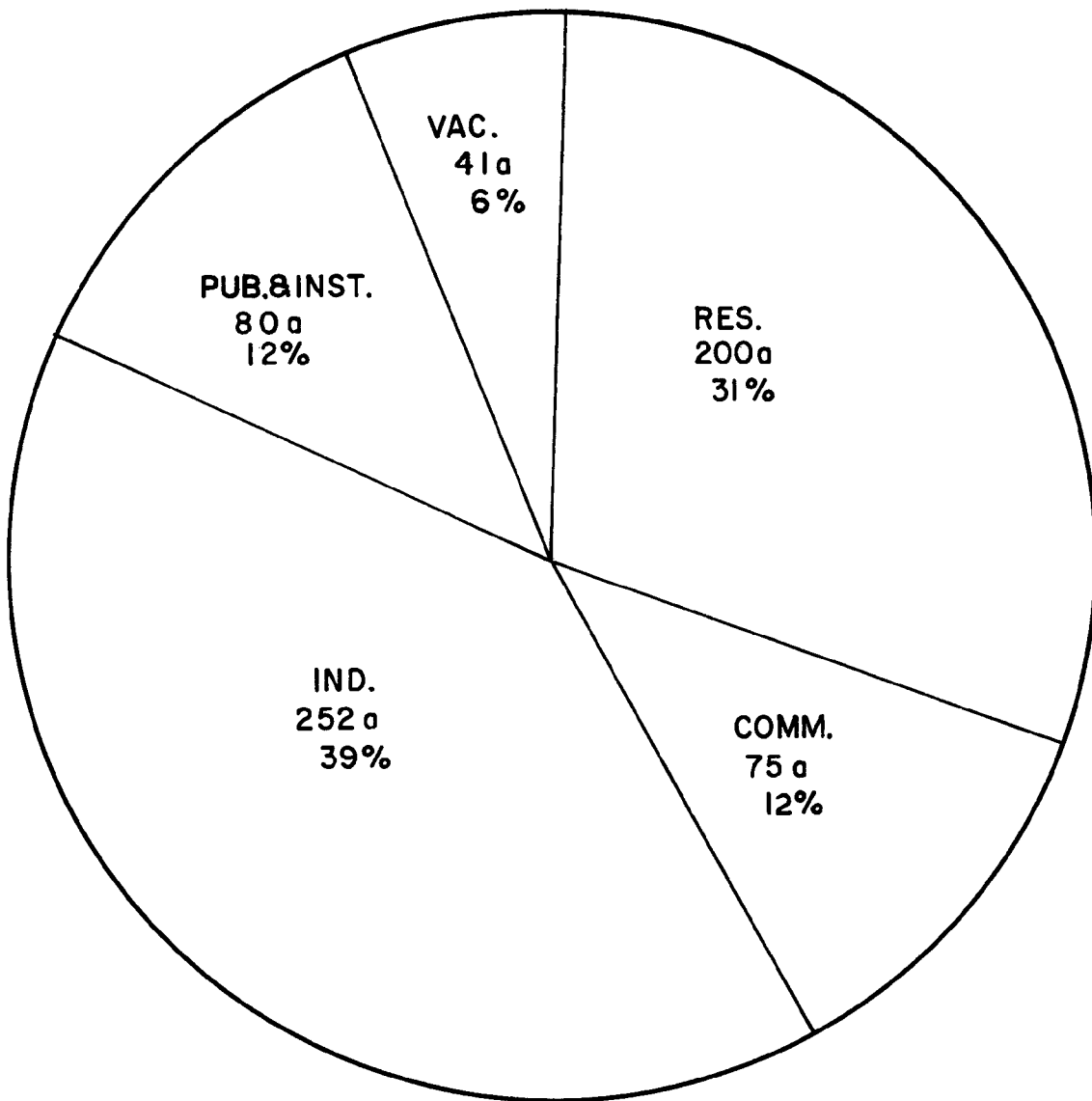
The Woonasquatucket River Valley is the center of machine manufacturing in the City and employs about 3,000 persons. Other major sources of employment in the area are jewelry and silverware manufacturing, food processing, building construction, and instrument manufacturing. Also warehousing and wholesaling activities are prominent. The Master Plan* proposes that the area from the river to the steep slope in the north be devoted to industrial use and the residential area be confined to the high ground to the north.

In the Olneyville section along the river valley, fabricated metal and textile product manufacturers are concentrated. The area also included about 200 retail sales, service, office and entertainment establishments in Olneyville Square. This square is one of the two major commercial centers outside of the downtown area.

To the north of the industrial belt is a medium density residential area with commercial uses strung out along Academy and Chalkstone Avenues and scattered within the residential area.

The Veteran's Memorial Hospital is located along the northern boundary of the Valley Area and takes up the majority of land devoted to public and institutional use.

*Master Plan - Providence, R. I. (1964)



EXISTING LAND USE

VALLEY

B. Characteristics of Structure and Environment

1. Residential

TABLE 2

Residential Structure Type, Valley

<u>Structure Type</u>	<u>No. of Structures</u>	<u>% of Total</u>	<u>No. of D. U's</u>	<u>% of Total</u>
1 Family	275	14	275	6
2 Family	775	41	1550	31
3 Family	668	35	2004	40
4 or more Families*	<u>181</u>	<u>10</u>	<u>1136</u>	<u>23</u>
Total	1899	100%	4965	100%

Source: Assessor's Office, City of Providence, 1962

*Manton Heights Public Housing Project with 21 buildings and 330 units is included in this category.

As Table 2 indicates, the majority of residential structures are 2 and 3-family types. Manton Heights Public Housing Project is located in this area and totals 330 dwelling units. The majority of houses are rentals and the rents and values are below average. The percentage of owner-occupied homes is 26.3 and the average gross rent is \$55 a month compared to the city average of \$60. The monthly family income is \$411, 13.3% of which is used for rent. Approximately 19% of the families earn less than \$3,000 annually as of 1960.

TABLE 3

Condition of Structures, Valley

<u>Type of Structure</u>	<u>Good</u>		<u>Fair*</u>		<u>Deficient**</u>		<u>Total</u>	
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>
Residential & Mixed	361	19	759	40	799	41	1899	100
Commercial	107	82	30	15	4	3	131	100
Industrial	181	92	12	6	3	2	196	100
Public & Institutional	22	92	2	8	0	-	24	100
Total of All Structures	671	30	793	35	786	35	2250	100%

*Those structures classified as rehabilitatable by C.R.P.

**Those structures classified as poor and reconditionable by C.R.P.

Source: Providence Community Renewal Program, Technical Supplement, Appendix C. (1964)

Manton Heights Public Housing Project is not included in the table.

A large percentage (81%) of the residential and mixed structures are in fair condition or deficient with only 19% being classified as good. In the Olneyville Square area, there is a high concentration of deficient and substandard structures, but a relatively small number are so substandard as to require clearance. Around Valley Street, the majority of residential structures to the north and to the extreme west are deficient and over one fifth should be demolished. The major deficiencies are inadequate heating systems, deterioration and inadequate bath facilities. The structures located west of the Veterans Hospital

TABLE 4

Condition of Residential Environment, Valley

a. Residential Blocks with Environmental Deficiencies

No. of Deficiencies/Block							Total No. of Residential Blocks
0	1	2	3	4	5	or more	
8	29	19	17	13		16	102

b. Residential Blocks Affected by Specific Environmental Deficiencies*

<u>Environmental Deficiency</u>	<u>Severity of Deficiency</u>
Excessive land coverage	1
Inadequate off-street parking	3
Mixed land uses	3
Presence of specific nuisance uses	3
Excessive street traffic	2-3
Inadequate service by public elementary school	3
Inadequate service by public recreation area	2-3

Source: Community Renewal Program, Technical Supplement,
Appendix C. (1964)

*A quantitative measure is unavailable; therefore, the severity of the environmental deficiency for the area as a whole is ranked: minor (1), moderate (2), or severe (3).

Almost two thirds of the residential blocks have 2 or more environmental deficiencies. The most notable problems are inadequate off-street parking, mixed land uses and the presence of specific nuisance uses. Also problems arise as a result of excessive street traffic and inadequate service by public elementary schools and recreation areas. Clearance will have to take place in order to alleviate some of the

environmental deficiencies such as lack of off-street parking. On the whole, however, little can immediately or easily be done about the environmental deficiencies since most of these are inherent in the mixed land use pattern.

TABLE 5

Comparison of Vacancy Rates*, City of Providence, Valley

	<u>1950</u>	<u>1960</u>
Valley	2.1	6.7
City of Providence	2.6	6.9

*Rate per hundred housing units

Source: U. S. Census, 1950, 1960

The vacancy rate in the Valley Area reflects very closely the rate of the City as a whole during the decade from 1950 to 1960. However, if Urban Renewal occurs according to the proposals within the Master Plan, industrial re-use will take the place of existing residential housing and the vacancy rate may decrease considerably.

2. Non-Residential

Table 3 shows that the non-residential structures are in much better condition than the residential. Only 7 buildings are classified as deficient and close to 90% are in good condition. These statistics help to back up the proposal to clear many of the residential structures for non-residential use. However, obsolescence may become a problem since about one half of the buildings are multi-story and approximately three quarters cover more than half of their sites. The most serious environmental problems are lack of off-street parking and loading, inadequate street access and congestion on local streets. The only solution to these

problems is clearance of some residential structures to make room for expansion.

III. POPULATION AND SOCIO-ECONOMIC CONDITIONS

A. Population

1. Number

The population of the Valley Area has decreased over 20% during the 15 year period from 1950 to 1965. In 1950, the number of persons living in this area was 17,484 and in 1965 the residential population totaled 13,865, a decrease of 3,619 persons.

2. Age Structure

TABLE 6

Age Structure, Valley

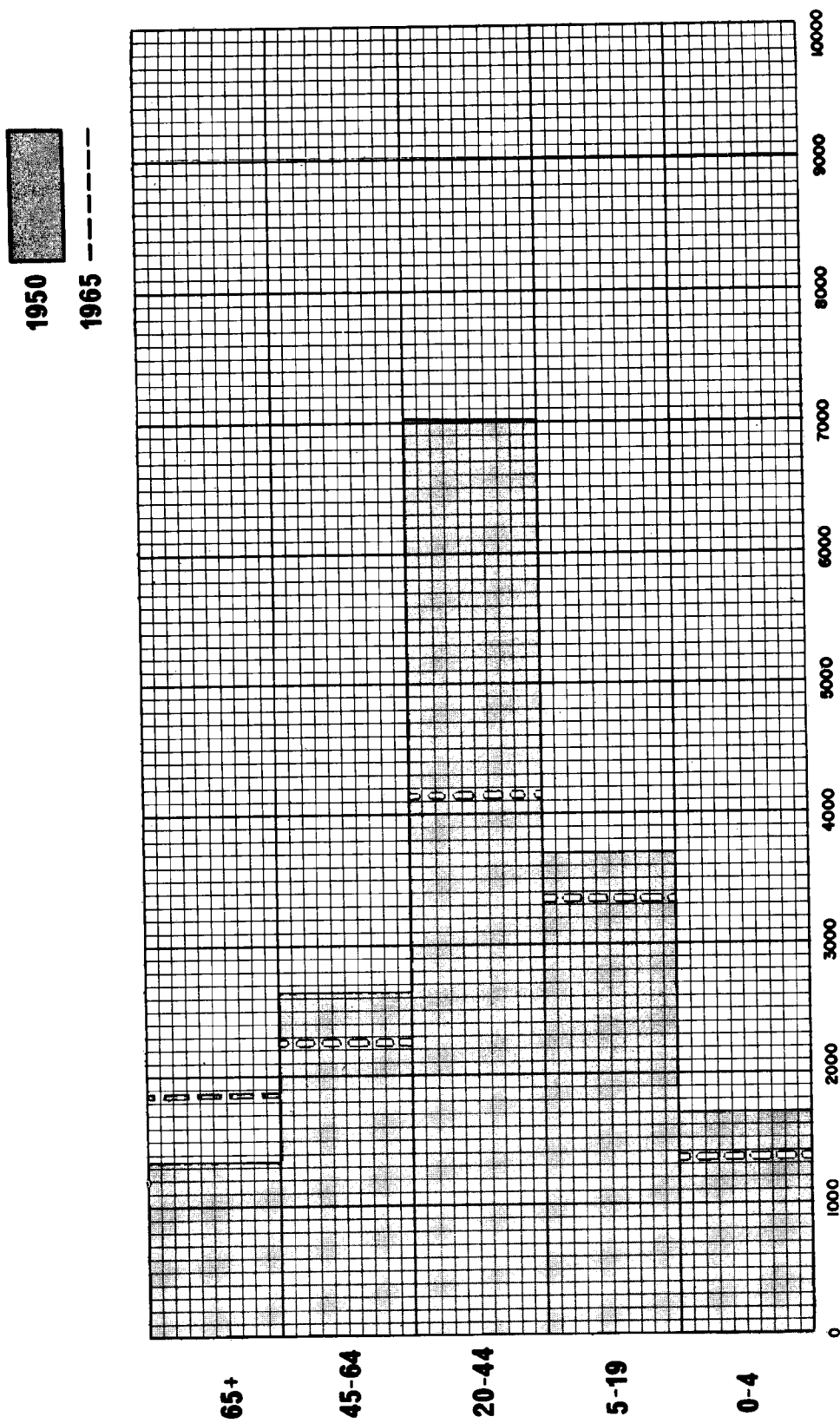
	<u>0-4</u>	<u>5-19</u>	<u>20-44</u>	<u>45-64</u>	<u>65+</u>	<u>Total</u>
1950	1699	3694	7037	3667	1387	17,484
1965	1332	3310	4125	3251	1847	13,865
Numerical Change	-367	-384	-2912	-416	+460	-3,619
% Change	-21.6%	-10.4%	-41.4%	-11.3%	+33.2%	-20.7%

Source: U. S. Census of Population, 1950, 1965

Although the total population has decreased at a rather high rate of 20.7%, changes within the age structures are considerably varied. Those persons over 65 have increased about one third over the 15 year period while the most productive age group (20-44) has decreased at a rate of 41%. If this pattern continues the area will become a refuge for the elderly, more dependent persons almost devoid of a young labor force and growing families. The environmental deficiencies make the lower Valley area a very undesirable place for families with small children, so that those who can afford to move to more desirable loca-

COMPARISON OF AGE GROUPS

VALLEY



SOURCE: U.S. CENSUS, 1950-1965

tions do leave, while the more dependent, less concerned poorer families remain. Probably the residential structures around Olneyville Square and Valley Street - south will be cleared because elimination of environmental deficiencies for residential use there will not be feasible to undertake. The areas to the north and west are much more suitable for residential use. Less than 10% of the structures there justify clearance as environmental deficiencies are not numerous or widespread. As a result, reconditioning rather than clearance should be the goal of these two areas.

3. Racial and Ethnic Structure

As of 1965, approximately 3.9% of the Valley Area's total population was non-white. The rest of the residents are mostly of Italian, Polish and Irish descent. As of 1960, approximately 15% of the population was of Italian origin, a decrease over the past 20 years.

B. Socio-Economic Characteristics

1. Economic Factors

TABLE 7

Economic Factors: Rate per 1,000 people of segment indicated 1962

	<u>Valley</u>	<u>City</u>	
Unemployment Insurance Payments	38.1	37.7	ages 15-64
General Public Assistance	3.5	7.3	total population
Aid to Families with Dependent Children	72.8	111.3	ages 0-19
Old Age Assistance	60.6	79.9	age 65 & over
Aid to the Blind & Disabled	5.0	6.4	total population

Source: Council of Community Services Social Pathology Index
Technical Supplement (1964)

Table 7 indicates that the rate of economic assistance, although substantial, is lower than the rate for the City as a whole except in the area of unemployment insurance payments. The Old Age Assistance rate will become larger if the number of persons over 65 continues to increase at the same high rate. Because there are many receiving unemployment insurance, and therefore, have worked in the past and are probably capable of working now, vocational guidance and training should be made available to them so that they do not become part of the hard-core unemployed on public assistance.

2. Educational Factors

TABLE 8

Education Factors: Rate per 1,000 people of segment indicated
1962

	<u>Valley</u>	<u>City</u>	
School Dropouts	321.5	260.1	ages 15-19
Truancy	10.4	10.9	ages 5-19
School Behavior Problems	5.3	5.1	ages 15-19
Source: Council of Community Services Social Pathology Index Technical Supplement (1964)			

The number of school dropouts in this area is quite a bit higher than the city rate whereas the number of truants and behavior problems reflect the city rate. One of the reasons for the higher number of dropouts is the low income of many of the resident families. Many teenagers feel the need of money is stronger than the need for education and considering the importance that middle class society places on clothes, cars and dating, this attitude is understandable. What is needed is extensive guidance programs to try and keep brighter children in school and to train others in skills so that when they do leave school, they

will have a better and easier chance to find a job.

2. Conduct Factors

TABLE 9

Conduct Factors: Rate per 1,000 people of segment indicated 1962

	<u>Valley</u>	<u>City</u>	
Juvenile Arrests	13.3	29.5	ages 15-19
Adult Arrests	8.3	15.9	total population

Source: Council of Community Services Social Pathology Index
Technical Supplement (1964)

Again, although the arrest rates for juveniles and adults are lower than those for the City, they are still quite high. These arrests occur, for the most part, among the families or individuals who cannot or do not want to leave the more deteriorated sections of the Valley Area either because of economic or psychological reasons. Sections such as these will always have their problems centering around conduct factors and high rates of school drop-outs. It is up to the relevant social agencies to intensify their services through the efforts of their fieldworkers in these kinds of areas.

4. Family Stability Factors

TABLE 10

Family Stability Factors: Rate per 1,000 people of segment indicated 1962

	<u>Valley</u>	<u>City</u>	
Court Disposition of Children	4.9	5.9	ages 0-19
Illegitimate Births	10.0	21.2	live births
Petitions for Divorce	1.7	1.7	total population

Sources: Council of Community Services Social Pathology Index
Technical Supplement (1964)

The rate of family stability characteristics are similar to the other socio-economic factors already mentioned - high but lower than the City as a whole. The same reasons are also relevant. On a whole, it can be said that the Valley Area has a fairly high incidence of socio-economic problems but not as high as the City as a whole. These are intensified along the southern boundary of the area where mixed use, especially industrial-residential, is prevalent. Therefore, the best solution to these problems seems to be the elimination of residential structures in areas where industrial and commercial uses predominate.

C. Health Characteristics

TABLE 11

Health Characteristics: Rate per 1,000 people of segment indicated 1962

	<u>Valley</u>	<u>City</u>	
Syphilis and Gonorrhea	1.8	8.5	total population
First Commitment Alcoholism	1.8	4.1	total population
Infant Mortality	21.3	20.9	live births
Resident Deaths	6.7	7.8	ages 0-19

Source: Council of Community Services Social Pathology Index
Technical Supplement (1964)

The rate of the social diseases, syphilis, gonorrhea and alcoholism is very low in this area. However, the rate of mortality of residents between the ages of infancy and 19 is quite high, close to the rate of the City as a whole. What is needed to help alleviate this problem are well-baby clinics and the education of the residents on child care either by means of evening courses in the schools or neighborhood centers, or the distribution of information to individual

homes by the health agencies. The work of the District Nursing Association should be intensified. It is presently restricted to serving referrals from hospitals or social agencies thus limiting its potential service.

IV. PUBLIC SERVICE SYSTEMS AND FACILITIES

A. Public Facilities

1. Schools

There are two public elementary schools within the Valley Area.

Regent Avenue School, K-6, built in 1905 on a 3/4 acre paved site, has a 340 student capacity. A city playground is directly across Regent Avenue.

The Master Plan* recommends that it be closed and that a new Regent Avenue School be built to take care of 600 students. This new K-6 facility would be built to eliminate future overcrowding in the Nelson and new Mt. Pleasant Schools. A possible location is the two block area on the southern side of Chalkstone at Berlin Street.

The Joslin Street School, PK-6, was built in 1959 in a residential section of the Valley Area. It has an optimum capacity of 502 students and occupies a 2.9 acre site adjacent to a large playground. The Master Plan* recommends that it be retained.

There are three parochial schools in this area serving 1st through 8th grade students. Blessed Sacrament on Regent Avenue has a 727 student enrollment. St. Adalbert's on Chaffee Street serves 162 students and St. Teresa's on Manton Avenue serves 389. The two latter schools are in poor condition but will remain open.

*Master Plan for Public Schools (1965)

2. Recreation

TABLE 12

<u>Site Number</u>	<u>Name of Facility</u>	Recreation: Valley		<u>Size in Acres</u>	
		<u>Primary Use</u>	<u>Proposal*</u>	<u>Existing</u>	<u>Proposed</u>
73	Mt. Pleasant Playground	Playground, Pool Ice Rink	Expand	3.60	4.02
82	Regent Ave.	Jr. Playground	Convert	0.89	--
84	Manton Complex	Jr. Playground	Improve	0.20	0.20
85	Joslin St. School	Pool, Neigh. Center	Improve	2.50	2.50
86	Valley St.	Playfield	Retain	4.84	4.84
P-69	Steuben St.	Playlot	Proposed	--	0.07
P-65	Andem St.	Playlot	Proposed	--	0.07
P-66	New Regent School	Playground, Neigh. Center	Proposed	--	3.00
P-67	** Academy Ave.	Park	Proposed	--	0.92
Total				12.03	15.62

**School site recommended for abandonment

Source: *Master Plan for Public Recreation and Conservation (1965)

As Table 12 shows, approximately 12 acres are now used for recreational purposes. An additional 4 acres are proposed for two playlots, a park, and a 3 acre playground and neighborhood center. As it stands now, the minimum requirement of 1.25 acres per 1,000 residents (17.3 acres) is not reached. Even the additional 4 acres brings the amount only up to 15.62 acres. Therefore, more recreational area of some form should be made available within the Valley Area.

3. Police and Fire Facilities

The Police Department and interested area residents hold very active monthly meetings at the Joslin Street School to discuss problems centering around community police relations.

There is one Fire Station centrally located near the eastern end of Atwells Avenue. Because of the heavy industrial and commercial activities going on within the Valley Area, most of it is included within the first fire district and is therefore watched very carefully.

4. Library Facilities

The Olneyville Branch of the Providence Public Library is located in the heart of Olneyville Square. The rate of book borrowers is lower than the overall rate of the City, 6.2 per 1,000 residents and 8.9 respectively. Efforts should be made to plan programs at the library to encourage reading among the youngsters which could stimulate their interest in schoolwork.

5. Hospitals and Clinics

The Veterans Memorial Hospital is located at the northern boundary of the area. Also, Progress for Providence operates a health center at 66 Kossuth Street and the Providence District Nurses visit individual homes when cases are referred to them. As mentioned before, one problem in the Valley Area is the fairly high incidence of deaths among residents between infancy and 19 years old. Such hospitals as the Rhode Island, St. Josephs and Roger Williams are fairly easily accessible for the residents but still they are not within walking distance. Therefore, neighborhood well-baby clinics and courses at local schools or centers in child care are greatly needed.

6. Social Service Agencies

Progress for Providence runs a Resource Unit in Olneyville Square at 1884 Westminster Street, and a Drop-In and Charm Center next door. Also, they have started a Health Center at 66 Kossuth Street and a Community School at the same location. Thus, it can be said that the residents are adequately covered with the necessary social services but this does not mean that they take advantage of what is offered. It is up to them to go to these offices to get any help they need. Therefore, efforts should be made by social agencies to develop a more intensive outreach program in which fieldworkers would go into individual housing units and try to help families identify their needs and thereby get needed services. Often families are unaware that they need help or that there are agencies that can help. It will be very important now and in the future to work intensively in this area since according to the Master Plan*, there should be clearance in the current mixed use areas where most of the social problems exist. Before clearance does take place, the social agencies should know the individual problem families in the Valley Area so that relocation can be effectively and properly planned for the new neighborhood as well as for the families themselves.

*Master Plan - Providence, R. I. (1965)

B. Public Utilities

As of 1962, there are small sections of Streets throughout the Valley Area that lack sewers. However, almost the whole area has public water except for a few sections of streets around Manton Heights Housing Project.

C. Streets

The Valley neighborhood has over twenty-five miles of roadway. The majority of this roadway (17 miles) falls in the Local streets category. The remaining mileage is made up of Arterials (7 miles) and Collectors (1 mile). Of the eighteen streets designated as arterials, ten of them carry between ten and twenty thousand trips a day, the remaining carry between six and nine thousand trips. The highest traffic volumes are concentrated in the Atwells-Harris Avenues area, the Promenade Street-Pleasant Valley Parkway area and the Olneyville Square area. Collector streets in the area carry between 1,200 and 5,000 trips a day.

Two hazardous intersections in the Valley neighborhood are at Atwells and Harris Avenues and Valley and Eagle Streets. During 1965 Atwells and Harris Avenues had fifteen accidents and Valley and Eagle Streets twelve. The accident rate at these two locations should be significantly reduced when the proposed Route 6 connector between Interstate 95 and the Dennis J. Roberts Expressway is completed.

Two intersections in the Olneyville Square area had a total of eighteen accidents. The intersection of Manton and Hartford Avenues had nine and Broadway, Valley and Westminster Streets also had nine. High volumes and poorly aligned streets contribute to the frequency of accidents at these points. The Master Plan for Circulation recommends that a one-way loop system be established to alleviate the existing traffic congestion. By eliminating conflict points within these two intersections the accident rate should be substantially reduced.

Two other intersections, in the neighborhood, Valley Street and

Atwells Avenue and Harris Avenue and Acorn Street had seven accidents each. Both traffic volumes and turning movements, at the intersection of Harris Avenue and Acorn Street, will be greatly reduced under the State Department of Public Works' proposal for connecting Dean Street to the Route 6 Connector. This same proposal will also alleviate the situation at Valley Street and Atwells Avenue.

A large number of residential blocks in the neighborhood are highly deficient in off-street parking. Of the approximately one hundred and two blocks devoted to residential use, eighty two or eighty percent of these blocks, were deficient. The neighborhood has over forty-one hundred cars and close to seventeen hundred do not have adequate on-site parking. The following table shows in detail the number and percentage of residential blocks deficient.

VALLEY

Total Residential Blocks	102
Number of Blocks Deficient	81
% of Total Blocks Deficient	80.4%
Total cars per Neighborhood	4,143
Total Cars per Deficient Blocks	3,178
Cars with Inadequate Spaces	1,665
% Total Cars with Inadequate Spaces	40.2%

One and one-half miles of the neighborhood's local streets fall below standard in their width. These are predominately in the older Manton and Olneyville sections of the neighborhood. These streets carry only local traffic and pose no great problems at present.

A majority of the neighborhood arterial streets are below standard. The freeway system, in and around the neighborhood, as proposed by the State Department of Public Works, coupled with the proposals of the

Circulation Master Plan, will reduce traffic on existing arterial streets and enable them to function more efficiently.

The number of streets classified as collectors is very low, which again points out that some arterials are functioning as both arterials and collectors.

Traffic volumes on the Collector streets are low and are being adequately handled.

The two highway proposals that will most affect the Valley neighborhood are the State's proposal for Route 6 and the one-way Master Plan. The State plan will direct through traffic around the neighborhood and the City's plan will ease the flow of traffic through Olneyville Square.

V. SUMMARY OF GOVERNMENT ACTION

No government action has taken place or is planned for the near future within the Valley Area.



WANSKUCK



WANSKUCK

WANSKUCK NEIGHBORHOOD

I. INTRODUCTION

The Wanskuck Neighborhood is located at the northwest edge of Providence and is bounded on the north and west by the town of North Providence. Its eastern boundary is the Louisquisset Pike (Rt. 146) and on the south it is Admiral and Longmont Streets. Of nineteen neighborhoods Wanskuck ranks eighth in land area with 509 acres and thirteenth in population with 6,449 residents as of 1965.

II. LAND USE AND HOUSING

A. Land Use Characteristics

TABLE 1

Existing Land Use, Wanskuck

<u>Land Use</u>	<u>Area in Acres</u>	<u>% of Net Area</u>
Residential*	154.1	35
Commercial	14.3	3
Industrial	76.5	17
Public & Institutional (Park & Voc. School)	83.0	19
Vacant	<u>114.0</u>	<u>26</u>
Total Net Area	<u>441.9</u>	<u>100%</u>
Streets	67.0	13
Net Land Area	<u>441.9</u>	<u>87</u>
Total Land Area	<u>508.9</u>	<u>100%</u>

*Includes mixed residential and nonresidential uses.

Source: Providence Community Renewal Program, Technical Supplement Appendix C. (1964)

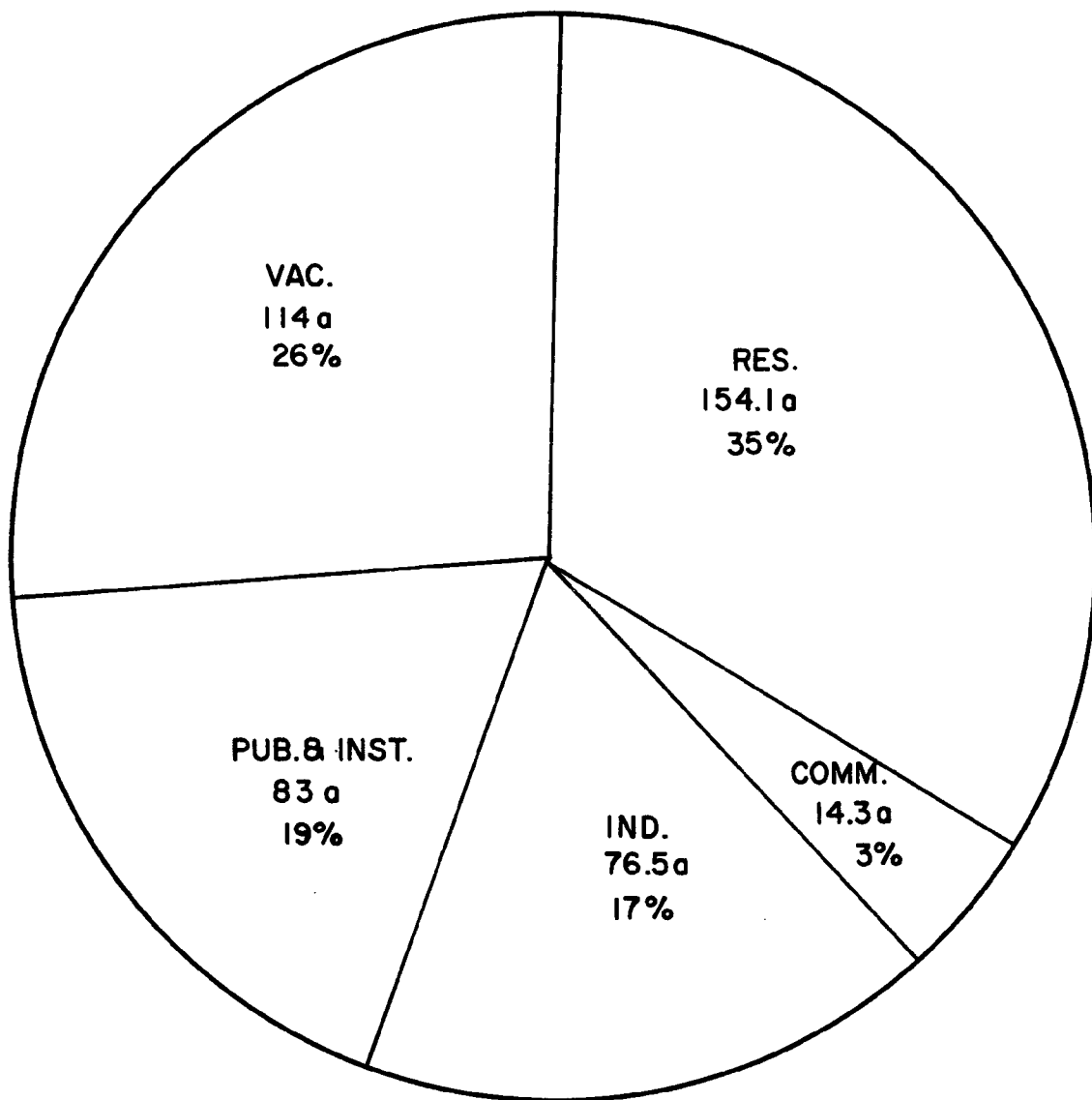
The earliest development in the Wanskuck neighborhood, the northernmost in the City, was industrial. Mills located here in order to use the West River as a source of water power. Development then proceeded up the slopes of the river valley, primarily toward Douglas Avenue to the south.

The area is now primarily residential, although industrial buildings still remain around the ponds. A large area is used by contractors as storage yards. Retail facilities are located at the intersection of Douglas Avenue and Admiral Street, easily accessible from all parts of the neighborhood. Other commercial facilities, both retail and non-retail, are scattered along Douglas Avenue, Admiral Street, Veazie Street and Branch Avenue.

Most of the public and institutional land, taking up 19% of the net area, is allocated to the State Vocational School and Wanskuck Park. Over one quarter of the total Wanskuck area is vacant.

The Master Plan* recommends low density residential development for the area, except for the Valley View Housing Project. It proposes the elimination of all industrial use in the area, thus making available more residential land. Retail centers are to be located at three intersections: Admiral Street and Douglas Avenue, Admiral and West River Streets, and Branch and Veazie Streets. A highway service and recreation area will be located at the Branch Avenue access ramp to the Louisquisset Pike.

*Master Plan - Providence, R. I. (1964)



EXISTING LAND USE

WANSKUCK

B. Characteristics of Structures and Environment

1. Residential

TABLE 2*

Residential Structure Type, Wanskuck

<u>Structure Type</u>	<u>No. of Structures</u>	<u>% of Total</u>	<u>No. of D. U's</u>	<u>% of Total</u>
1 Family	514	48	514	25%
2 Family	353	33	706	34
3 Family	139	13	384	18
4 or more Families	<u>65</u>	<u>6</u>	<u>470</u>	<u>23</u>
Total	1071	100%	2074	100%

*Valley View Public Housing Project (256 units) is not included in this tabulation

Source: Assessor's Office, City of Providence, 1962

Almost one half of the structures are one-family and nearly two thirds of the dwelling units are in one and two-family houses. The 256 unit Valley View Project was constructed in the area in 1953 to provide "medium rental" housing for veterans. This project helped stabilize the total population.

TABLE 3

Condition of Structures, Wanskuck

<u>Type of Structure</u>	<u>Good</u>		<u>Fair*</u>		<u>Deficient**</u>		<u>Total</u>	
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>
Residential & Mixed	642	60	278	26	151	14	1071	100
Commercial	24	69	6	17	5	14	35	100
Industrial	11	50	8	36	3	14	22	100
Public & Institutional	9	90	1	10	0	--	10	100
Total of all structures	686	60%	293	26%	159	14%	1138	100%

*Those structures classified as rehabilitatable by C.R.P.

**Those structures classified as poor and reconditionable by C.R.P.

Source: Providence Community Renewal Program, Technical Supplement, Appendix C. (1964)

Most of the residential and mixed structures are classified as good with only 14% considered deficient. Inadequate heating equipment is the building deficiency which appears most frequently.

The area shows a mixed pattern of owner-occupied and renter-occupied units, although slightly more than half are rentals. About 4% of the units are vacant. The average gross rent per month is \$62, slightly higher than the City's average of \$60, and the monthly family income is \$438. Therefore, the percentage of income used for rent is 14.1 compared to 11% for the City. A total of 24.6% of this area's population earns an annual income below \$3,000.

TABLE 4

Condition of Residential Environment, Wanskuck

a. Residential Blocks with Environmental Deficiencies

No. of Deficiencies/Block							Total No. of Residential Blocks
0	1	2	3	4	5	or more	
14	13	34	21	7		5	94

B. Residential Blocks Affected by Specific Environmental Deficiencies

<u>Environmental Deficiency</u>	<u>No. of Res. Blocks Deficient</u>	<u>% of Total Res. Blocks Deficient</u>
Excessive land coverage	2	2
Inadequate off-street parking	46	49
Mixed land uses	17	18
Presence of specific nuisance uses	25	27
Excessive street traffic	1	1
Inadequate service by public elementary school	54	57
Inadequate service by public recreation area	38	40

Source: Community Renewal Program, Technical Supplement,
Appendix C. (1964)

Table 4 points out that over two thirds of the blocks have two or more environmental deficiencies. Inadequate service by public elementary schools and recreation and lack of off-street parking are all

outstanding problems. Both building and environmental deficiencies affect all parts of the area. The Division of Minimum Housing Standards inspected this area during 1964.

TABLE 5

Comparison of Vacancy Rates*, City of Providence, Wanskuck

	<u>1950</u>	<u>1960</u>
Wanskuck	1.2	4.7
City of Providence	2.6	6.9

*Rate per hundred housing units

Source: U. S. Census, 1950, 1960

Although the vacancy rates in Wanskuck are much lower than those for the City, they have still quadrupled from 1950 to 1960. Whereas the City rates during the same period of time have doubled. This rate should diminish as more land is converted from industrial to residential use and the area becomes more attractive for new families.

2. Non-Residential

Non-residential structures are generally in good condition with only 14% of the commercial and 9% of the industrial being classified as deficient (see Table 3). Almost all have been built since 1900 and most are of one-story fire-resistant construction. Inadequate off-street loading and parking and traffic access and congestion are all significant environmental problems.

According to the Master Plan*, as mentioned earlier, the industrial uses will be eliminated and retail centers will be located at 3 convenient intersections. Other than this, only spot clearance will take place.

*Master Plan - Providence, R. I. (1964)

III. POPULATION AND SOCIO-ECONOMIC CONDITIONS

A. Population

1. Number

The population of the Wanskuck area has decreased from 7770 persons in 1950 to 6449 persons in 1965. Thus, there has been a 17% decrease during this 15 year period or a total of 1321 persons.

2. Age Structure

TABLE 6

Age Structure, Wanskuck

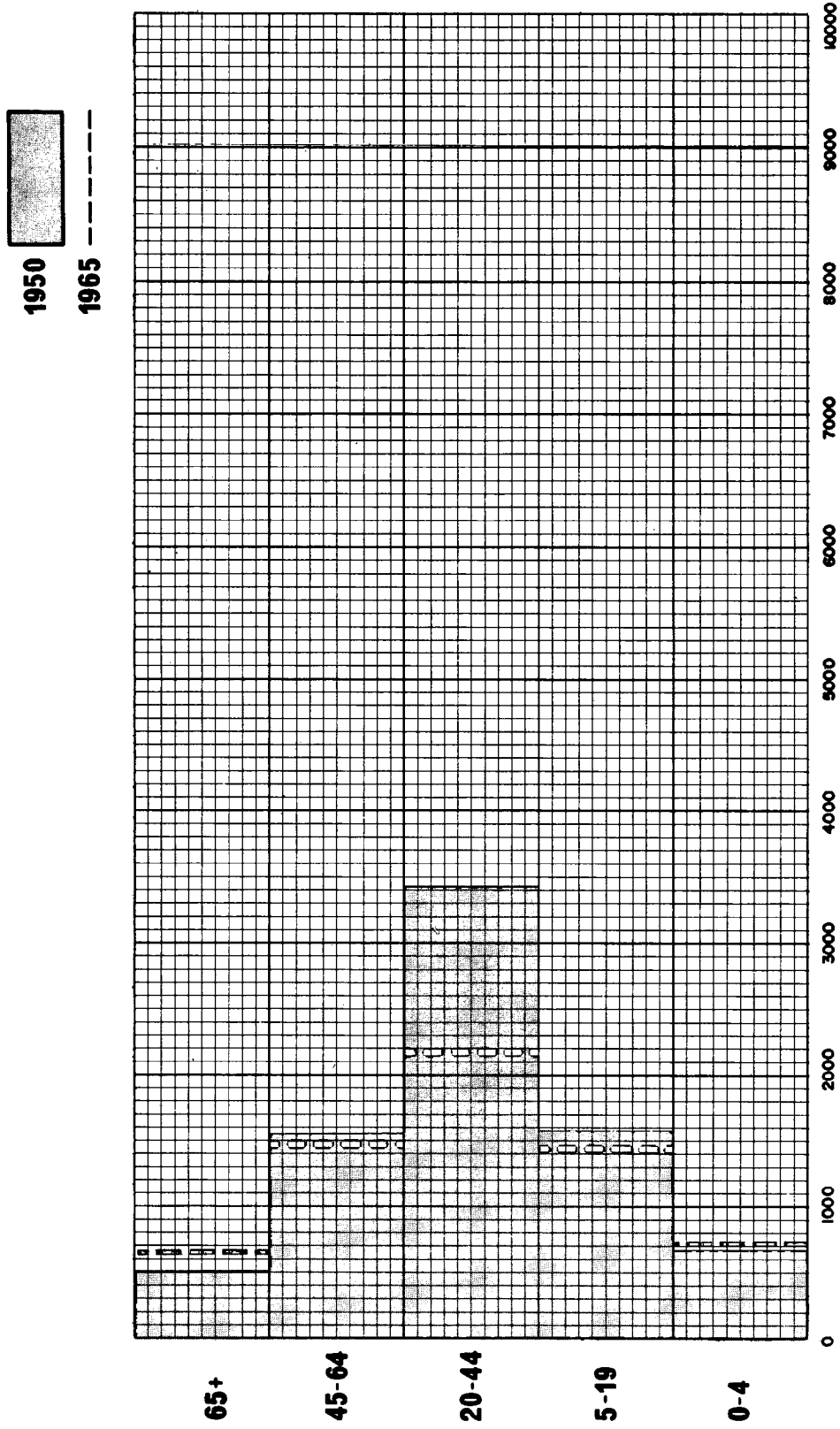
	<u>0-4</u>	<u>5-19</u>	<u>20-44</u>	<u>45-64</u>	<u>65+</u>	<u>Total</u>
1950	678	1596	3433	1555	508	7770
1965	<u>702</u>	<u>1430</u>	<u>2191</u>	<u>1478</u>	<u>648</u>	<u>6449</u>
Numerical Change	<u>+24</u>	<u>-166</u>	<u>-1242</u>	<u>-77</u>	<u>+140</u>	<u>-1321</u>
% Change	+3.5%	-10.4%	-36.1%	-4.9%	+27.5%	-17.0%

Source: U. S. Census of Population, 1950, 1965

As a result of the construction of the 256 unit Valley View Project in 1953, the various age groups have declined only slightly or not at all, except for the 20 to 44 year olds. This age group showed a 36% decrease in number whereas the number of those over 65 years old increased at a rate of 27.5%. Thus, an effort must be made to make this area more appealing to families with young children. This can be

COMPARISON OF AGE GROUPS

WANSKUCK



SOURCE: U.S. CENSUS, 1950-1965

done by providing better school and recreational facilities as well as social services.

3. Racial and Ethnic Structure

The percentage of non-white persons in this area in 1965 was only 0.3. The small growth that has taken place occurred in the southeast, near Smith Hill.

The predominant ethnic group is and has been of Italian origin. In 1960, 30% of the total population were of Italian descent.

B. Socio-Economic Characteristics

1. Economic Factors

TABLE 7

Economic Factors: Rate per 1,000 people of segment indicated 1962

	<u>Wanskuck</u>	<u>City</u>	
Unemployment Insurance Payments	33.0	37.3	ages 15-64
General Public Assistance	0.7	7.3	total population
Aid to Families with Dependent Children	38.5	111.3	ages 0-19
Old Age Assistance	34.3	79.9	ages 65 & over
Aid to the Blind & Disabled	1.0	6.4	total population

Source: Council of Community Services Social Pathology Index
Technical Supplement (1964)

Table 7 shows that all the economic characteristics occur at much lower rates in the Wanskuck area than for the City as a whole.

This is a result of the higher socio-economic status of the families in this area.

2. Educational Factors

TABLE 8

Education Factors: Rate per 1,000 people of segment indicated 1962

	<u>Wanskuck</u>	<u>City</u>	
School Dropouts	179.0	260.1	ages 15-19
Truancy	6.3	10.9	ages 5-19
School Behavior Problems	2.1	5.1	ages 15-19

Source: Council of Community Services Social Pathology Index
Technical Supplement (1964)

The number of school dropouts, truants and behavior problems is much lower than that for the City as a whole, again reflecting the higher levels of income and stability of the people in the area.

3. Conduct Factors

TABLE 9

Conduct Factors: Rate per 1,000 people of segment indicated 1962

	<u>Wanskuck</u>	<u>City</u>	
Juvenile Arrests	8.5	29.5	ages 15-19
Adult Arrests	7.3	15.9	total population

Source: Council of Community Services Social Pathology Index
Technical Supplement (1964)

Again, the low rate of juvenile and adult arrests point out the basic stability of the area.

4. Family Stability Factors

TABLE 10

Family Stability Factors: Rate per 1,000 people of segment indicated
1962

	<u>Wanskuck</u>	<u>City</u>	
Court Disposition of Children	0.5	5.9	ages 0-19
Illegitimate Births	1.9	21.2	live births
Petitions for Divorce	1.0	1.7	total population

Source: Council of Community Services Social Pathology Index
Technical Supplement (1964)

Table 10 shows that the number of cases of illegitimate births, petitions for divorce and court disposition of children is almost nonexistent. These figures, together with those in Tables 7 through 9, indicate the cohesiveness and stability of the families in this area and, therefore, emphasize the importance of making this area a more desirable place in which to live so that families won't feel that they must move to better areas. By building up the residential structures in Wanskuck and removing the deteriorating influence of industry, this area should become a flourishing, stable lower middle class community and thus be a definite asset to the City of Providence.

C. Health Characteristics

TABLE 11

Health Characteristics: Rate per 1,000 people of segment indicated 1962

	<u>Wanskuck</u>	<u>City</u>	
Syphilis and Gonorrhea	1.4	8.5	total population
First Commitment Alcoholism	3.1	4.1	total population
Infant Mortality	17.9	20.9	live births
Resident Deaths	6.3	7.8	ages 0-19

Source: Council of Community Services Social Pathology Index
Technical Supplement (1964)

The above health characteristics show that this area's rate in the incidence of Syphilis, Gonorrhea, and First Commitment Alcoholism is considerably below that of the City. This suggests that family life in this area is relatively stable and well adjusted. Infant Mortality and Resident Deaths with rates slightly lower than the City average present no serious problems, but should be reduced by better health care.

IV. PUBLIC SERVICE SYSTEMS AND FACILITIES

A. Public Facilities1. Schools

Most elementary pupils in Wanskuck attend the Veazie Street School, which, built in 1909, has an adequate site and playground. The building is in fairly good condition and is reasonably centrally located in the Wanskuck area. Pupils in the southeast part of the area attend the Berkshire Street School in Smith Hill. The State Vocational School takes up an extensive area in this neighborhood.

The Master Plan* proposes a 600 capacity K-6 facility off Admiral Street to replace the Berkshire and Smith Street Schools.

The parochial school, St. Edward's is located in this area at Branch Avenue. The school enrolls 335 students in the first through eighth grades.

*Master Plan for Public Schools (1965)

2. Recreation

TABLE 12

Recreation, Wanskuck

<u>Site Number</u>	<u>Name of Facility</u>	<u>Primary Use</u>	<u>Proposal*</u>	<u>Size in Acres</u>	
				<u>Existing</u>	<u>Proposed</u>
61	Wanskuck Park	Park	Retain	24.87	24.87
62	Valley View	Playground	Retain	2.00	2.00
63	Veazie Street	Playfield, pool, ice rink, neigh. center	Expand	4.50	7.00
P-59	New Berkshire School	Playground, neigh. center	Proposed	--	3.00
			Total	31.37	36.87

Source: *Master Plan for Public Recreation and Conservation (1965)

The Shiloh Street playground of 4.5 acres, which adjoins the Veazie Street School and the Valley View playground in the Valley View Housing Project are both located south of the West River and are not readily accessible to those living north of the River. A part of the largely undeveloped 25 acre Wanskuck Park could be used to provide a playground for this area.

According to the Master Plan, the two existing playgrounds are to be improved at an estimated cost of \$15,000. New play equipment will be installed at each. Seven tot lots are also proposed at an estimated cost of \$27,500. Six of the seven will be located south of West River. With 31.37 acres now available for recreational use, there is indeed enough space devoted to recreational use in the Wanskuck area. If Wanskuck Park is maintained, it could prove a valuable asset in promoting the development of surrounding areas. It would be the only major park in this part of the City.

3. Police and Fire Facilities

The Police Department holds monthly meetings at the Wanskuck Boys' Club for interested area residents to discuss community-police relations.

One fire station services this area and is located on Admiral Street near the intersection of Veazie and Admiral Streets and Douglas Avenue.

4. Library Facilities

There is a branch of the Providence Public Library in the Wanskuck area. However, the rate of registered borrowers of books per 1,000 residents is very low compared to the City as a whole, 4.8 and 8.9 respectively.

5. Hospitals and Clinics

There are no hospitals located within this area. The Charles V. Chapin Psychiatric Hospital is very close as is the Roger Williams General Hospital. All other hospitals are quite a distance away although easily accessible by the Louisquisset Pike's link to Route 95. The closest Progress for Providence Health Center is located at 417 Smith Street. The District Nurses go into individual homes when needed, although most of their referrals come from the Lying-In-Hospital.

6. Social Service Agencies

There are no Social Service Agencies within the Wanskuck area. Even though there is an extremely low incidence of social problems within this area, public information programs about available services should be started. In order to make this area more appealing to families, certain services should be initiated. A well-baby clinic, supervised playgrounds and day care centers would be great assets, as well as small park areas and golden agers clubs for the constantly increasing number of people over 65 years who are moving into the area. As mentioned before, this is a stable, middle-class area which should be maintained and improved for the overall good of the City, which needs such exemplary areas.

B. Public Utilities

As of 1962 most of the streets in the area have public water, except for the streets around the State Vocational School. The north-

central sector however, is lacking in the number of sewers, especially around Wanskuck Pond. As a result of the lack of utilities in this section, as well as inadequate school service, bad topography and presence of industrial uses, its development has been arrested. Federal assistance is probably not available to this area since it has relatively few structures, none of which are deficient. However, all of these problems can be attacked under existing State legislation.

C. Streets

The Wanskuck Neighborhood has approximately eighteen miles of paved streets. Four miles of this total is in the category of arterial streets, the rest is devoted to local streets. The major arterials in this neighborhood are River Avenue, Douglas Avenue, Branch Avenue and Hawkins Street. Average Daily Traffic on these arterials ranges from 4,000 cars per day on River Avenue to 6,000 on both Douglas and Branch Avenues.

One intersection in the neighborhood had six or more accidents during the year 1965. The intersection of Douglas Avenue and Admiral Street, which is on the neighborhood boundary, had eight accidents. Traffic congestion within the area is minimal occurring only at peak hours on Branch and Douglas Avenues.

A survey of off-street residential parking in the neighborhood showed a total of 48 blocks deficient in providing adequate on-site parking. The neighborhood has approximately 1,875 cars; of these, 467

have to secure overnight parking away from their places of residence. Inadequate off-street parking such as this, leads to overcrowding of residential lots and is a blighting influence on the neighborhood in general. The following table shows in detail the number and percentage of residential blocks deficient.

WANSKUCK

Total Residential Blocks	94
Number of Blocks Deficient	46
% Total Blocks Deficient	48.9%
Total Cars Per Neighborhood	1,841
Total Cars Per Deficient Blocks	875
Cars with Inadequate Spaces	467
% Total Cars with Inadequate Spaces	25.4%

In studying the adequacy of the circulation system, to handle existing and projected traffic volumes for the Wanskuck area, certain design standards had to be applied. When these standards were applied to the Wanskuck street system, it was found that over seventeen percent of the local street mileage did not meet minimum standards. This seventeen percent had a paved width of less than twenty-two feet. The majority of the rest of the local streets were either minimum or one to two feet over minimum.

Arterial streets in the neighborhood, although not up to present day standards, are functioning adequately and should continue to do so for some time to come.

It is recommended that in the future streets constructed in this area as well as throughout the City be constructed to adequate design standards.

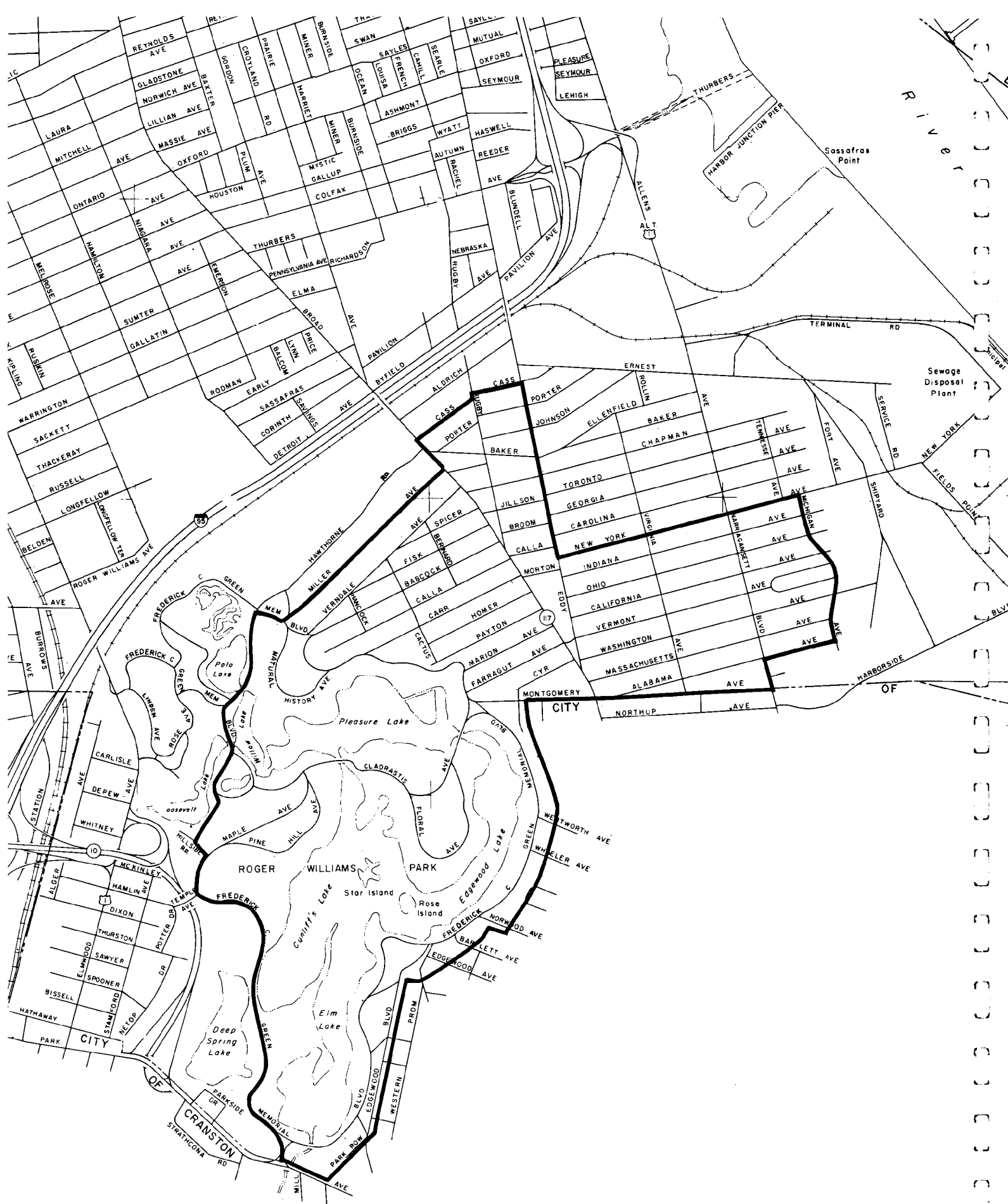
The Master Plan for Circulation has no proposals that fall within the boundaries of the Wanskuck neighborhood.

V. SUMMARY OF GOVERNMENTAL ACTION

The Wanskuck area is not designated by Providence as a deteriorated area. Therefore, it is not eligible for federal funds under this classification.



WASHINGTON PARK



WASHINGTON PARK

WASHINGTON PARK NEIGHBORHOOD

I. INTRODUCTION

The Washington Park Neighborhood is located at the southernmost tip of the city of Providence. It is bounded by Miller Avenue, Cass Street and New York Avenue on the north, Eddy Street and Michigan Avenue on the east, part of Alabama Avenue and the City of Cranston on the south and Roger Williams Park on the west. Of nineteen neighborhoods Washington Park ranks sixth in land area with 620 acres and fourteenth in population with 5,952 as of 1965.

II. LAND USE AND HOUSING

A. Land Use Characteristics

TABLE 1

Existing Land Use, Washington Park

<u>Land Use</u>	<u>Area in Acres</u>	<u>% of Net Area</u>
Residential*	149.5	28
Commercial	14.9	3
Industrial	7.0	1
Public & Institutional	344.7	65
Vacant	<u>17.0</u>	<u>3</u>
Total Net Area	<u>533.1</u>	<u>100%</u>
Streets	87.0	14
Net Land Area	<u>533.1</u>	<u>86</u>
Total Land Area	<u>620.1</u>	<u>100%</u>

*Includes mixed residential and nonresidential uses.

Source: Providence Community Renewal Program, Technical Supplement Appendix C. (1964)

With the exception of Roger Williams Park, the area is predominantly single family residential.

Major commercial uses are found at the Washington Park shopping center, located at Broad and Eddy Streets. This Center has a fairly complete range of goods and services. Further north along Broad Street is a substantial automotive sales and service area. Convenient neighborhood stores are scattered along the remainder of Broad and Eddy Streets. Another smaller neighborhood shopping area is located at Allens and New York Avenues.

Industrial uses are restricted to a few manufacturing and storage activities along Aldrich and Chapman Streets.

B. Characteristics of Structures and Environment

1. Residential

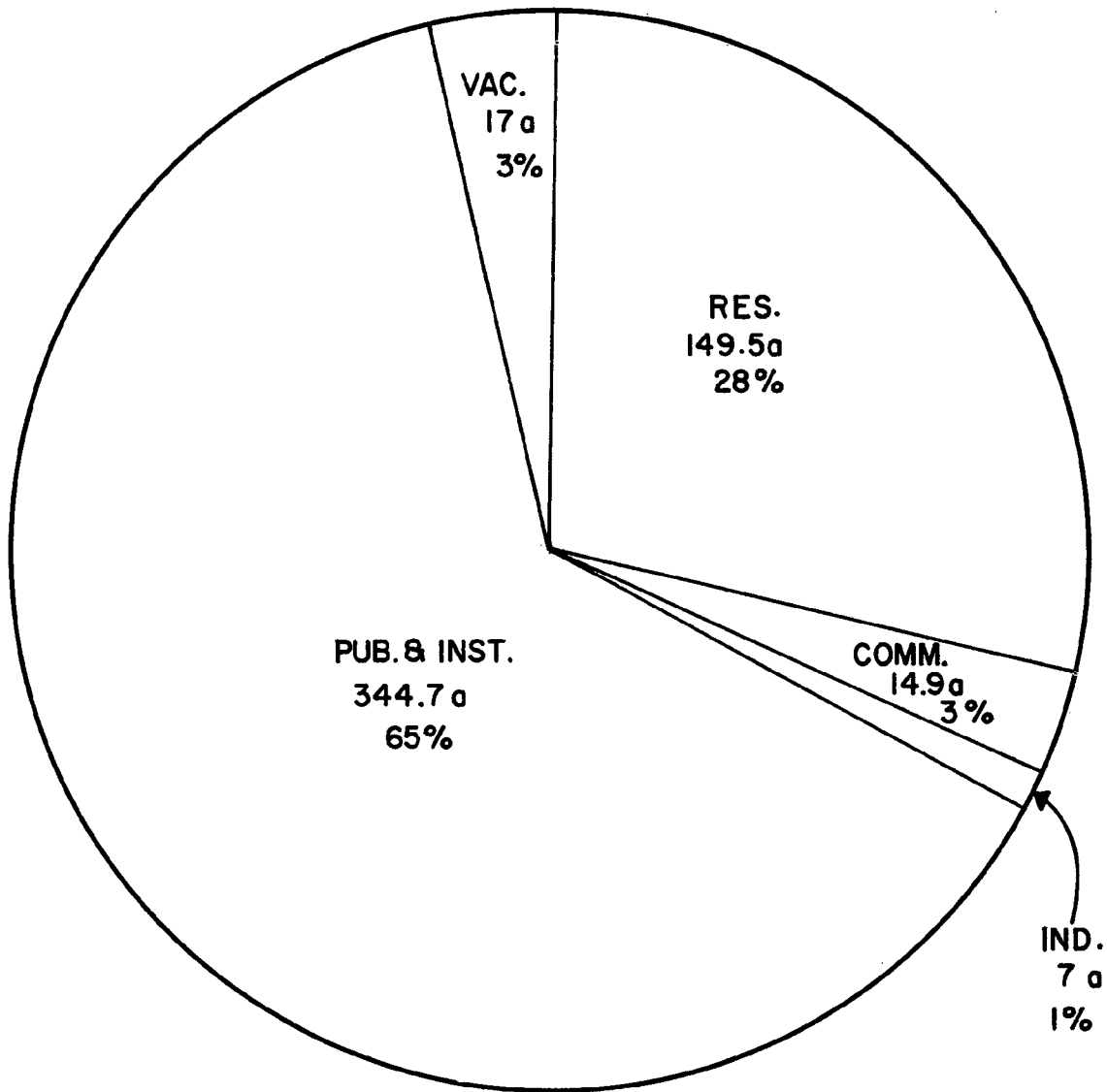
TABLE 2

Residential Structure Type, Washington Park

<u>Structure Type</u>	<u>No. of Structures</u>	<u>% of Total</u>	<u>No. of D. U's</u>	<u>% of Total</u>
1 Family	938	60	938	37
2 Family	354	23	708	28
3 Family	235	15	705	28
4 or more Families	<u>37</u>	<u>2</u>	<u>159</u>	<u>7</u>
Total	1,564	100%	2,510	100%

Source: Assessor's Office, City of Providence, 1962

As Table 2 indicates 60% of the residential structures are 1-family as are 37% of the dwelling units. Only 2% of the structures are more



EXISTING LAND USE
WASHINGTON PARK

than 3-family types.

TABLE 3

Condition of Structures, Washington Park

Type of Structure	Good		Fair*		Deficient**		Total	
	No.	%	No.	%	No.	%	No.	%
Residential & Mixed	1329	85	203	13	32	2	1564	100
Commercial	38	76	11	22	1	2	50	100
Industrial	13	57	3	13	7	30	23	100
Public & Institutional	3	100	0	--	0	--	3	100
Total of all structures	1383	84	217	13	40	3	1640	100%

*Those structures classified as rehabilitatable by C.R.P.

**Those structures classified as poor and reconditionable by C.R.P.

Source: Providence Community Renewal Program, Technical Supplement
Appendix C. (1964)

The great majority of residential and mixed structures are in good condition and only 2% are classified as deficient. Just over half of the housing is owner-occupied, with the values of owner-occupied houses ranging from approximately \$10,000 - \$15,000. Rents for the area are above the City average of \$60 and range from \$45 to \$75 per month. The monthly family income is \$466 and 16.3% of this goes to rent. Only 15% of the population earns below \$3,000 annually.

TABLE 4

Condition of Residential Environment,
Washington Park

a. Residential Blocks with Environmental Deficiencies

No. of Deficiencies/Block	Total No. of Residential
0 1 2 3 4 5 or more	Blocks
0 35 16 7 5 2	65

b. Residential Blocks Affected by Specific Environmental Deficiencies

<u>Environmental Deficiency</u>	<u>No. of Res. Blocks Deficient</u>	<u>% of Total Res. Blocks Deficient</u>
Excessive land coverage	1	2
Inadequate off-street parking	21	32
Mixed land uses	11	17
Presence of specific nuisance uses	15	23
Excessive street traffic	13	20
Inadequate service by public elementary school	59	91
Inadequate service by public recreation area	1	2

Note: This Table includes 3 blocks outside of the neighborhood boundary.

Source: Community Renewal Program, Technical Supplement,
Appendix C. (1964)

A little less than 1/2 of the residential blocks contain 2 or more deficiencies - all of the blocks have at least one. This is because almost every block has inadequate service by a public elementary school. There are no other prominent deficiencies and excessive land coverage and inadequate service by a public recreation area is almost nonexistent.

Obviously, what is needed in Washington Park is a good, convenient elementary school. Without such a facility, the residents in need of such a service will move and thus, there will begin the deterioration of what is presently a very good neighborhood.

TABLE 5

Comparison of Vacancy Rates*, City of Providence, Washington Park

	<u>1950</u>	<u>1960</u>
Washington Park	1.9	3.9
City of Providence	2.6	6.9

*Rate per hundred housing units

Source: U. S. Census, 1950, 1960

Table 5 shows that the vacancy rate has doubled in this area at a slightly lower rate than the City as a whole. However, the rate itself is barely half that of the City.

2. Non-Residential

As Table 3 indicates, the vast majority of commercial structures are classified as good and only 2% are classified as deficient. All the public and institutional structures are rated as good. However, 32% of the industrial structures are considered deficient. Over 20% of the buildings have been constructed since 1940 and all but one were built in the 20th century. A substantial majority of the structures are one-story buildings of fire-resistant construction. Several important environmental deficiencies exist which affect the functioning of these non-residential uses. Off-street parking and loading is a problem for more than 40 percent of the buildings and

inadequate street access affects 20 percent of the structures.

According to the Master Plan, partially developed commercial strips along Eddy and Broad Streets are to be eliminated.

II. POPULATION AND SOCIO-ECONOMIC CONDITIONS

A. Population

1. Number

The number of persons living in Washington Park has decreased from 7571 in 1950 to 5952 in 1965. The total net loss over the 15 year period was 21% or 1619 persons.

2. Age Structure

TABLE 6

Age Structure, Washington Park

	<u>0-4</u>	<u>5-19</u>	<u>20-44</u>	<u>45-64</u>	<u>65+</u>	<u>Total</u>
1950	597	1150	2802	2001	1021	7571
1965	<u>538</u>	<u>1359</u>	<u>1680</u>	<u>1554</u>	<u>821</u>	<u>5952</u>
Numerical Change	<u>-59</u>	<u>+209</u>	<u>-1122</u>	<u>-457</u>	<u>-200</u>	<u>-1619</u>
% Change	-10%	+18%	-40%	-23%	-19%	-21%

Source: U. S. Census of Population, 1950, 1965

Although the percentage loss in population between the years 1950 and 1965 has only been about 21%, there has been a 40% loss in the most productive age group, 20 to 44 years old. The only increase has been in the 5 to 19 year old group. Most of the population is in families with only a small percentage of unrelated individuals in the area. Much of the decrease in the number of young and middle aged adults is probably related to the inadequate school facilities so that

families move to more school-oriented neighborhoods. The decrease in persons over 45 results from the predominance of 1-family houses, geared to families with children. A high influx of elderly persons is usually found in areas with more multi-family structures and apartments.

3. Racial and Ethnic Structure

In 1965, the percentage of non-whites living in Washington Park was only 1.4. In ethnic types the area is mixed with the 1960 population figures showing about 6% French or 8% Irish descent and 6% Jewish.

B. Socio-Economic Characteristics

1. Economic Factors

TABLE 7

Economic Factors: Rate per 1,000 people of segment indicated 1962

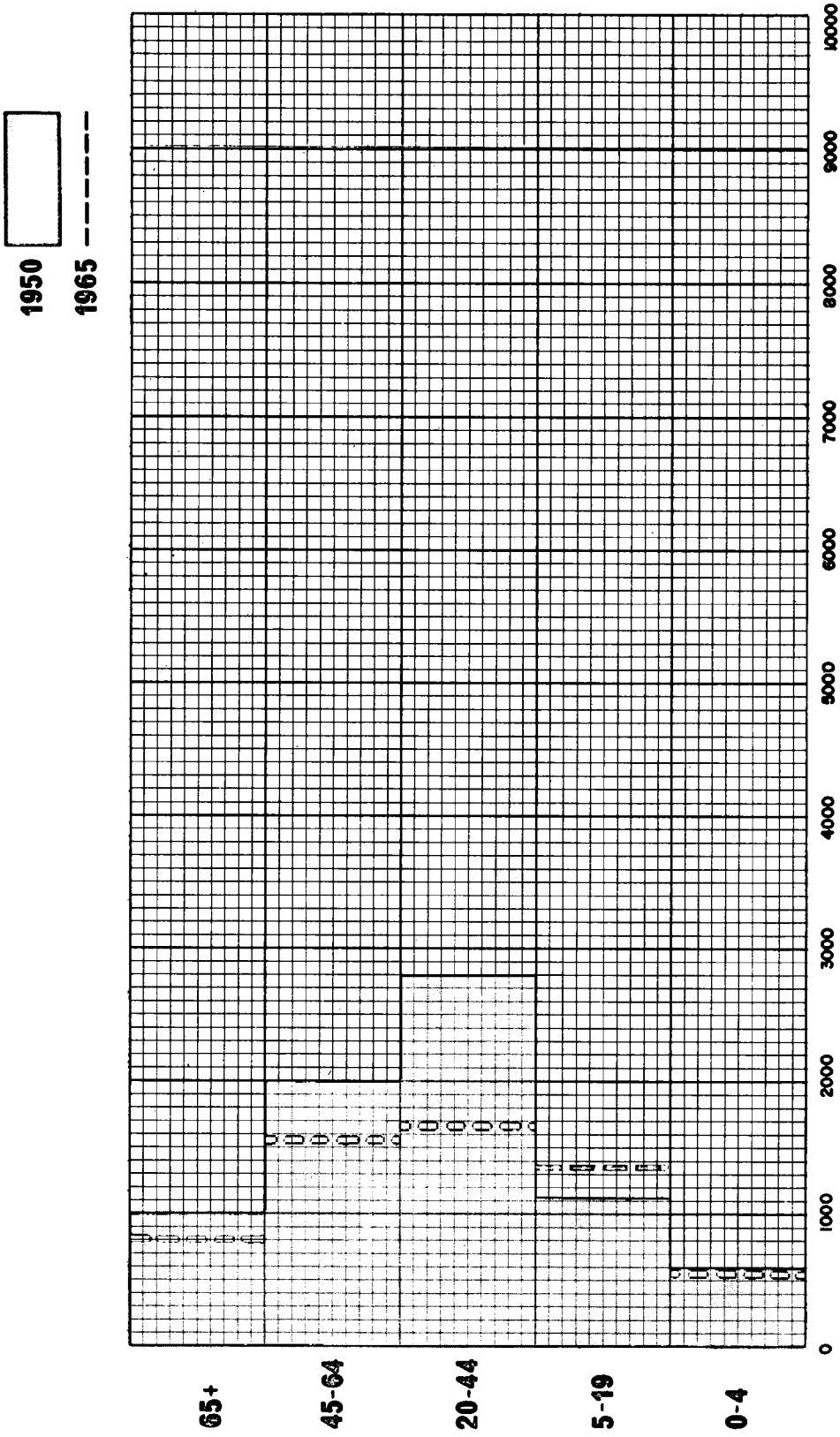
	<u>Washington Park</u>	<u>City</u>	
Unemployment Insurance Payment	32.0	37.3	ages 15-64
General Public Assistance	1.3	7.3	total population
Aid to Families with Dependent Children	13.3	111.3	ages 0-19
Old Age Assistance	27.4	79.9	ages 65 & over
Aid to the Blind & Disabled	3.7	6.4	total population

Source: Council of Community Services Social Pathology Index
Technical Supplement

Table 7 shows that this area is by far more economically independent than the City as a whole. The only figure that comes close to the City

COMPARISON OF AGE GROUPS

WASHINGTON PARK



SOURCE: U.S. CENSUS, 1950-1965

is the rate of unemployment insurance payments. This shows that in most cases, when economic dependency does occur in the area, it is for short periods of time.

2. Educational Characteristics

TABLE 8

Education Factors: Rate per 1,000 people of segment indicated 1962

	<u>Washington Park</u>	<u>City</u>	
School Dropouts	198.1	260.1	ages 15-19
Truancy	10.1	10.9	ages 5-19
School Behavior Problems	3.1	5.1	ages 15-19

Source: Council of Community Services Social Pathology Index
Technical Supplement (1964)

The educational characteristics respond fairly closely to the City rates although the number of school dropouts are quite a bit less in Washington Park, reflecting the higher socio-economic character of the neighborhood. This should also emphasize the importance of better school facilities in the area.

3. Conduct Factors

TABLE 9

Conduct Factors: Rate per 1,000 people of segment indicated 1962

	<u>Washington Park</u>	<u>City</u>	
Juvenile Arrests	12.7	29.5	ages 15-19
Adult Arrests	8.2	15.9	total population

Source: Council of Community Services Social Pathology Index
Technical Supplement (1964)

The rates for juvenile and adult arrests in Washington Park are half those of the City as a whole. This is a result of a more affluent

and stable community, but not so affluent as to revert back to instability as can be seen in the Mount Pleasant Neighborhood.

4. Family Stability Factors

TABLE 10

Family Stability Factors: Rate per 1,000 people of segment indicated 1962

	<u>Washington Park</u>	<u>City</u>	
Court Disposition of Children	3.2	5.9	ages 0-19
Illegitimate Births	4.0	21.2	live births
Petitions for Divorce	1.2	1.7	total population

Source: Council of Community Services Social Pathology Index
Technical Supplement (1964)

Again, family stability is shown as being strong in this neighborhood by the low rates of illegitimate births, petitions for divorce and court disposition of children as compared with the City.

C. Health Characteristics

TABLE 11

Health Characteristics: Rate per 1,000 people of segment indicated 1962

	<u>Washington Park</u>	<u>City</u>	
Syphilis and Gonorrhea	1.2	8.5	total population
First Commitment Alcoholism	1.9	4.1	total population
Infant Mortality	18.5	20.9	live births
Resident deaths	8.3	7.8	ages 0-19

Source: Council of Community Services Social Pathology Index
Technical Supplement (1964)

The amount of syphilis, gonorrhea and first commitment alcoholism is far lower than seen for the whole City. This, again, is a result

of economic independence, higher income rates and family stability in a less mobile neighborhood. The higher rates for infant mortality and resident deaths up to the age of 19 can be explained by the large number of residents in this age group and the 18% population increase between the ages of 5-19.

III. PUBLIC SERVICE SYSTEMS AND FACILITIES

A. Public Facilities

1. Schools

The area is served by only one school, The Broad Street Elementary School, K-6, which occupies a triangular shaped 1.29 acre site at the intersection of Broad and Eddy Streets. The school was originally built in 1897 and an addition completed in 1930 giving it an optimum capacity of 660 pupils. Broad Street school is undesirably located with respect to the major street system and no playground facilities are available at the school. The development of such a recreation area is made difficult by the substantial nature of surrounding housing and stores.

The Master Plan* recommends that the older section of the school be replaced with a new 650 pupil capacity building for K-6. By erecting the classroom building to the north on a site extending to Morton Street, the original structure can then be removed and its site used as a playground.

Table 4 and the Master Plan both point out the necessity to establish an improved elementary school in the Washington Park Area.

*Master Plan for Public Schools (1965)

2. Recreation

TABLE 12

Recreation: Washington Park

<u>Site Number</u>	<u>Name of Facility</u>	<u>Primary Use</u>	<u>Proposal*</u>	<u>Size in Acres</u>	
				<u>Existing</u>	<u>Proposed</u>
51	Roger Williams Park	Park	Improve	415.12	415.12
52	Columbia Park	Jr. Playground	Improve	1.59	1.59
P-43	Cass Street	Playlot	Proposed	--	0.90
P-44	Shipyards	Playground	Improve	2.75	2.75
P-45	Vermont Avenue	Playlot	Proposed	--	0.07
P-46	New Broad St. School	Playground, neigh. center	Proposed	--	2.00
P-47	Carr Street	Playlot	Proposed	--	0.09
Total				419.46	421.71

Source: *Master Plan for Recreation & Conservation

Table 12 points out that, other than Roger Williams Park, there is little land available for recreation space. However, with the four proposed additional playlots, and the large Roger Williams Park (the Tim O'Neil Field is part of Roger Williams Park and consists of 66.1 acres) enough space should be available for all age groups.

3. Police and Fire Facilities

The Police hold monthly meetings at the Broad Street School to hear complaints from the Washington Park residents. These people are very active and interested in setting up good police-community relations in their area. Near this section there is a police substation located

at the corner of Ernest Street and Allens Avenue. It is opened for 15 minutes every 8 hours for roll call and inspection.

A fire station is located on Allens Avenue across from Baker Street very near the Washington Park area.

4. Library Facilities

There is a branch of the Providence Public Library at 1316 Broad Street. As should be expected in a higher socio-economic level neighborhood, the rate of borrowers of books in the Washington Park area exceeds that of the City as a whole, the rates being 9.3 and 8.9 respectively.

5. Hospitals and Clinics

There are no hospitals and clinics within the neighborhood. However, the Rhode Island Hospital is easily accessible by using Route 95. The nearest health clinic operated by Progress for Providence is located on Ocean Street in lower South Providence. Also the District Nurses go into individual homes within the area when needed.

6. Social Service Agencies

Although no social service agencies are located within the neighborhood, some do have field workers assigned to the area such as the Department of Public Assistance and District Nursing. More intensive services are not needed considering the high socio-economic status of Washington Park although knowledge of services available should be offered to all residents. However, unless a better school system is developed for the residents, the area will over time lose even more of its most productive population and thus, begin to deteriorate. Little clearance is needed in Washington Park so the key role of many agencies, relocation,

will not exist on any major level.

B. Public Utilities

The area is almost completely served by sewers except in small areas along the eastern and southern periphery of Roger Williams Park. Public water is available throughout the whole area except on a few streets just west of the Park.

C. Streets

The Washington Park neighborhood has approximately twelve miles of paved streets. The majority of this mileage, (10.2 miles), is classified as Local and the remainder is made up of Arterials, (1.02 miles), and Collectors (.68 miles).

The most heavily travelled arterials are Broad Street, Eddy Street, and Narragansett Boulevard. Volumes on the Arterial system range from 4,500 vehicles per day to 18,000 vehicles per day. Congestion on the Arterial system occurs during peak hours but presents no great problem at the present time.

Baker Street and Washington Avenue make up the Collectors system in the Washington Park neighborhood.

Present volumes on the system are low and no great increase is forecast in the near future.

The intersection of Broad Street, Eddy Street and Vermont Avenue, with six accidents, was the only intersection in the neighborhood to have six or more accidents during the reporting period of the year 1965.

A survey of off-street residential parking in the neighborhood

showed a total of twenty-one blocks deficient in providing adequate on-site parking. The neighborhood has approximately 2,420 cars; of these, 268 have to secure overnight parking away from their place of residence. At the present time off-street parking is not a serious problem in the neighborhood. The following table shows in detail the number and percentage of residential blocks deficient.

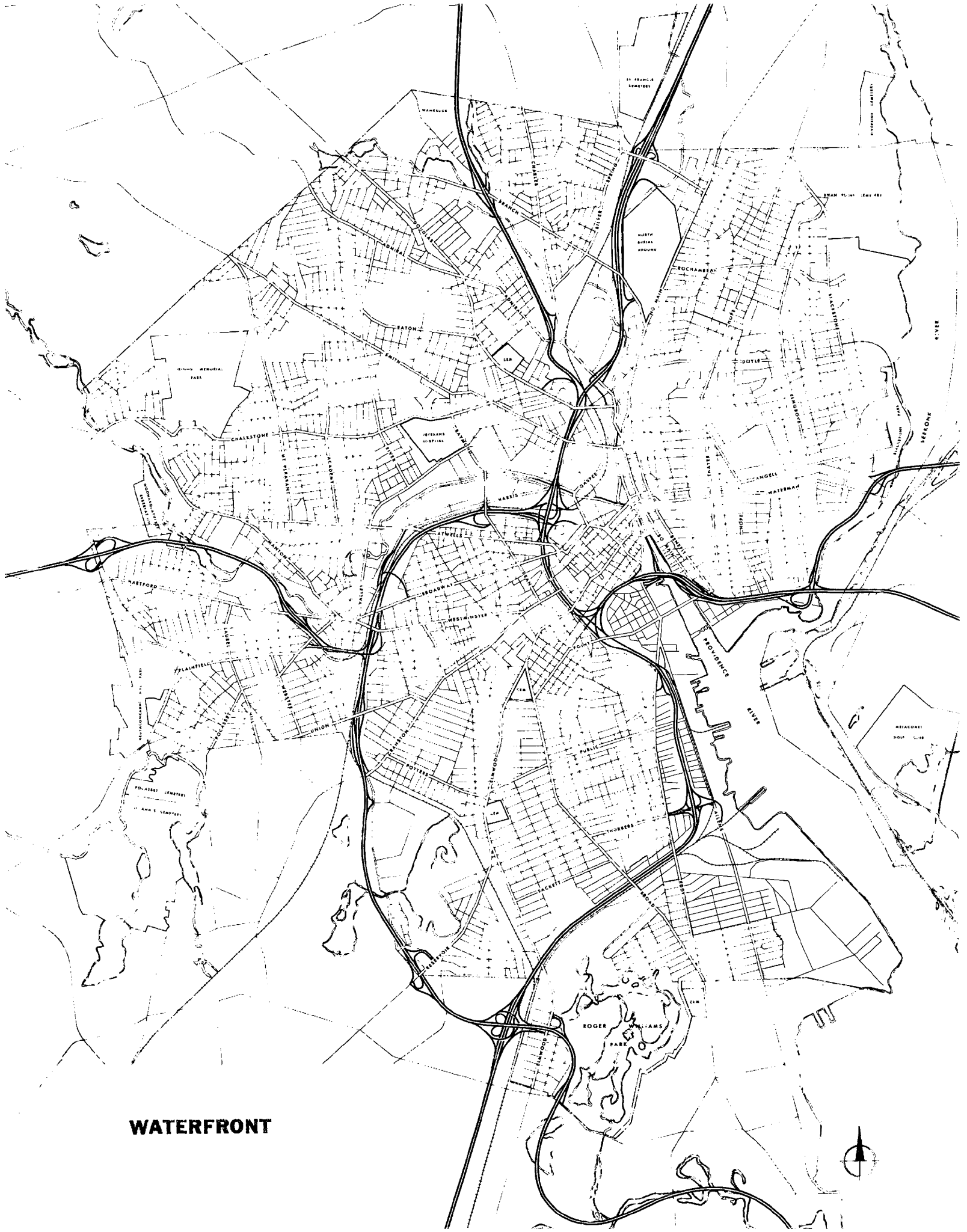
WASHINGTON PARK

Total Residential Blocks	65
Number of Blocks Deficient	21
% of Total Blocks Deficient	32.3%
Total Cars Per Neighborhood	2,420
Total Cars Per Deficient Blocks	559
Cars with Inadequate Spaces	268
% Total Cars with Inadequate Spaces	11.1%

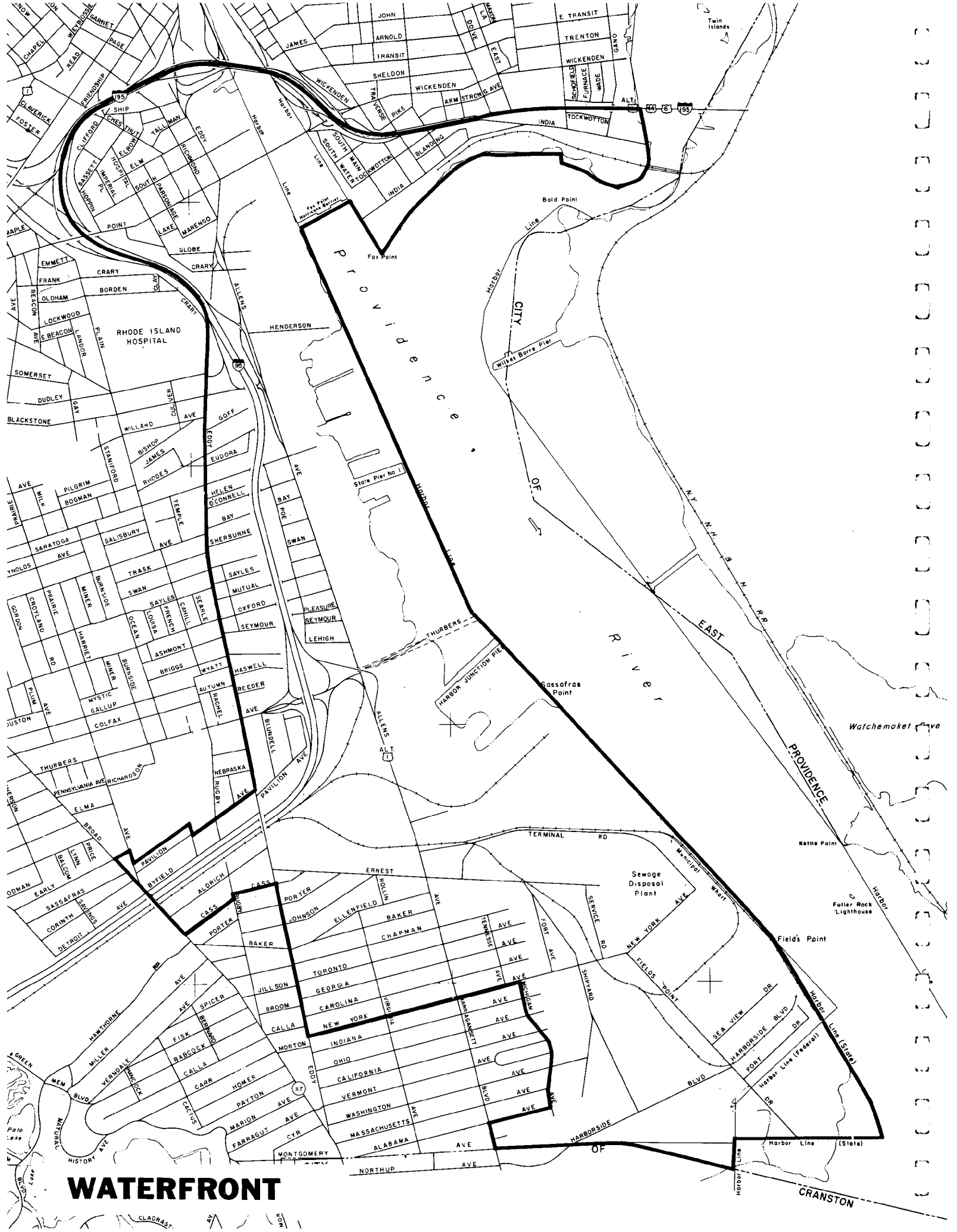
The overall circulation system in the Washington Park neighborhood is adequate and should serve the needs of the area for some time to come.

IV. SUMMARY OF GOVERNMENTAL ACTION

Washington Park is a federally assisted code enforcement area. The program has been in execution since February 1967 and is basically working on superficial physical improvements such as street surfacing and planting, signs and sidewalks. All houses are inspected. The residents, making under a certain income, can be eligible for loans and grants at preferred rates in much the same way as residents in urban renewal areas. The program should be completed by April, 1969.



WATERFRONT



WATERFRONT

CLADRAST AV MOR

WATERFRONT NEIGHBORHOOD

I. INTRODUCTION

The Waterfront Neighborhood is located at the southeastern edge of the city of Providence and is adjacent to the southern border of the downtown business district. It is bounded on the north by Interstate 195, on the east by the Providence River, on the south by the city of Cranston, on the west by parts of Alabama, Michigan and New York Avenues, Eddy, Cass and Broad Streets and Pavilion Avenue, along with one part of Interstate 95. This latter route goes through the western part of the neighborhood. Of nineteen neighborhoods Waterfront ranks third in land area with 957 acres and seventeenth in population with 2,170 residents as of 1965.

II. LAND USE AND HOUSING

A. Land Use Characteristics

TABLE 1

Existing Land Use, Waterfront

<u>Land Use</u>	<u>Area in Acres</u>	<u>% of Net Area</u>
Residential *	20.0	2.5
Commercial	53.2	6.7
Industrial	510.9	64.3
Public & Institutional	62.0	7.8
Vacant	<u>148.1</u>	<u>18.7</u>
Total Net Area	<u>794.2</u>	<u>100%</u>
Streets	162.8	17
Net Land Area	<u>794.2</u>	<u>83</u>
Total Land Area	<u>957.0</u>	<u>100%</u>

*Includes mixed residential and nonresidential uses.

Source: Providence Community Renewal Program, Technical Supplement Appendix C. (1964)

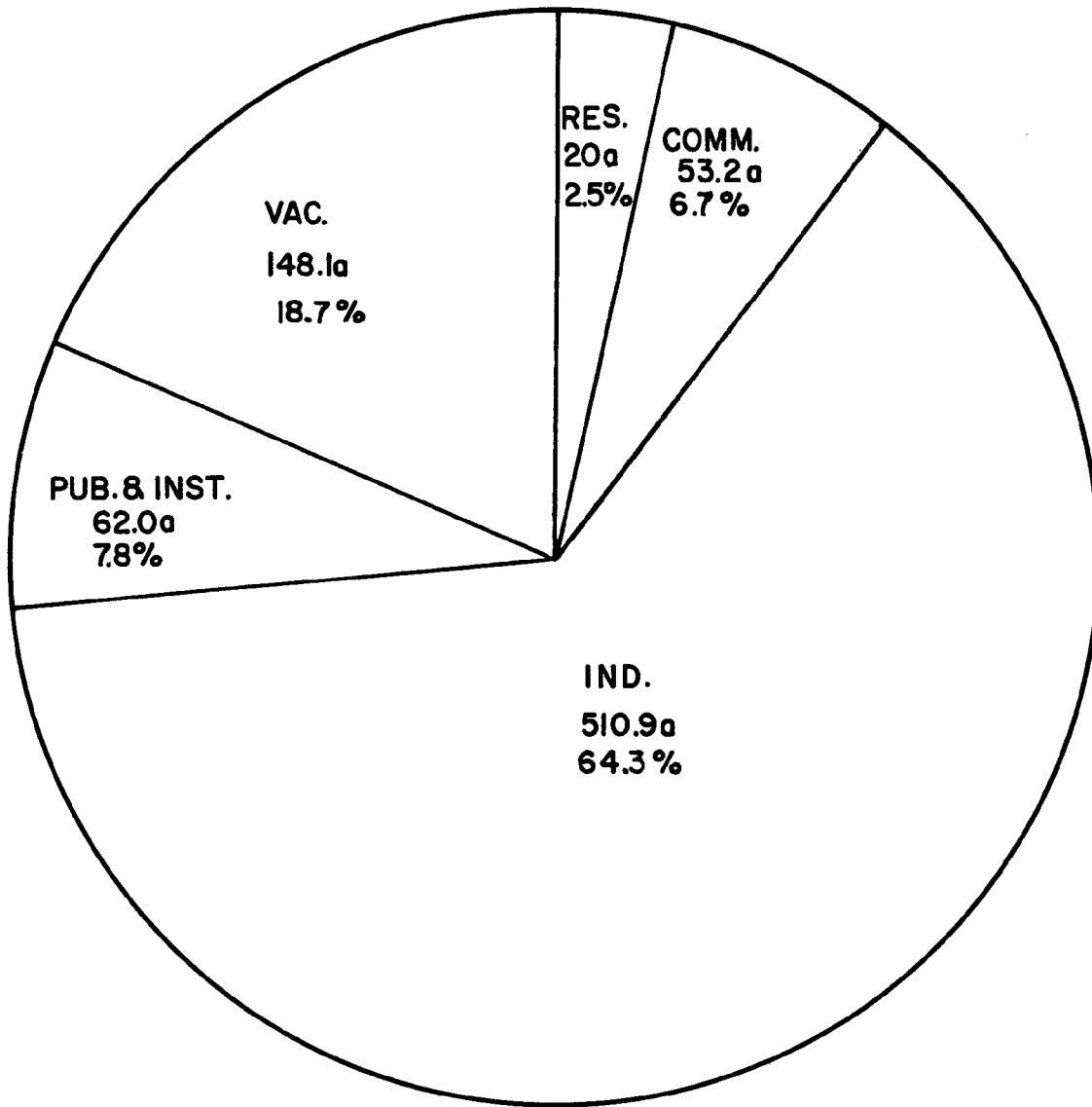
The Waterfront Area of Providence is very strongly industrial, 64.5% of its net area being used for such purposes. Residential uses take up only 2.5% of the net area and most can be found directly north of the New York Avenue boundary in the southern part of the neighborhood. Some structures are located between Pavilion Avenue and Route 95 and down to Cass Street. Over 18% of the land is vacant, most of this being commercial and industrial land.

The manufacture of costume jewelry is centered in the Point Street Area, south of I-195. Establishments making rubber products or engaged in food processing are also large employers in this section. In addition, the area contains many small machine and metal working shops, wholesalers and retail stores. The Point Street area is proposed for industrial use by The Master Plan*. The most logical use for this area is large industrial, wholesaling with stock and warehousing, and small industries and businesses that should be located near the downtown area.

The Eddy Street area is a mixture of residential and non-residential uses which occupy a long, narrow corridor between I-95 and Eddy Street. Metal fabricating and jewelry makers comprise over 1/2 of all the area establishments. There are also several wholesale and retail stores, services and offices. The Master Plan* proposes the conversion to all industrial usage in this area with its excellent access to the Freeway.

The Allens Avenue Area is a major Port-Terminal area for the city, with most of the land behind the waterfront used for storage of bulk cargoes such as oil and lumber. There are three manufacturing establishments and a contractor's yard. The Narragansett Electric Co. generating

*Master Plan - Providence R. I. (1965)



EXISTING LAND USE

WATERFRONT

plants occupy the north end. The Manucenter area (15 blocks bounded by Earnest Street, Allens Avenue, Carolina Avenue and Eddy Street) contains about 75 industrial establishments engaged in a wide variety of operations, about one half of which are in the jewelry industry. It is a very diversified industrial area.

The Fields Point Area contains the Providence Gas Company, the City's Sewage Treatment Plant, and bulk petroleum storage wholesalers, jewelry manufacturers; chemical and allied products are also located here. Large tracts are occupied by a discount department store, bowling alley, drive-in theatre and small boatyard. The area is allocated for industrial use.

The area adjacent to the Fox Point Neighborhood is entirely industrial with a big junk yard which has been acquired by the State. It is proposed that the whole area be developed as a large waterfront park by the State.

B. Characteristics of Structures and Environment

1. Residential

TABLE 2

Residential Structure Type, Waterfront

<u>Structure Type</u>	<u>No. of Structures</u>	<u>% of Total</u>	<u>No. of D. U's</u>	<u>% of Total</u>
1 Family	83	34	83	17
2 Family	92	38	184	36
3 Family	52	21	156	31
4 or more Families	<u>17</u>	<u>7</u>	<u>81</u>	<u>16</u>
Total	244	100%	504	100%

Source: Assessor's Office, City of Providence, 1962.

As Table 2 indicates, the area is characterized by mainly one and two family structures and many three family. There are only 17 multi-family structures. The number of dwelling units are pretty well divided between one and two family structures on one hand and three or multiple family structures on the other.

TABLE 3

Condition of Structures, Waterfront

<u>Type of Structure</u>	<u>Good</u>		<u>Fair*</u>		<u>Deficient**</u>		<u>Total</u>	
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>
Residential & Mixed	12	5	66	27	166	68	244	100
Commercial	39	70	11	20	6	10	56	100
Industrial	216	84	26	10	14	6	256	100
Public & Institutional	4	66	2	34	--	0	6	100
Total-All Structures	271	48	105	19	186	33	562	100%

*Those structures classified as rehabilitatable by C.R.P.

**Those structures classified as poor and reconditionable by C.R.P.

***Structures in Fox Point are not included.

Source: Providence Community Renewal Program, Technical Supplement, Appendix C.

Although 68% of the residential or mixed structures are deficient only 10% of the commercial and 6% of the industrial are similarly classified. This shows how extreme the conditions are for residential and non-residential structures and thus emphasizes the important role that industrial and commercial use have in the area.

TABLE 4

Condition of Residential Environment, Waterfront

a. Residential Blocks with Environmental Deficiencies

No. of Deficiencies/Block							Total No. of Residential
0	1	2	3	4	5	or more	Blocks
0	0	4	4	5		23	36

b. Residential Blocks Affected by Specific Environmental Deficiencies

<u>Environmental Deficiency</u>	<u>No. of Res. Blocks Deficient</u>	<u>% of Total Res. Blocks Deficient</u>
Excessive land coverage	7	19
Inadequate off-street parking	24	67
Mixed land uses	27	75
Presence of specific nuisance uses	18	50
Excessive street traffic	16	44
Inadequate service by public elementary school	35	97
Inadequate service by public recreation area	26	72

Source: Community Renewal Program, Technical Supplement, Appendix C. (1964)

As seen in Table 4a, there is a highly disproportionate number of blocks with 5 or more deficiencies. All deficiencies in Table 4b, except for excessive land use and street traffic, are found in the majority of blocks. The basic problems in the structures include deterioration and lack of heating equipment and baths.

In both the Point Street and Eddy Street Areas, the majority of residential structures are substandard enough to justify total clearance.

The environment is very poor due to land use conflicts and associated traffic problems. The areas are deficient in parking and are not served by a public elementary school or playground. The Division of Minimum Housing Standards has inspected the housing in both these areas. According to the Master Plan*, these areas are proposed for industrial use, and other businesses which should be located near downtown. Thus, all residential structures should be removed in order to alleviate the environmental deficiencies which affect the industrial facilities.

Even though 7 of the 8 residential structures in the Manucenter area are in good condition, they suffer from the same environmental deficiencies as the other residential structures in the Waterfront Area. Therefore, the Master Plan* recommends that this area also be allocated to industrial use, thus classifying the residential building as non-conforming uses by a revision of the Zoning Ordinance and removed.

Since the Allens Avenue and Fields Point Planning areas contain no residential structures, the summarized recommendations show that all residential structures there are to be cleared. Thus most of Waterfront Area will be used for industrial purposes, except for certain residential blocks in the southern section.

*Master Plan - Providence, R. I. 1965

TABLE 5

Comparison of Vacancy Rates*, City of Providence, Waterfront

	<u>1950</u>	<u>1960</u>
Waterfront	9.7	8.9
City of Providence	2.6	6.9

*Rate per hundred housing units

Source: U. S. Census, 1950, 1960

Table 5 shows that although the city's vacancy rate has more than doubled, the Waterfront Area's rate has decreased slightly. This is not unusual however, considering that most of the area is industrial and not representative of the residential in and out migration.

2. Non-Residential

Non-residential structures, as shown in Table 3, are considerably better than the residential housing. Almost half of all non-residential structures are classified as good. However, 33% are still rated as deficient.

In the Point Street Area, even though most of the non-residential structures are rated as good, rehabilitation would have to take place. The buildings tend toward obsolescence as indicated by the number of multi-story buildings, and high lot coverage. Also more than 1/4 are of a combustible type construction. About 1/3 of the structures need additional off-street parking and 1/4 have inadequate off-street loading facilities. The division of the area into small blocks also make the industrial environment unattractive.

The Eddy Street area has the same problems of lack of loading and parking space and 1/5 of the structures are so substandard as to warrant clearance. Many buildings are of a combustible type construction and the majority cover over half their sites. Thus, The Master Plan* proposes the conversion of this area from mixed use to industrial use. The excellent Freeway access is advantageous for industrial development.

The Allens Avenue Area consists of good non-residential structures one quarter of which are of combustible construction. The land coverage

*Master Plan - Providence, R. I. (1965)

is not excessive. However, the area is subject to flooding and therefore; adequate zoning and other controls are necessary to prevent improper development within the flood plain. It is recommended by The Master Plan* that the entire area be used for industry.

In the Manucenter area, although land coverage is high, most of the buildings are classified as being in good condition. However, more off-street parking is needed. Only minor maintenance is recommended. The area is allocated to purely industrial use.

More than 40% of the structures in the Fields Point Area are deficient. There is poor street access to part of the area, a high percentage of combustible buildings, high land coverage and susceptibility to flooding. According to The Master Plan, it is recommended that the entire area be allocated to industrial use. However, a non-residential, federally assisted conservation project is appropriate for most of this area. In its present condition, with both truck and employee traffic using residential streets, the area exerts serious blighting and deteriorating influences over the adjoining residential area to the west. Objectives of the project should be to establish a high standard of building maintenance in the area, to correct environmental deficiencies and to buffer adequately the unit from the adjoining Washington Park residential area on the west.

*Master Plan - Providence, R. I. 1965

III. POPULATION AND SOCIO-ECONOMIC CONDITIONS

A. Population

1. Number

The total population of the Waterfront area has decreased by 51% over the 15 year period from 1950 to 1965. In 1950, the population was 4,394

persons, and by 1965 there were 2,170 residents, a difference of 2,224 persons. The basic reason for such a large decrease in population was the building of the Freeway through the northern residential areas. This construction resulted in the clearance of many residential structures and according to the Master Plan* additional clearance is anticipated.

*Master Plan - Providence, R. I. 1965

2. Age Structure

TABLE 6

Age Structure, Waterfront

	<u>0-4</u>	<u>5-19</u>	<u>20-44</u>	<u>45-64</u>	<u>65+</u>	<u>Total</u>
1950	482	1020	1668	869	355	4394
1965	<u>226</u>	<u>565</u>	<u>552</u>	<u>513</u>	<u>314</u>	<u>2170</u>
Numerical Change	<u>-256</u>	<u>-455</u>	<u>-1116</u>	<u>-356</u>	<u>-41</u>	<u>-2224</u>
% Change	-53%	-45%	-67%	-41%	-12%	-51%

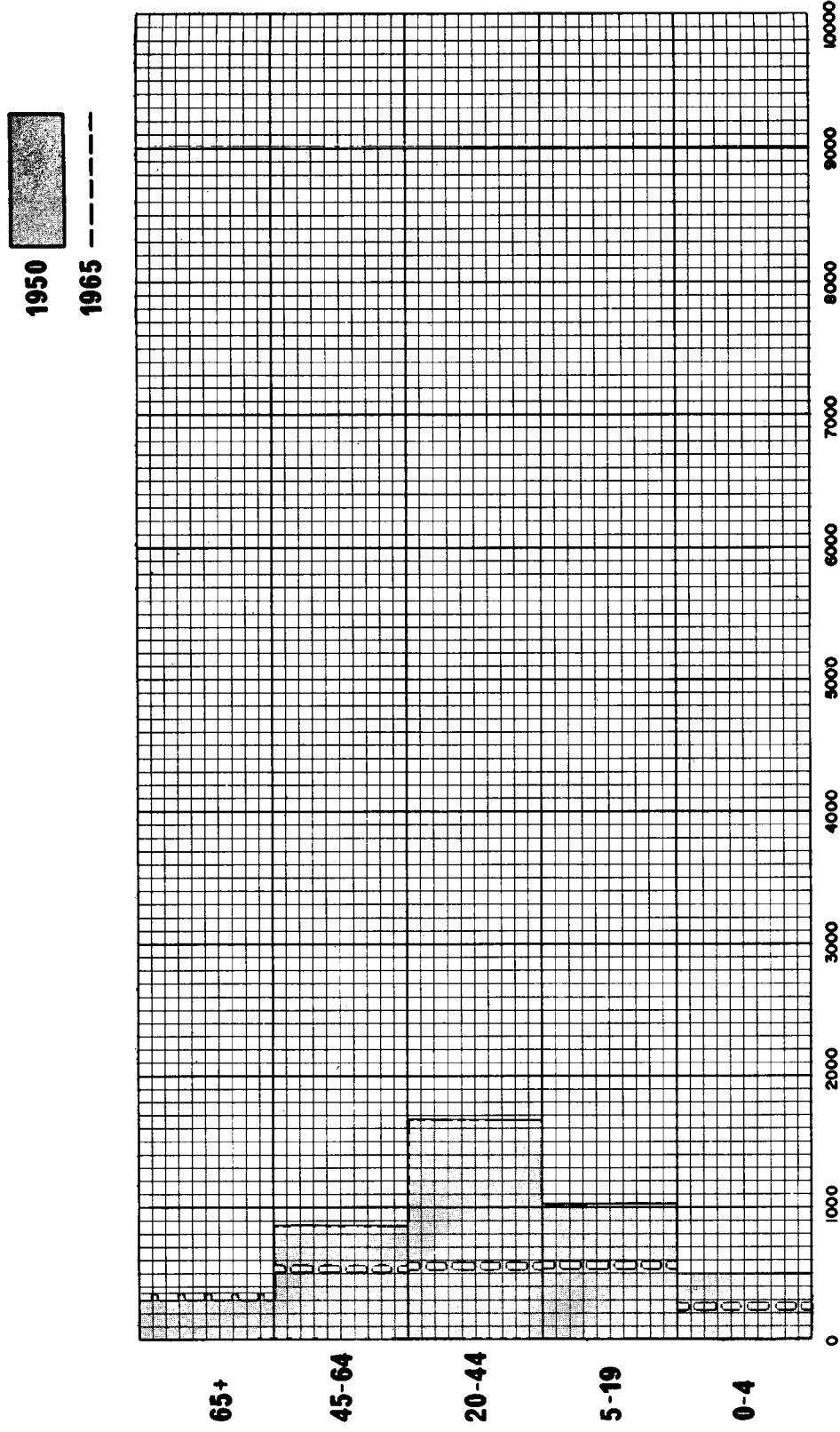
Source: U. S. Census of Population, 1950, 1965

All age groups have shown a considerable loss except for those 65 years and over, which decreased by only 12%. Except for a few blocks directly north of New York Avenue, the whole Waterfront Area will be allocated to non-residential usage, mostly industrial.

Major maintenance will be required in this small residential area to protect the housing from the potential blighting effects of nearby industrial and commercial uses. The remaining residents will have the benefit of being adjacent to a relatively stable area, Washington Park, and will be able to share in the services offered to them.

COMPARISON OF AGE GROUPS

WATERFRONT



SOURCE: U.S. CENSUS, 1950-1965

3. Racial and Ethnic Structure

As of 1965, 19.6% of the Waterfront population was non-white. Most of these residents are located in the northwestern section of the area adjacent to the South Providence neighborhood where there is a very high percentage of non-whites. As more clearance, takes place, however, most of these residents will be among those who will have to be relocated.

There is no information available on the ethnic character of this area. No one ethnic group is in a majority - rather there is a mixture of many different groups.

B. Socio-Economic Characteristics

1. Economic Factors

TABLE 7

Economic Factors: Rate per 1,000 people of segment indicated 1962

	<u>Waterfront</u>	<u>City</u>	
Unemployment Insurance Payment	1.8	37.3	ages 15-64
General Public Assistance	--	7.3	total population
Aid to Families with Dependent Children	8.3	111.3	ages 0-19
Old Age Assistance	17.5	79.9	ages 65 & over
Aid to the Blind & Disabled	1.1	6.4	total population

Source: Council of Community Services Social Pathology Index
Technical Supplement

Table 7 shows that very little economic assistance is extended to the residents of the Waterfront Area. It must be remembered, however, when looking at all the tables relating to the socio-economic characteristics that two basic facts obscure the face value of these statistics. First,

the residential population is very small and secondly, the two residential areas, one in the north and the other in the southeast, are very different in socio-economic status - the former has many more socio-economic problem families and will be totally cleared in the future and the more desirable middle-class neighborhoods in the south will be maintained.

2. Education Factors

TABLE 8

Education Factors: Rate per 1,000 people of segment indicated 1962

	<u>Waterfront</u>	<u>City</u>	
School Dropouts	159.1	260.1	ages 15-19
Truancy	5.8	10.9	ages 5-19
School Behavior Problems	--	5.1	ages 15-19

Source: Council of Community Services Social Pathology Index
Technical Supplement (1964)

Although the rates in Table 8 for the Waterfront Area are much lower than the City rates, the number of school dropouts are very high, especially in the northern section. This can be attributed to the lower socio-economic status of the families living in the deteriorated area bordering South Providence. It is up to the various social agencies such as the Progress for Providence Community Schools, the public school system and agencies involved in vocational training and guidance to work with the potential dropouts and either to stimulate them to continue school or to train them in needed skills so that they will be guaranteed good employment.

3. Conduct Factors

TABLE 9

Conduct Factors: Rate per 1,000 people of segment indicated 1962

	<u>Waterfront</u>	<u>City</u>	
Juvenile arrests	5.8	29.5	ages 15-19
Adult arrests	2.2	15.9	total population

Source: Council of Community Services Social Pathology Index
Technical Supplement (1964)

The number of juvenile and adult arrests in the Waterfront Area is very low compared to the City as a whole. Most of the arrests that do occur are in the northern sections of the area.

4. Family Stability Factors

TABLE 10

Family Stability Factors: Rate per 1,000 people of segment indicated 1962

	<u>Waterfront</u>	<u>City</u>	
Court Disposition of Children	0.0	5.9	ages 0-19
Illegitimate Births	0.0	21.2	live births
Petitions for Divorce	3.4	1.7	total population

Source: Council of Community Services Social Pathology Index
Technical Supplement (1965)

The rate of illegitimate births and court disposition of children in this area is almost nonexistent and does not clearly reflect the lower socio-economic status of the families in the north. It may be a question of inadequate services in this section or lack of information on these families. The rate for Petitions for Divorce however, is twice as high as the city as a whole.

C. Health Characteristics

TABLE 11

Health Characteristics: Rate per 1,000 people of segment indicated 1962

	<u>Waterfront</u>	<u>City</u>	
Syphilis and Gonorrhea	1.1	8.5	total population
First Commitment Alcoholism	3.4	4.1	total population
Infant Mortality	--	20.9	live births
Resident deaths	4.1	7.8	0-19 years of age
Source: Council of Community Services Social Pathology Index Technical Supplement (1964)			

As Table 11 indicates, the health problems are all low when compared to the City as a whole. One of the reasons could be the very close proximity of the Rhode Island Hospital and Clinic to the problem residential areas in the northern part of the Waterfront Area. Also, because much of the northern section has been cleared recently in order to construct the Freeway, agencies have been working closely with the individual families in this area in order to help in relocating them.

IV. PUBLIC SERVICE SYSTEMS AND FACILITIES

A. Public Facilities1. Schools

There are no public elementary schools within the Waterfront Area. The Broad Street Elementary School in the adjacent Washington Park Neighborhood is available for those who live in the better residential neighborhood to the south. This latter area will be maintained and the Broad Street School must have improved facilities if it hopes adequately to serve the young families who remain in the area.

2. Recreation

TABLE 12

Recreation: Waterfront

<u>Site Number</u>	<u>Name of Facility</u>	<u>Primary Use</u>	<u>Proposal*</u>	<u>Size in Acres</u>	
				<u>Existing</u>	<u>Proposed</u>
28	Washington Sq.	Park	Convert	0.89	--
P-82	Fox-India Point	Park	Proposed	--	25.00
Total				0.89	25.00

Source: *Master Plan for Public Recreation and Conservation

Without doubt, recreation is inadequate for those persons who will remain in the southern residential area. The proposed 25 acre park in Fox Point will not serve only these residents but rather any persons living throughout the state. The .89 acre Washington Square Park will be incorporated into the Fox-India Point Park. Therefore, there will be no close recreational services available to the residents of the Waterfront Area except for the little that is offered in the adjacent Washington Park Neighborhood. This is one more reason why this section will become less desirable to families with small children.

3. Police and Fire Facilities

There is a police substation located at the corner of Ernest Street and Allens Avenue. Fifteen minute roll call and inspection periods are held every eight hours.

A fire station serving this area is also located on Allens Avenue near Ernest Street. Because of the great amount of industry, the Waterfront Area is part of the first fire district and must therefore be watched carefully.

4. Library Facilities

There are no branches of the Providence Public Library in this area. Because of the small residential population, it is unnecessary to start a new branch. The residents who do remain in the southern residential neighborhoods have access to the library branch in the adjoining Washington Park Area, which is located on Broad Street.

5. Hospitals and Clinics

There are no hospitals or clinics within the Waterfront Area. The few families now living in the northern part of the area are very close to the Rhode Island and St. Joseph's Hospitals and Clinics. However, those living in the southern areas would need transportation to get to these two hospitals which are the closest for them. Route 95 does make the time to get to these hospitals much shorter. It is presently up to the District Nursing Association to help individual families with health problems but as stated before, their sphere of influence is limited.

6. Social Service Agencies

Most of the social problems in the Waterfront Area can be found in the families living in the northern parts of the area adjacent to the South Providence neighborhood yet divided from the latter by the new Route 95. Because of this recent construction, many housing units have already been cleared and the rest will follow soon according to the Master Plan*. Thus, the main job of the social agencies in this area will be to relocate these families. It will be a very difficult and important job since these families are of a very low socio-economic

*Master Plan - Providence, R. I. 1965

status who are now isolated from social services that neighborhoods such as South Providence and Fox Point now have. Agencies such as the Department of Public Welfare, District Nursing, the School Department and Progress for Providence should now work intensively with these families so as to be fully aware of the scope and intensity of their social problems and therefore be in a much better position to relocate them to the best advantage of everyone concerned.

The southern residential areas like the adjacent Washington Park Area, contains families of middle class status, quite stable and economically independent with socio-economic problems in a very small minority of housing units. The main job of social agencies in this section is to make these families aware of what services are available. It is important that the families in any middle class community become aware of the city's social agencies so that they are in a position to know where to find help when needed. Almost all families have social problems (no matter what level of society) and could be helped by one or more of the many agencies that exist in the State.

B. Public Utilities

The whole Waterfront Area is served by public water. However, as of 1962 many of the streets between Eddy Street and Allens Avenue north of Thurbers Avenue lacked public sewerage (much of this area has been used for the construction of Route 95.) Parts of New York Avenue, Cass Street, Ellenfield Street, Carolina Avenue, Rollin Street and Harbor-side Boulevard also lacked sewerage at this time.

C. Streets

There is a total of twenty-one miles of streets in this neighborhood. This total is categorized as follows: Arterials seven miles, Collectors two miles, and Local streets twelve miles. The neighborhood is bounded by two Interstate highways which carry the bulk of the City's through traffic.

The major arterials in the neighborhood are, Allens Avenue, Point, Broad and Eddy Streets and Thurbers Avenue. Volumes on the arterial system range from 24,000 A.D.T. on Allens Avenue to 13,000 A.D.T. on Point Street. Congestion, within the neighborhood, is at a minimum and occurs at points along the Cohan Boulevard which is presently being brought up to Interstate standards.

The Collector system is made up of Oxford, Ernest and Shipyard Streets and Harborside Drive. Volumes on the Collector streets average 3,000 A.D.T. There is no noticeable congestion on the Collector system presently and none is forecast in the future.

Interstate 95 has substantially reduced the traffic through this predominately industrial area. Only one intersection, Eddy Street and Point Street was recorded as having six or more accidents during the year. At the present time there are thirty-six residential blocks in the neighborhood. The majority of which are located between Eddy Street and Interstate 95. Of these thirty-six blocks, twenty-four were found to be deficient in off-street parking. Residents own approximately 538 cars and 207 of these do not have adequate parking facilities. Since this section of the neighborhood falls within the boundaries of the

Model Cities Area it is thought that these inadequacies will be corrected in the planning of this area.

The following table shows in detail the number and percentage of residential blocks deficient:

WATERFRONT

Total Residential Blocks	36
Number of Blocks Deficient	23
% of Total Blocks Deficient	66.6%
Total Cars Per Neighborhood	538
Total Cars Per Deficient Block	319
Cars with Inadequate Spaces	207
% of Total Cars with Inadequate Spaces	38.5%

Allens Avenue is the only arterial street in the neighborhood that meets today's standards. The rest of the Arterials in the neighborhood, although below standards, are functioning well and no problem in traffic movement is anticipated in the near future.

The neighborhood Collector system is adequate and functioning well and should continue to do so for some time into the future.

Of the total twelve miles of Local streets a mile and one-half of this was found to be below standard for paved width. A majority of the below-standard local streets are located in the residential portion of the neighborhood, which is subject to study in the Model Cities Program. It is believed that the problem will be solved during the planning stage of this program.

Outside of the federal and state freeway system, which is almost completed, there is only one proposal in the Master Plan for Circulation that will have a direct effect on this neighborhood. It is recommended in the Master Plan that Huntington Avenue be extended to Public Street and

that this street and Potters Avenue be established as a one-way couplet. This would form a major crosstown route between the existing Allens Avenue industrial area and the new Mashapaug Pond Industrial Park. This route would also connect Interstate 95 and the Huntington Expressway. Since this proposal falls mostly within the Model Cities Area it will be restudied during the planning phase of that Program.

V. GOVERNMENT ACTION

Sections of the Waterfront Neighborhood between Interstate 95 and Cass Street and between New York Avenue and the eastern half of Chapman Street are included in the Washington Park Code Enforcement Project. This Federally sponsored program begun in February 1967 should be completed by April 1969.

Those portions of the Waterfront Neighborhood between Interstate 95 and Eddy Street and between Interstate 95 and Pavilion Avenue together with Upper and Lower South Providence Neighborhoods have recently been designated a Model Cities Neighborhood. The Model Cities Program will attempt to improve substantially the environment and welfare of the people living in that neighborhood.



WEST ELMWOOD





WEST ELMWOOD

WEST ELMWOOD

I. INTRODUCTION

The West Elmwood Neighborhood is located at the southwest corner of Providence and is physically separated from the rest of the city by the New York, New Haven and Hartford Railroad on the north and east boundaries and the Huntington Expressway and Cranston on the south and west. The Mashapaug Pond takes up much of the land in this neighborhood. Of nineteen neighborhoods West Elmwood ranks seventeenth in land area with 300 acres and sixteenth in population with 2,718 residents as of 1965.

II. LAND USE AND HOUSING

A. Land Use Characteristics

TABLE 1

Existing Land Use, West Elmwood

<u>Land Use</u>	<u>Area in Acres</u>	<u>% of Net Area</u>
Residential*	72.9	30
Commercial	11.6	5
Industrial	109.5	46
Public & Institutional	5.5	2
Vacant	<u>40.7</u>	<u>17</u>
Total Net Area	<u>240.2</u>	<u>100%</u>
Streets	60.0	20
Net Land Area	<u>240.2</u>	<u>80</u>
Total Land Area	<u>300.2</u>	<u>100%</u>

*Includes mixed residential and nonresidential uses.

Source: Providence Community Renewal Program, Technical Supplement Appendix C. (1964)

The West Elmwood neighborhood contains two distinct and separate areas. The Mashapaug Pond Redevelopment Project, presently being redeveloped as the Huntington Expressway Industrial Park and the Gorham Manufacturing Company, is located on the northwest and northeast shores of Mashapaug Pond. Approximately 46% of the total net area of West Elmwood is industrial. The southern section, centering around Reservoir Avenue is basically residential and this use takes up most of the 30% of West Elmwood's total net area. It is isolated from other residential areas of Providence by the Mashapaug Pond industrial district and the main line of the New York, New Haven, and Hartford Railroad. The Huntington expressway separates it from adjoining residential areas in Cranston and completes its delineation as a self-contained residential area. Commercial uses making up 5% of the net area, are located along Reservoir Avenue with some concentration near the Niantic Avenue intersection.

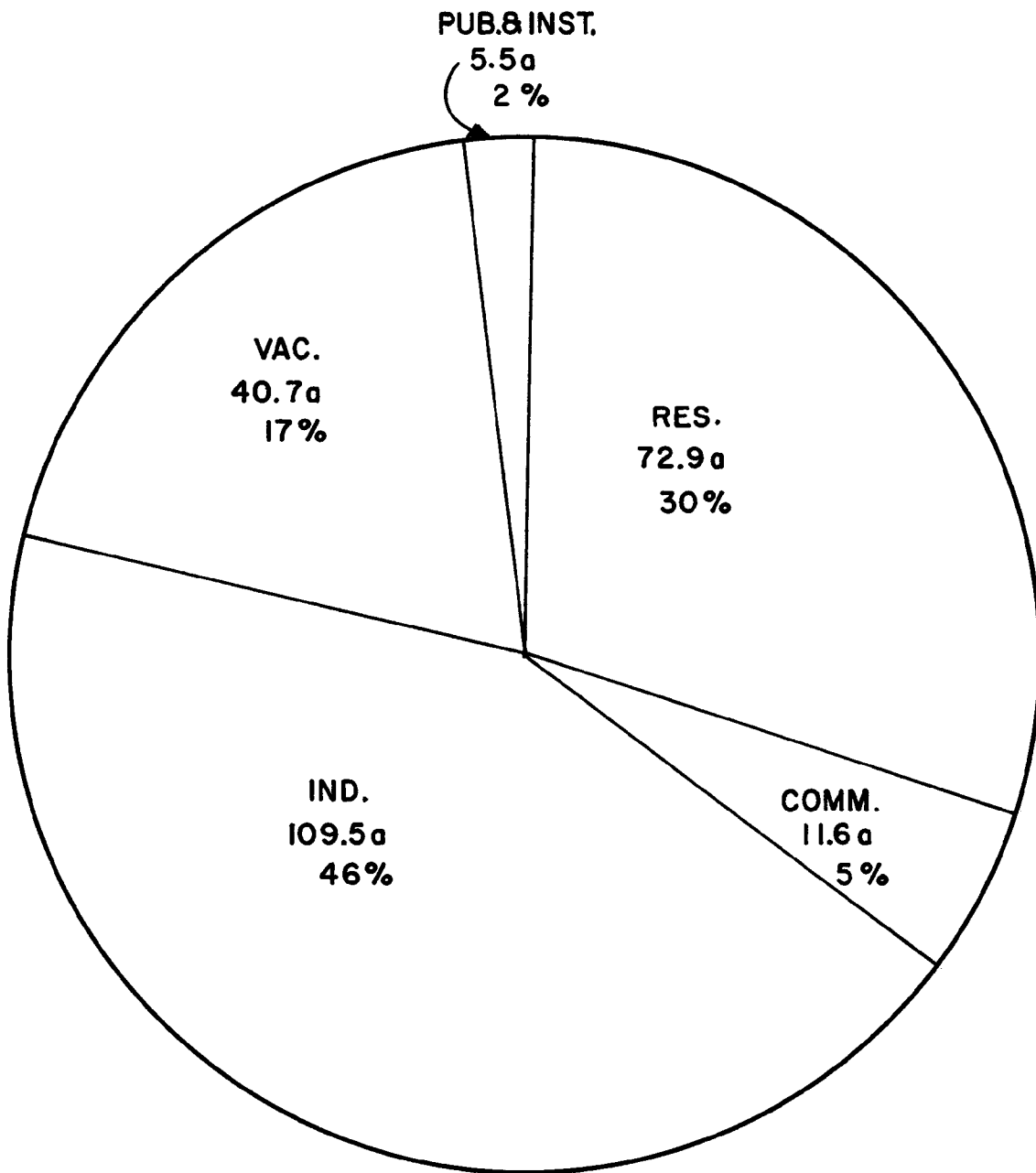
B. Characteristics of Structures and Environment

1. Residential

TABLE 2

<u>Structure Type</u>	<u>No. of Structures</u>	<u>% of Total</u>	<u>No. of D. U's</u>	<u>% of Total</u>
1 Family	391	64	391	44
2 Family	172	28	344	39
3 Family	46	8	138	16
4 or more Families	<u>2</u>	<u>0</u>	<u>9</u>	<u>1</u>
Total	611	100%	882	100%

Source: Assessor's Office, City of Providence, 1962



EXISTING LAND USE
WEST ELMWOOD

The area contains a mixture of one and two family dwellings with some three family structures. The two and three family houses are located primarily north of Reservoir or adjacent to this Avenue. There are practically no multiple dwellings.

TABLE 3

Condition of Structures, West Elmwood

Type of Structure	Good		Fair*		Deficient**		Total	
	No.	%	No.	%	No.	%	No.	%
Residential & Mixed	533	87	72	12	6	1	611	100
Commercial	17	71	6	25	1	4	24	100
Industrial	7	64	1	9	3	27	11	100
Public & Institutional	2	100	0	--	0	--	2	100
Total of all structures	559	87	79	12	10	4	648	100

*Those structures classified as rehabilitatable by C.R.P.

**Those structures classified as poor and reconditionable by C.R.P.

Source: Providence Community Renewal Program, Technical Supplement, Appendix C. (1964)

As Table 3 indicates, 87% of the residential and mixed structures are good and only 1% are deficient. More than 60% of the housing units are owner-occupied, with their values just below the city-wide average (\$10,000 to \$15,000). Rents are above average with most of them of the \$45-\$75 group. Household incomes are generally in the average group (\$4,000-\$7,000) with the median monthly income being \$449. The percentage of income used for rent is higher than that for the City as a whole, 15.5 and 11.0 respectively. Yet even with the good condition of the homes and high amount of owner-occupied structures over 17% of the residents

earn below \$3,000 a year.

TABLE 4

Condition of Residential Environment, West Elmwood

a. Residential Blocks with Environmental Deficiencies

No. of Deficiencies/Block							Total No. of Residential Blocks
0	1	2	3	4	5	or more	
7	15	9	1	2		1	35

b.

Residential Blocks Affected by Specific Environmental Deficiencies

<u>Environmental Deficiency</u>	<u>No. of Res. Blocks Deficient</u>	<u>% of Total Res. Blocks Deficient</u>
Excessive land coverage	1	3
Inadequate off-street parking	5	14
Mixed land uses	3	9
Presence of specific nuisance uses	4	11
Excessive street traffic	7	20
Inadequate service by public elementary school	22	63
Inadequate service by public recreation area	1	3

Source: Community Renewal Program, Technical Supplement,
Appendix C. (1964)

As seen in Table 4, slightly more than one third of the residential blocks contain 2 or more environmental deficiencies. Inadequate service by a public elementary school is the biggest problem. Lack of sanitary sewers and traffic conflicts are also problems on some of the blocks. This area has been inspected by the Division of Minimum Housing Standards.

TABLE 5

Comparison of Vacancy Rates*, City of Providence, West Elmwood

	<u>1950</u>	<u>1960</u>
West Elmwood	1.8	3.7
City of Providence	2.6	6.9

*Rate per hundred housing units

Source: U. S. Census, 1950, 1960

The vacancy rate of West Elmwood has doubled in the decade from 1950 to 1960. Although this rate of increase is slightly lower than that of the City, which more than doubled in the same period of time, the overall rate of this neighborhood is much lower, 3.7 per hundred persons for West Elmwood in 1960 compared to 6.9 for the City in the same year. However, since 1960, all residential structures were removed from the northern area (part of the Mashapaug Pond Redevelopment Project) and by 1962, these families had been relocated to other areas.

2. Non-Residential

Non-residential structures in the area are almost all in good condition with only four buildings being classified as deficient (see Table 3). Most of the structures were built since 1900 with over 1/3 built since 1940. Over 75% of the buildings are one-story and all but one are fire resistant. The major environmental deficiency affecting non-residential buildings is the lack of off-street loading space.

II. POPULATION AND SOCIO-ECONOMIC CONDITIONS

A. Population

1. Number

During the 15 years from 1950 to 1965, the total population of this area has decreased at a rate of 38%. The population was made up of 4383 persons in 1950 as compared with 2718 persons in 1965 or a total decrease of 1665 residents.

2. Age Structure

TABLE 6

Age Structure, West Elmwood

	<u>0-4</u>	<u>5-19</u>	<u>20-44</u>	<u>45-64</u>	<u>65+</u>	<u>Total</u>
1950	366	895	1500	1105	517	4383
1965	<u>210</u>	<u>634</u>	<u>750</u>	<u>669</u>	<u>455</u>	<u>2718</u>
Numerical change	<u>-156</u>	<u>-261</u>	<u>-750</u>	<u>-436</u>	<u>-62</u>	<u>-1665</u>
% Change	-43%	-29%	-50%	-39%	-12%	-38%

Source: U. S. Census of Population, 1950, 1965

The main reason for the large decrease in population was the large amount of clearance of the residential population that took place as a result of the development of the Mashapaug Pond Area as an Industrial Park. Thus a significant internal shift took place racially, ethnically, and numerically. The most productive age group, from 20-44 has decreased at a high rate of 50%, taking with them their infant children whereas the aged, more dependent group of persons over 65 years has decreased only slightly at a rate of 12% from 1950-1965. Therefore, efforts need to be made to increase the desirability of this

area for families with small children and also offer facilities to the stable group of aged persons who will need added care in terms of health facilities, Golden Aged Clubs and parks.

3. Racial and Ethnic Structure

Since 1950, there has been a great decline in the white population and a constant increase in the non-white population. The trend, traceable at least in part to clearance of the Mashapaug Pond Redevelopment Project, where many non-whites lived, has probably continued since 1965 so that non-whites today make up even more of the population than the 12% which they comprised in 1960.

Over the past 20 years, small groups of English, Italian and French have lived in this area. In 1960, 6.5% of the population were of Italian descent and 5.7% were of French origin.

B. Socio-Economic Characteristics

1. Economic Factors

TABLE 7

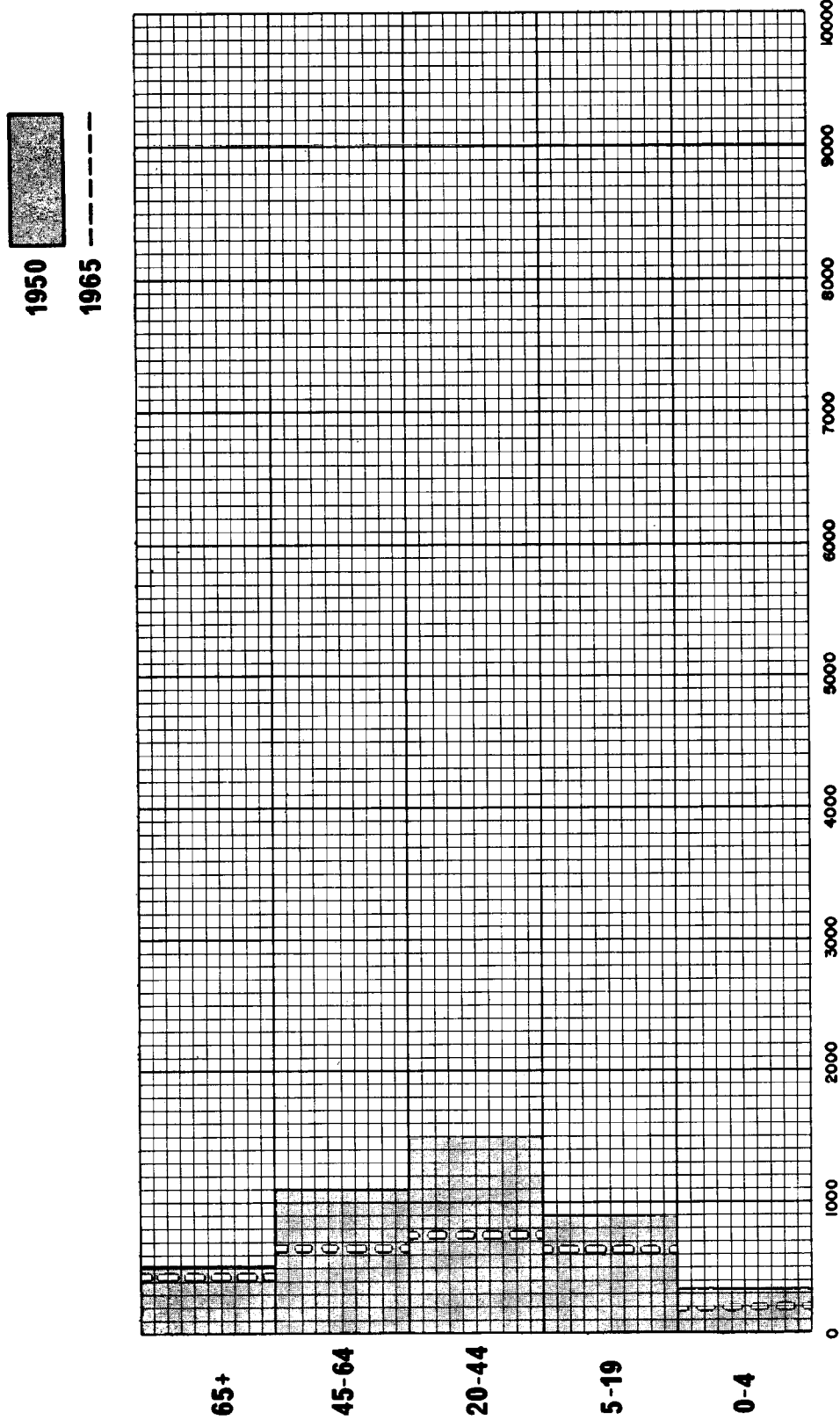
Economic Factors: Rate per 1,000 people of segment indicated 1962

	<u>West Elmwood</u>	<u>City</u>	
Unemployment Insurance Payments	25.0	37.3	ages 15-64
General Public Assistance	0.5	7.3	total population
Aid to Families with Dependent Children	20.3	111.3	ages 0-19
Old Age Assistance	18.8	79.9	ages 65 & over
Aid to the Blind & Disabled	0.0	6.4	total population

Source: Council of Community Services Social Pathology Index
Technical Supplement

COMPARISON OF AGE GROUPS

WEST ELMWOOD



SOURCE: U.S. CENSUS, 1950-1965

As a whole, the West Elmwood area is relatively economically independent, compared to the City as a whole. Very few families or individuals receive aid from the Department of Public Welfare and although more do receive unemployment insurance payments, this is of a temporary nature.

2. Educational Factors

TABLE 8

Education Factors: Rate per 1,000 people of segment indicated 1962

	<u>West Elmwood</u>	<u>City</u>	
School Dropouts	415.4	260.1	ages 15-19
Truancy	6.0	10.9	ages 5-19
School Behavior Problems	5.9	5.1	ages 15-19

Source: Council of Community Services Social Pathology Index
Technical Supplement (1964)

As Table 8 indicates the school dropout rate is extremely high in this area. Yet, the income of families in this neighborhood is fairly good and family stability seems to be predominant. Perhaps incentives are lacking within the students to continue their education. This can be a result of an inadequate school system where time and teachers are limited. Also, there will be a certain amount of resentfulness and defiance among the children who do come from social-problem families and will drop out of school. But this area, with its more stable and economically independent families, does need to be given the help and attention of various social agencies and schools to aid in alleviating the high school dropout rate. If not, the number of families with small children leaving this area will continue to increase and thus cause West Elmwood's further deterioration which at this point is so minimal that

it could be easily remedied.

3. Conduct Factors

TABLE 9

Conduct Factors: Rate per 1,000 people of segment indicated 1962

	<u>West Elmwood</u>	<u>City</u>	
Juvenile Arrests	17.2	29.5	ages 15-19
Adult Arrests	4.5	15.9	total population

Source: Council of Community Services Social Pathology Index
Technical Supplement (1964)

The juvenile and adult arrest rates are much lower than those for the City, especially the latter rate. Although a certain problem of delinquency still remains. Relatively low figures suggest again that this area has the potential to be a desirable place to live if adequate facilities are made available to families with children.

4. Family Stability Factors

TABLE 10

Family Stability Factors: Rate per 1,000 people of segment indicated 1962

	<u>West Elmwood</u>	<u>City</u>	
Court Disposition of Children	0.4	5.9	ages 0-19
Illegitimate Births	11.7	21.2	live births
Petitions for Divorce	1.1	1.7	total population

Source: Council of Community Services Social Pathology Index
Technical Supplement (1965)

This area, as mentioned before, is relatively stable and the low figures in comparison to the City as shown in Table 10 substantiate this fact and emphasize the need to maintain West Elmwood and increase

its desirability. Court disposition of children is almost non-existent and the rate of illegitimate births is one half that of the City.

C. Health Characteristics

TABLE 11

Health Characteristics: Rate per 1,000 people of segment indicated 1962

	<u>West Elmwood</u>	<u>City</u>	
Syphilis and Gonorrhea	3.6	8.5	total population
First Commitment Alcoholism	0.4	4.1	total population
Infant Mortality	42.7	20.9	live births
Resident Deaths	10.5	7.8	ages 0-19

Source: Council of Community Services Social Pathology Index
Technical Supplement (1964)

One important health problem can be seen in Table 11 - a high incidence of deaths of residents between infancy and the age of 19. This high rate shows that a lack of facilities are available to families with small children in the form of clinics or district nursing services within the homes. Also, one can assume that if families with small children are increasingly leaving the area (see Table 6), they are for the most part, the ones that can afford to leave and therefore the families that remain behind are of a lower socio-economic status in need of health services and aid from the social agencies. Thus, West Elmwood shows considerable need for assistance in the form of health services.

III. PUBLIC SERVICE SYSTEMS AND FACILITIES

A. Public Facilities

1. Schools

There is only one school in the area - the Reservoir Avenue Elemen-

tary School. This school, a K-6, was built in 1924 and faces Reservoir Avenue, a wide heavily traveled thoroughfare. About 67% of its 260 student capacity is utilized. It is located on an .83 acre site with a 4.48 acre playground nearby but not contiguous. The Master Plan proposes that the school be retained.

2. Recreation

TABLE 12

Recreation: West Elmwood

<u>Site Number</u>	<u>Name of Facility</u>	<u>Primary Use</u>	<u>Proposal*</u>	<u>Size in Acres</u>	
				<u>Existing</u>	<u>Proposed</u>
47	J. T. Owens Mem. Field	Playground	Retain	3.00	5.00
48	Reservoir Ave. School	Playground, Neigh. Center	Improve	4.48	4.48
P-42	Algonquin St.	Playlot	Proposed	--	0.07
Total				7.48	9.55

Source: *Master Plan for Public Recreation and Conservation (1965)

A total of 7.48 acres are used for recreational purposes and it is proposed by the Master Plan to install additional play equipment and two new tot lots. The area exceeds the conservative estimate of 1.25 acres per 1,000 persons, the amount of land that should be available to residents for recreation. West Elmwood offers over 3 acres per 1,000 persons.

3. Police and Fire Facilities

The police hold monthly meetings at the Progress for Providence Office on Cranston Street for residents of the Elmwood Avenue area in order to hear the residents' complaints and to improve police-

resident relations. It is doubtful whether the people of West Elmwood are actively involved since the meeting place is far from their neighborhood and the Elmwood classification takes in a very large area of the city - too large to be other than a heterogeneous group. Perhaps separate meetings should be held for the West Elmwood residents since their area is very isolated and quite homogeneous itself.

The industrial area around Mashapaug Pond is located within the 1st Fire District and therefore is considered an important area to watch carefully for fires. There are two Providence fire stations located near but not in the West Elmwood area - one to the east at the corner of Broad Street and Congress Avenue and the other to the north at the corner of Messer and Sorrento Streets.

4. Library Facilities

Although there are no libraries within the West Elmwood area, the rate of registered borrowers at the Providence Public Library who are residents of that area is higher than for the City as a whole, 11.1 per thousand persons and 8.9 respectively. Considering the inconvenience of traveling to the library, the residents still want to borrow books. Perhaps a branch should be established within the area since the demand is there.

5. Hospitals and Clinics

There are no hospitals or clinics within the West Elmwood area. As mentioned before, the residential section of this area is very isolated from other parts of the City, and so hospitals and clinics are not easily accessible to the residents. This problem should be looked

into by the relevant City health agencies such as the District Nursing Association. Some form of clinic, especially for infants, should be established within the neighborhood.

6. Social Service Agencies

There are no social service agencies located within the West Elmwood area. Even if agencies were reasonably close, they would be of very little benefit to this isolated neighborhood.

Two important problems are very evident in this section and should be dealt with immediately by the respective social agencies - these are the high mortality rate of infants and children under 19 years of age and the numerous school dropouts. Efforts should be made to curb these problems because the area does have the potential to become a stable, middle-class, neighborhood. It has little deterioration, good recreational space and is separate from the traffic and the nuisances of the industrial area to the north. Yet it is close enough to the City to be a convenient location for residential housing.

Agencies need to devise plans to cut down the high rate of school dropouts. Thus, a community school should be started as well as improving the calibre of the one school within the area. Vocational and job training should be offered to the residents. Testing and individual attention should be given to students before they drop out in the hope that they can either be encouraged to stay in school, or if that seems improbable, be given assistance in finding appropriate jobs. Therefore, in a community such as West Elmwood, where for the

most part the residents earn a good living and the families are basically stable, it is important to increase the desirability of the area by adding needed services so that stable families will remain and the deterioration caused by possible out migration can be averted.

The second problem concerns the lack of health facilities. Clinics should be set up within the neighborhood in locations easily accessible to all residents. This is not enough, however. Literature should be sent to the homes letting otherwise uninformed mothers know what is available where they should go and what they should do to help in cases of childhood or infant diseases. The District Nurses should also work intensively on finding health problems within the individual homes. If possible, adult education courses should be held where diseases are described together with methods of detection and prevention. The residents of West Elmwood in many cases have the basic intellect and desire to curb these problems if they are brought to their attention by the health agencies.

Therefore, what is generally needed socially in this area is the bringing of services to the residents who are isolated and therefore often ignorant of what services could help them and their families become happier and healthier.

B. Public Utilities

As of 1962 there were no sewers in almost the entire area west of Mashapaug Pond although the area to the east and south was adequately covered - very well, in fact, around the residential area south of Reservoir Avenue to the Cranston City Line.

On the other hand, most of the area does have public water except

for a small section to the southwest of Mashapaug Pond above Reservoir Avenue.

C. Streets

The West Elmwood neighborhood has over nine miles of streets. The majority of this mileage, (6.31 miles), is classified as Local. The remainder of the street mileage is made up of Arterials (1.37 miles), and Collectors (1.61 miles). The major Arterials in the neighborhood are Reservoir Avenue, Pontiac Avenue and Roger Williams Avenue.

Volumes on this system range from 22,000 cars per day on Reservoir Avenue to 12,500 cars per day on Roger Williams Avenue. All three Arterials become congested during peak hours and will continue to do so in the future. Narragansett Avenue and Niantic Avenue make up the Collector system for the West Elmwood Neighborhood.

Three intersections in the neighborhood had six or more accidents during the reporting period and all of them were along Reservoir Avenue. The highest number of accidents (13) was recorded at the intersection of Reservoir Avenue and Pontiac Avenue, Reservoir Avenue and Roger Williams Avenue, and Narragansett Avenue and Reservoir Avenue had six accidents each.

Even with two alternate competing routes, Interstate 95 and the Huntington Expressway, volumes on Reservoir Avenue have remained high and will continue to do so for some time.

The accident rate at Reservoir and Pontiac Avenue should be reduced, in the near future, with the opening of the on-ramp from

Pontiac Avenue to the Huntington Expressway.

The West Elmwood neighborhood has approximately thirty-five residential blocks, of these, only five are deficient in off-street parking facilities. Neighborhood residents own over eight hundred and fifty vehicles and a little over eighty vehicles do not have adequate parking spaces.

At the present time parking is not a serious problem in the neighborhood, and should present no great problem in the near future. The following table shows in detail the number and percentage of residential blocks deficient.

WEST ELMWOOD

Total Residential Blocks	35
Number of Blocks Deficient	5
% of Total Blocks Deficient	14.3
Total Cars per Neighborhood	867
Total Cars per Deficient Block	150
Cars with Inadequate Spaces	82
% Total Cars with Inadequate Spaces	9.5%

Although, the neighborhood arterial system, with the exception of Reservoir Avenue, is below present day standards it is functioning well and should continue to do so for quite some time.

Volumes on the Collector system are low and these streets will present no problem in the near future.

Considering the age of the neighborhood the Local street system has very few streets that are below standards.

No proposals in the Master Plan for Circulation fall within the West Elmwood neighborhood boundaries. Interstate 95, and the Huntington Expressway border the neighborhood and should aid in keeping through

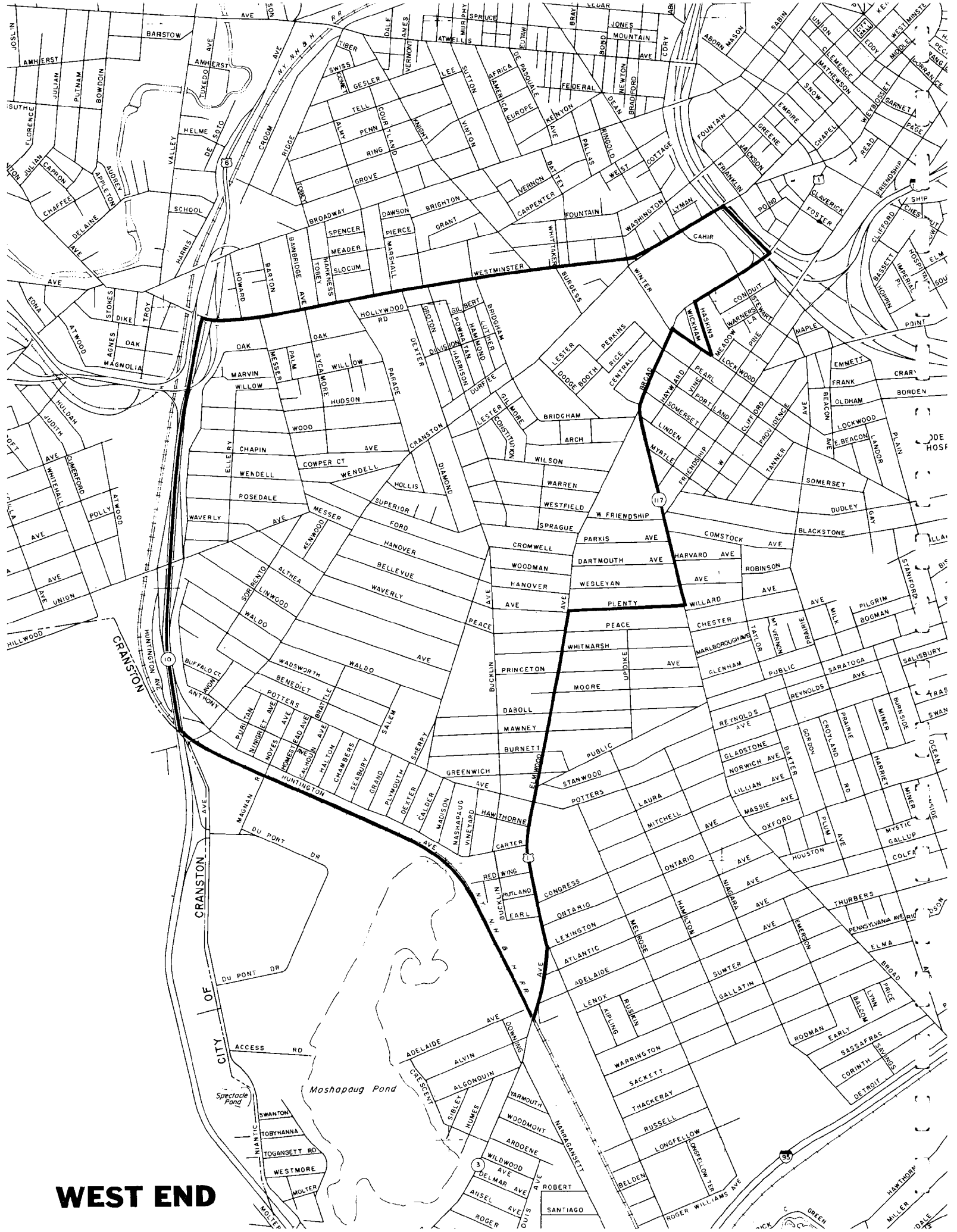
traffic from filtering through the area.

IV. SUMMARY OF GOVERNMENT ACTION

The Mashapaug Pond Redevelopment Project is presently in the latter stages of completion. This project was one of total clearance of all residential structures to be replaced by primarily industrial usage.

The rest of the West Elmwood area is not included within the GNRP and no federal action is anticipated.





WEST END

WEST END NEIGHBORHOOD

I. INTRODUCTION

The West End Neighborhood is located in the Southwest section of the city and is bounded by Westminster Street on the north, Broad, Haskins and Lockwood Streets, part of Interstate 95, and Elmwood Avenue on the east, the New York, New Haven and Hartford Railroad on the south, and the Huntington Expressway on the west. Of nineteen neighborhoods West End ranks seventh in land area with 618 acres and fourth in population with 15,640 residents as of 1965.

II. LAND USE AND HOUSING

A. Land Use Characteristics

TABLE 1

Existing Land Use, West End

<u>Land Use</u>	<u>Area in Acres</u>	<u>% of Net Area</u>
Residential*	284.9	63
Commercial	40.2	9
Industrial	47.1	10
Public and Institutional	52.5	12
Vacant	<u>26.6</u>	<u>6</u>
<u>Total Net Land Area</u>	<u>451.3</u>	<u>100%</u>
Streets	167.0	27
Net Land Area	<u>451.3</u>	<u>73</u>
<u>Total Land Area</u>	<u>618.3</u>	<u>100%</u>

*includes mixed residential and non-residential uses.

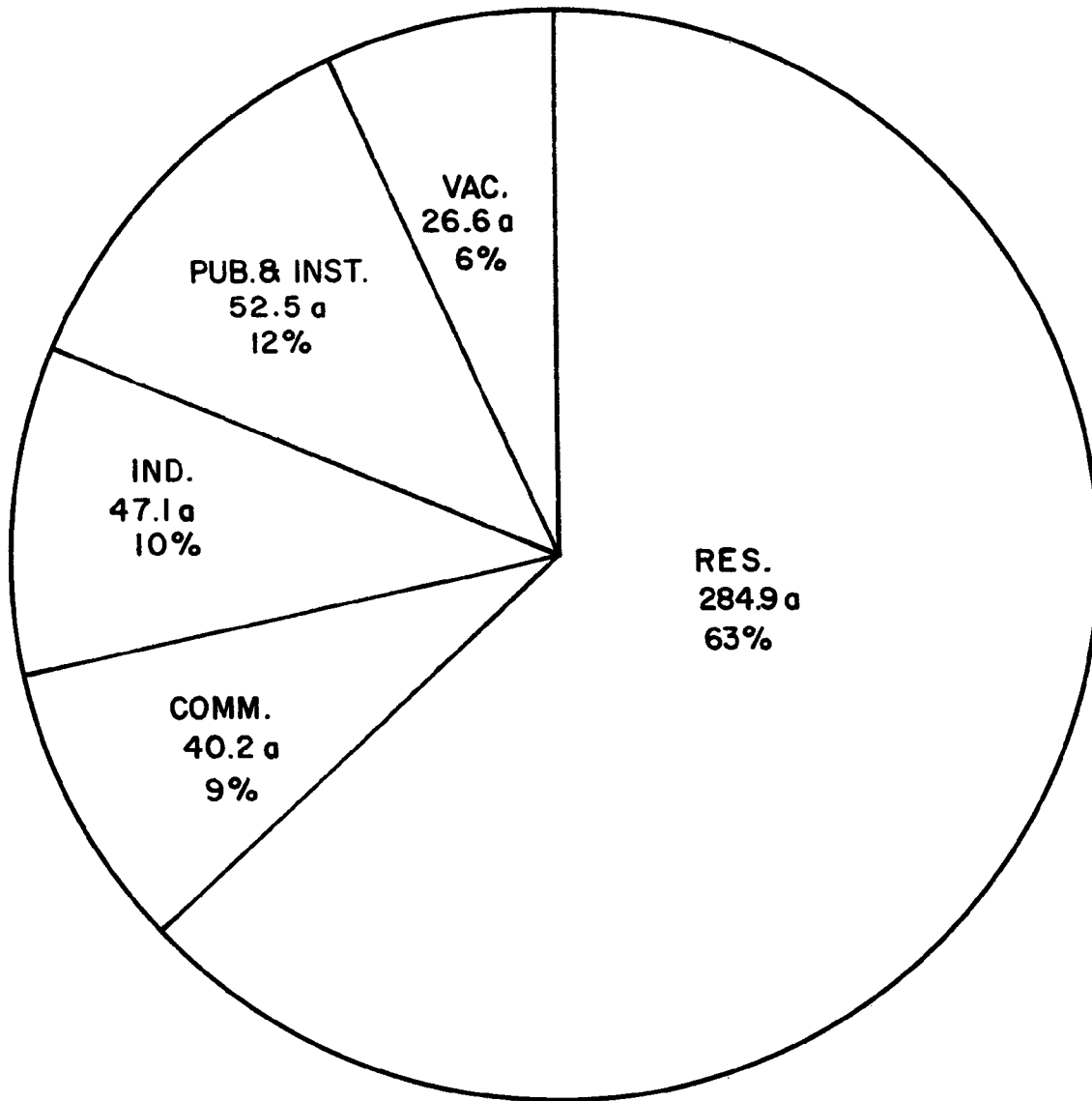
Source: Land Use Survey, Providence City Plan Commission, 1961

A relatively large neighborhood, extending south from Westminster Street to the main line of the New Haven Railroad and west from Broad Street and Elmwood Avenue to the Huntington Expressway, West End comprises one of the older, densely built, and deteriorated neighborhoods.

Predominantly residential in use with sixty-three percent of its area devoted to housing, it contains a combined total of about twenty percent in commercial and industrial uses. Commercial ribbon-type patterns line Cranston Street running north-east to south-west through the approximate center of the neighborhood. Similar developments occur on the south side of Westminster Street and on the west side of Broad Street and Elmwood Avenue. Industrial uses are concentrated in the central and south-central portions in the vicinity of Dexter Street and Bucklin Street. Incompatible land uses are scattered in residential areas.

The twenty-one acre site of the Central-Classical School complex and the nine-plus acres of the Dexter Training Ground account for approximately sixty percent of the public and institutional land within the neighborhood and together comprise fifty-two and a half acres.

Of the approximately twenty-six and one-half acres of vacant land there are a few sites of any significant size; the larger sites are located on the north side of Huntington Avenue.



EXISTING LAND USE

WEST END

B. Characteristics of Structures and Environment1. Residential

TABLE 2

Residential Structure Types, West End

<u>Structure Type</u>	<u>No. of Structures</u>	<u>% of Total</u>	<u>No. of D. U.'s</u>	<u>% of Total</u>
1 Family	563	20	563	7
2 Family	1,054	37	2,108	28
3 Family	995	35	2,985	39
4 Families-or more	<u>250</u>	<u>8</u>	<u>2,018</u>	<u>26</u>
Total	2,862	100%	7,674	100%

Note: The Central-Classical Renewal Project and the Coddington Court Public Housing Project are excluded (119 D.U.'s).

Source: Assessor's Office, City of Providence, 1962.

Examination of residential structure types shows the two-family house as the predominant type, followed closely by three-family structures. More than two-thirds of the families in this neighborhood are housed in this manner. One-family houses constitute twenty percent of all residential structures, but accommodate only seven percent of the total number of units. Like Federal Hill, which bounds West End on the north, structural density, largely in obsolete housing types, is a basic problem in terms of renewal efforts. The average residential density is 1386 square feet per family.

Rental units comprise 67.7 percent of all units, a high figure resulting from the predominance of multi-family structures. The 32.3 percent of owner-occupied units are concentrated largely in the one and two-

family categories. The average gross rent per unit in 1960 was \$59 compared with \$60 for the City total. Median family income was \$389 per month. Residents were therefore paying 15.1% of their monthly income for rent. About 25.6 of all families had income below the \$3,000 poverty level.

TABLE 3

Condition of Structures, West End

<u>Type of Structure</u>	<u>Good</u>		<u>Fair*</u>		<u>Deficient**</u>		<u>Total</u>	
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>
Residential & Mixed	801	28	1,917	67	144	5	2,862	100
Commercial	89	85	16	15	0	0	105	100
Industrial	71	86	7	8	5	6	83	100
Public & Institutional	29	93	2	7	0	0	31	100
Total of all structures	990	32	1,942	63	5	5	3,081	100

*Classified as rehabilitatable by C.R.P.

**Classified as temporary recondition by C.R.P.

Source: Providence Community Renewal Program, Technical Supplement, Appendix C. (1964)

The general quality of housing in West End is in the fair (or probably rehabilitable) category. Approximately one-fourth is in good condition and five percent of 144 units are in poor (probably clearance) condition.

TABLE 4

Condition of Residential Environment, West End

a. Residential Blocks with Environmental Deficiencies

No. of Deficiencies/Block							Total No. of Residential
0	1	2	3	4	5	or more	Blocks
16	27	35	35	41		13	167

b. Residential Blocks Affected by Specific Environmental Deficiencies

<u>Environmental Deficiency</u>	<u>No. of Res. Blocks Deficient</u>	<u>% of Total Res. Blocks Deficient</u>
Excessive land coverage	6	4
Inadequate off-street parking	107	64
Mixed land uses	42	26
Presence of specific nuisance uses	51	31
Excessive street traffic	52	31
Inadequate service by public elementary school	80	48
Inadequate service by public recreation area	13	8

Source: Community Renewal Program, Technical Supplement,
Appendix C.

Environmental problems are numerous and widely dispersed with 124 of the 167 residential blocks having two or more deficiencies. Inadequate off-street parking is a major problem, as is also inadequate service by public elementary schools. The presence of specific nuisances and excessive street traffic are the natural result of poorly developed use patterns and antiquated street systems.

TABLE 5

Comparison of Vacancy Rates*, City of Providence, West End

	<u>1950</u>	<u>1960</u>
West End	3.0	8.0
City of Providence	2.6	6.9

*Rate per hundred housing units

Source: U. S. Census, 1950, 1960

The vacancy ratio increased from 3.0 in 1950 to 8.0 in 1960, an increase larger than the City as a whole, but less than abutting South Providence Neighborhoods.

2. Non-Residential

Non-residential structures in West End include 105 commercial and 83 industrial. Generally, these are in better condition than the residential buildings. Less than 15 percent of the commercial and industrial structures are deficient. Most have been built since 1900 and are of one-story, fire-resistant construction. In many cases, however, off-street parking and off-street loading are non-existent or inadequate. Poor street access and traffic congestion are also significant problems.

III. POPULATION AND SOCIO-ECONOMIC CONDITIONS

A. Population

1. Number

West End experienced a net loss of 10,049 persons in the fifteen years from 1950 to 1965 - a population decline of 39 percent.

2. Age Structure

TABLE 6

Age Structure, West End

	<u>0-4</u>	<u>5-19</u>	<u>20-44</u>	<u>45-64</u>	<u>65+</u>	<u>Total</u>
1950	2399	4769	10,066	5816	2639	25,689
1965	1593	4008	4,581	3393	2065	15,640
Numerical Change	-806	-761	-5,485	-2423	-574	10,049
% Change	-34%	-16%	-54%	-42%	-22%	-39%

Source: U. S. Census of Population, 1950, 1960

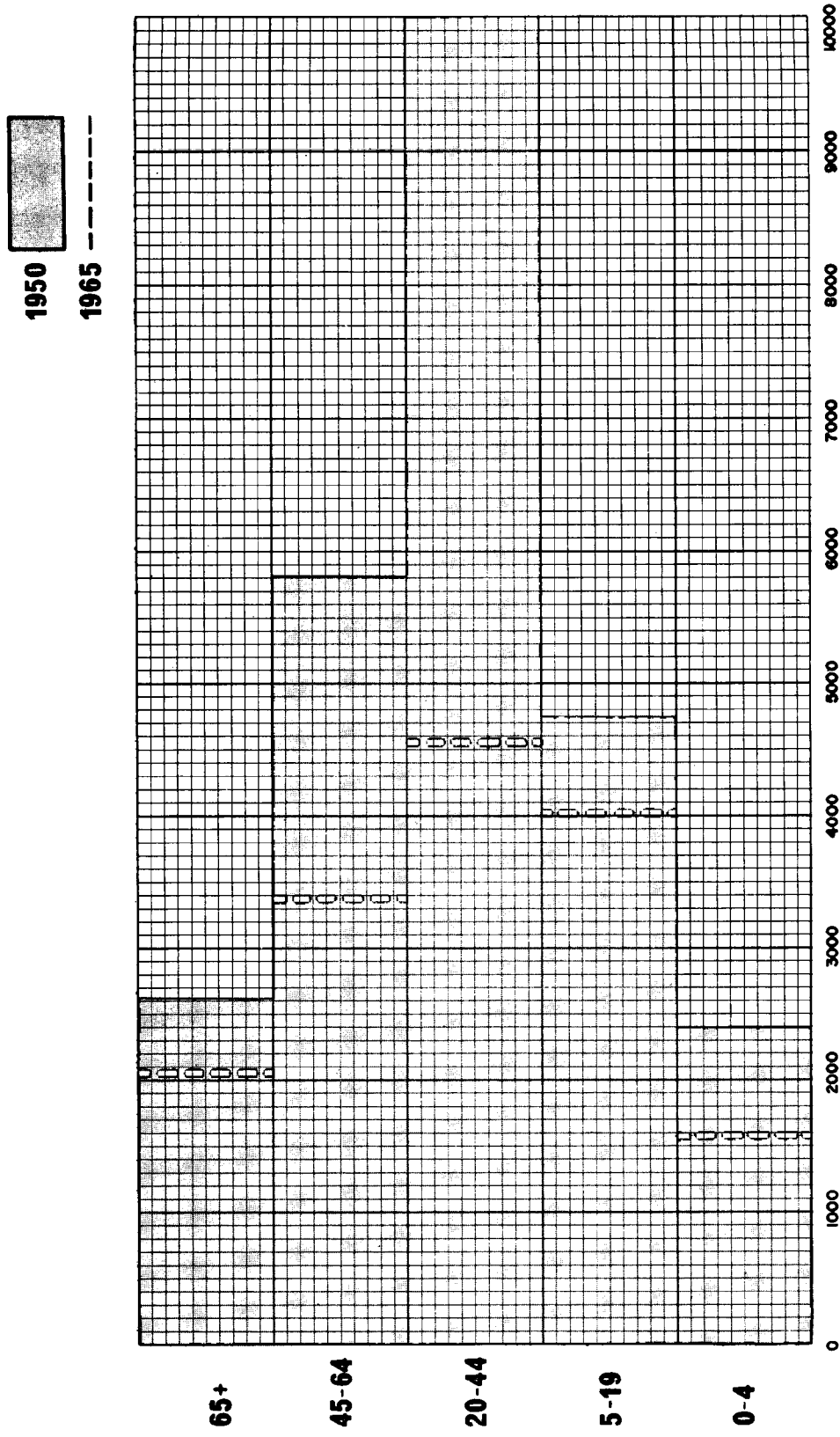
This decline affected in varying degrees all age segments of the population. Heaviest losses were in the 20 - 44 age group, with very significant losses also in the 45-64 age group. Such losses have serious implications in terms of neighborhood vigor and leadership.

3. Racial and Ethnic Background

In 1965 non-white residents constituted 11.2 percent of the West End population compared to 8 percent in the City as a whole. Ethnic groups represented included those of Irish and French descent with Italo-Americans as the largest single group.

COMPARISON OF AGE GROUPS

WEST END



SOURCE: U.S. CENSUS, 1950-1965

B. Socio-Economic Characteristics1. Economic Factors

TABLE 7

Economic Factors: Rate per 1,000 people of segment indicated 1962

	<u>West End</u>	<u>City</u>	
Unemployment Insurance Payment	43.0	37.3	ages 15-64
General Public Assistance	11.3	7.3	total population
Aid to Families with Dependent Children	188.5	111.3	ages 0-19
Old Age Assistance	124.2	79.9	ages 65 & over
Aid to the Blind & Disabled	12.4	6.4	total population

Source: Council of Community Services Social Pathology Index
Technical Supplement

The West End economic assistance rates in all five categories are well above City averages as shown in Table 7. Therefore, help is needed in this area with such services as job counseling and training in order to get some of the families off aid and enable them to become economically independent. Measured against OEO standards, 25.6 percent of all families in 1960 had family incomes below the \$3,000 poverty level.

2. Education Factors

TABLE 8

Education Factors: Rate per 1,000 people of segment indicated 1962

	<u>West End</u>	<u>City</u>	
School Dropouts	348.8	260.1	ages 15-19
Truancy	16.1	10.9	ages 5-19
School Behavior Problems	11.0	5.1	ages 15-19

Source: Council of Community Services Social Pathology Index
Technical Supplement (1964)

Rates for school dropouts and truancy, like rates for unemployment with which the latter may be casually connected are a great deal higher than the City rates. The incidence of behavior problems, indicative of alienation from school situations, is more than twice the City average. Efforts must be made by social agencies through guidance counselors to get the children of the area to become more closely aligned with the school system. For the dropouts job training programs are needed.

3. Conduct Factors

TABLE 9

Conduct Factors: Rate per 1,000 people of segment indicated 1962

	<u>West End</u>	<u>City</u>	
Juvenile Arrests	39.7	29.5	ages 15-19
Adult Arrests	24.2	15.9	total population

Source: Council of Community Services Social Pathology Index
Technical Supplement (1964)

The rates of juvenile and adult arrests are more than one third above the City rates. The high rates of arrests, school dropouts, and

economic dependency indicate the need for social agencies to evaluate the area problems and to develop creative programs which will enable the residents to obtain better education and the opportunity for job training so that they can obtain and keep decent jobs.

4. Family Stability Factors

TABLE 10

Family Stability Factors: Rate per 1,000 people of segment indicated 1962

	<u>West End</u>	<u>City</u>	
Court Disposition of Children	7.7	5.9	ages 0-19
Illegitimate Births	37.6	21.2	live births
Petitions for Divorce	2.0	1.7	total population

Source: Council of Community Services Social Pathology Index
Technical Supplement (1965)

The high rate of illegitimate births and higher rates for divorce and court necessitated disposition of children are further indices of compounded social problems related to lack of education, unemployment and general maladjustment to the urban environment.

C. Health Characteristics

TABLE 11

Health Characteristics: Rate per 1,000 people of segment indicated 1962

	<u>West End</u>	<u>City</u>	
Syphilis and Gonorrhea	11.6	8.5	total population
First Commitment Alcoholism	4.7	4.1	total population
Infant Mortality	24.5	20.9	live births
Resident deaths	9.1	7.8	ages 0-19

Source: Council of Community Services Social Pathology Index
Technical Supplement (1964)

As shown in Table 11 health indices show a concentration of health problems somewhat in excess of the general city level. Rates for the "social" diseases undoubtedly reflect a promiscuity which may also be read into the rates previously mentioned for illegitimate births.

The health facility serving this area is principally the St. Joseph's Hospital which also maintains a health clinic.

IV. PUBLIC SERVICE SYSTEMS AND FACILITIES

A. Public Facilities

1. Schools

Elementary schools include: the Vineyard Street, K-6 built in 1882 on an .08 acre site; the Hammond Street School, K-3, built in 1848 on a 0.4 acre site and recommended for closing; the Althea Street School, K-2 built in 1882 on a 0.4 acre site; the Asa Messer School, 3-6 built in 1892 on an 0.8 acre site; and the Willow Street School built in 1874 on an 0.4 acre site, all recommended for closing. None of these schools has any recreation area and the total area of all five sites does not equal one adequate site. *The Master Plan for Public Schools therefore proposes replacement of the foregoing schools with two new structures: (1) A new Elmwood K-6 school for 700 people in the vicinity of Sprague Street to replace the elementary group housed in Gilbert Stuart and the Hammond School. This will also serve the Wiggins Village Project, and (2) a new West End K-6 facility for 750 pupils to replace Messer, Althea and one-half the Vineyard Street enrollment to be constructed in the vicinity of Conlon Park (Messer Street).

*The Master Plan for Public Schools (1965)

Gilbert Stuart Junior High School built in 1930 and located on Bucklin Street at the corner of Princeton Avenue has an optimum capacity of 1252 pupils on a site of 7.08 acres with a pool and playfield (Bucklin Park) immediately across Bucklin Street. Located somewhat to the southeast within the neighborhood this school provides reasonable accessibility to most of this neighborhood.

High school students in the area are well served by the Central-Classical Complex.

There are 2 parochial schools in West End serving students in the first through eighth grades. Assumption is located on Potters Avenue and has a 261 student enrollment. St. Charles, on Harrison Street serves 312 students.

2. Recreation
TABLE 12

<u>Site Number</u>	<u>Name of Facility</u>	<u>Primary Use</u>	<u>Proposal*</u>	<u>Size in Acres</u>	
				<u>Existing</u>	<u>Proposed</u>
33	Dexter Training Ground	Playfield	Improve	9.08	9.08
34	Codding Court	Jr. Playground	Retain	0.23	0.23
37	Warren Ave.	Jr. Playground	Abandon	0.34	--
38	Ellery St.	Park	Improve	0.73	0.73
39	New West End School	Playground, Neigh. Center	Expand	1.98	2.50
42	Bucklin Park	Playfield, Pool Ice Rink, Neigh. Center	Improve	7.09	7.09
P-15	Chaffee Park	Playground	Proposed	--	1.00
P-16	Central High	Playfield, Pool Neigh. Center	Proposed	--	9.43
P-17	Classical High	Playfield	Proposed	--	4.05
P-18	Dodge St.	Playlot	Proposed	--	0.23
P-23	New Elmwood Sch.	Playground, Neigh. Center	Proposed	--	2.75
P-24	Bellevue Ave.	Playlot	Proposed	--	0.19
P-25	Althea St.	Playlot	Proposed	--	0.09
P-26	Waldo St.	Playlot	Proposed	--	0.11
P-27	Ninigret Ave.	Playlot	Proposed	--	0.07
P-28	Grand St.	Playlot	Proposed	--	0.07
P-29	**Vineyard St.	Park	Proposed	--	0.78
Total				19.45	38.40

**School Site recommended for abandonment

Source: *Master Plan for Recreation & Conservation

A list of the existing recreation facilities in the neighborhood is summarized in Table 12. The total of these recreation facilities amounts in area to 19.45 acres, or the equivalent of 1.95 acres per 1,000 persons. Applying the conservative standard of 1.25 acres of recreational space for every 1,000 persons, it appears that this neighborhood is well served. However, much of the acreage is concentrated in larger, exclusively school-oriented facilities with a generally insufficient number of small, well-distributed playlots, playgrounds and parks. The Master Plan for Public Recreation proposes an additional 18.45 acres about half of which would be facilities of the latter types.

3. Police and Fire Facilities

The Police Department does have an active community relations project operating out of the Progress for Providence Resource Unit on Cranston Street where interested residents of the area can meet with the police to discuss any current police-community problems.

There is a modern fire station located at Messer Street providing efficient services to the West End Neighborhood.

4. Library Facilities

The Elmwood Public Library, a formerly privately endowed facility now affiliated with the Providence Public Library, is located within and serves the West End Neighborhood. Registered borrowers are 8.1 per thousand neighborhood population compared to a rate of 8.9 for the City as a whole.

5. Hospitals and Clinics

As noted previously St. Joseph's is one of the City's principal

hospitals and maintains a health clinic available to neighborhood residents. Also the Providence District Nursing Association will send nurses into individual homes when requested by the resident or referred by social agencies, especially the Lying-In Hospital. A health center sponsored by Progress for Providence is open weekdays at Gilbert Stuart Jr. High School.

6. Social Services Agencies

Progress for Providence, Inc., the anti-poverty agency maintains a drop-in center at 627 Cranston Street and a resource unit at 328 Cranston Street. A charm center is being planned in the former location. A community school operates at the Gilbert Stuart Junior High School where such programs as tutoring and adult education classes are available.

The John Hope Settlement House, a United Fund Agency, is located within this neighborhood on Burgess Street. It serves a great many needs of the community with its extensive programs such as a nursery school, summer camp, hobby classes and clubs for the aged. The House is now in the process of building a day care center. Along with these services, John Hope also offers the services of its personnel, many of whom have been trained as professional social workers.

B. Public Utilities

Water is adequately supplied to the neighborhood; however, the existing combined sanitary and storm sewer system is inefficient, and City's Capital Improvement Program proposes that the system be separated in conjunction with any proposed urban renewal project.

C. Streets

There are over twenty-seven miles of streets in the West End neighborhood. Portions of the City's most heavily traveled arterials pass through or form the border of this neighborhood. There are close to six miles in the arterial network that is made up of Westminster, Broad, Cranston and Bridgham Streets and Elmwood, Huntington and Potters Avenues.

Volumes on this system range from 20,000 trips per day on Elmwood Avenue to 8,500 trips per day on Bridgham Street. Most major arterials do experience congestion during peak hours and will continue to do so in the future.

The neighborhood Collector system, (3.75 miles), composed primarily of Winter, Lockwood, Bucklin, Dexter, Parade and Messer Streets, is carrying fairly large traffic volumes and is functioning adequately. The remaining seventeen miles are Local streets serving the needs primarily of the neighborhood residents.

Fifteen intersections in the West End area recorded six or more accidents during the reporting period. The majority of the accidents took place on the heavily traveled arterials of Westminster Street, Broad Street and Elmwood Avenue which form the boundaries of the West End area.

The two highest accident locations were at the intersection of Broad Street and Service Road 7 and Westminster Street and Service Road 7. A total of thirty-six accidents were recorded at these two intersections during the year 1965 and can be attributed to the high volumes of traffic exiting and entering Interstate 95. The volumes and

the accident rate along both Service Road 7 and 8 indicate the need for an alternate route for local traffic. The Dean Street Widening as proposed in the Circulation Master Plan should provide this alternate route.

Two other high accident intersections are Cranston, Westminster and Winter Streets and Broad and Summer Streets with fourteen accidents each. The high number of accidents at these locations can be attributed to high volumes on narrow streets, with on-street parking lined with strip commercial uses. Both of these intersections will be thoroughly studied during the planning stage of proposed redevelopment projects in the area.

Other accident locations range from thirteen at Bucklin Street and Potters Avenue to six at Elmwood Avenue and Daboll Street. The majority of the remaining high accident locations in this area are under study in connection with redevelopment proposals, State freeway proposals or Circulation Master Plan proposals.

In analyzing the available off-street parking facilities in the West End area it was found that one hundred and seven of the one hundred and sixty-seven residential blocks were deficient. The major portion of the deficient blocks lie in the high density area between Cranston Street and Elmwood Avenue. Since there have been no concrete planning studies or proposals made for this area the off-street parking deficiencies will remain for some time.

Neighborhood residents own close to 6,000 cars and over 2,000 of these do not have adequate off-street parking. With car-ownership on the increase each year this lack of parking will become a serious problem in the not-too-distant future.

The following table shows in detail the number and percentage of residential blocks deficient.

WEST END

Total Residential Blocks	167
Number of Blocks Deficient	107
% of Total Blocks Deficient	64.1%
Total Cars per Neighborhood	5,946
Total Cars per Deficient Block	4,008
Cars with Inadequate Spaces	2,201
% Total Cars with Inadequate Spaces	37.0%

When minimum standards were applied to the existing street pattern it was found that a majority of the Arterial and Collector Streets are below standards. Over two miles of the streets classified as Local streets were found to be inadequate in paved width. Those deficient are short sections of roadways scattered throughout the neighborhood and pose no real problem.

Two Arterial street proposals in the Circulation Master Plan fall within the neighborhood. One proposal is the Public-Potters connector which proposes a direct connection between the existing Huntington Avenue and Allens Avenue via a one-way couplet system using Public Street and Potters Avenue. The other Master Plan proposal is a widening of both Knight and Bridgham Streets to provide a direct route between Atwells Avenue, Broad Street and Elmwood Avenue.

A partial widening of a portion of Cranston Street is a proposal of the West Broadway Redevelopment Plan. This widening coupled with adequate off-street parking along Cranston Street should alleviate some of the congestion on this street.

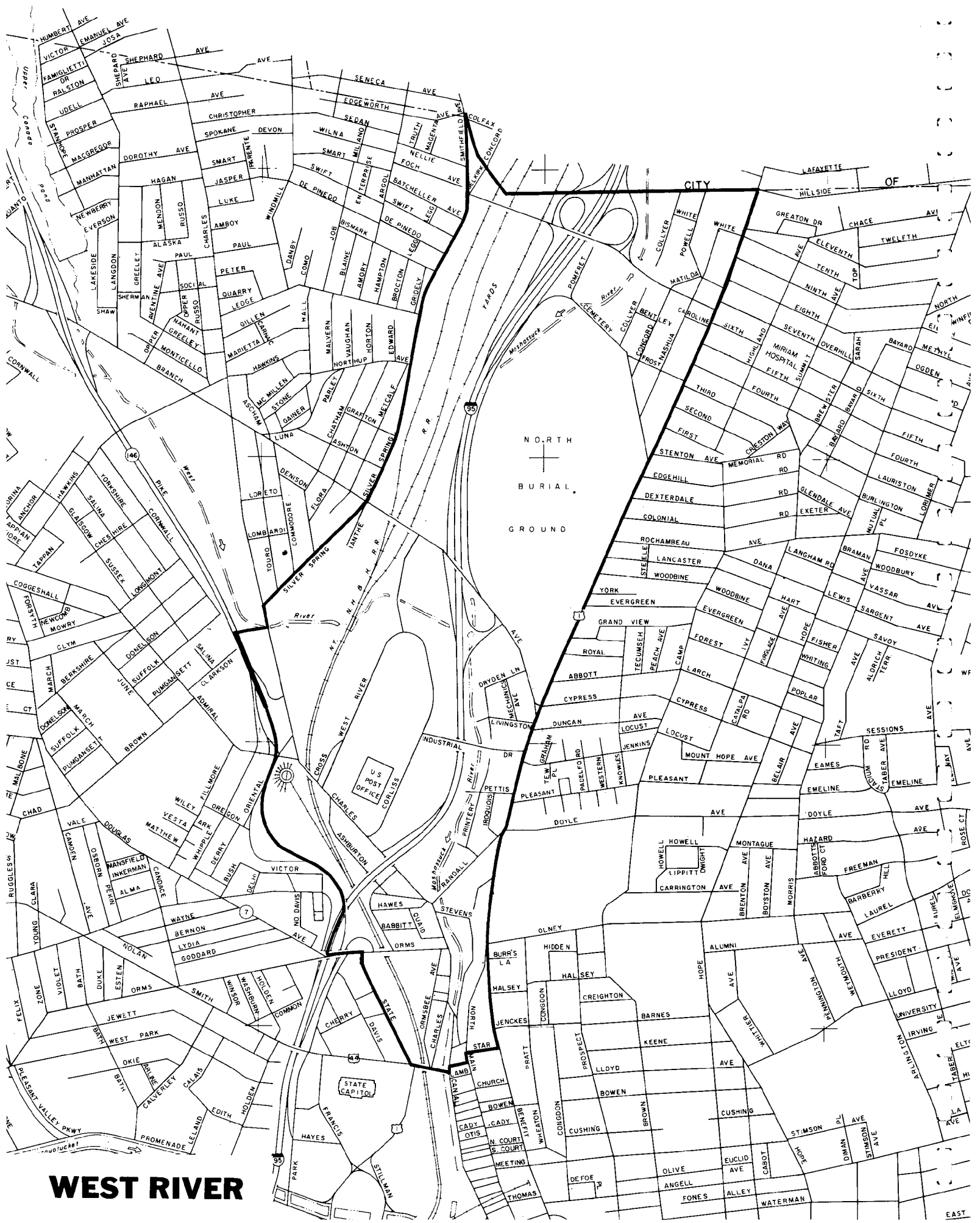
V. SUMMARY OF GOVERNMENTAL ACTION

Two Urban Renewal Projects are now underway in the West End Neighborhood. The Central-Classical project located between Westminster and Broad Streets at the Eastern boundary of West End is currently in execution. The part of the West Broadway Project located within this neighborhood is bounded by Westminster, Knight and Cranston Streets and the Dennis J. Roberts Expressway. It is currently operating with its \$490,000 Planning Grant, and the application for Loan and Grant for this project will be submitted in the Neighborhood Development Program application in the Spring of 1969.

The rest of West End is contemplated for Urban Renewal projects but no specific scheduling has been made.



WEST RIVER



WEST RIVER

WEST RIVER NEIGHBORHOOD

I. INTRODUCTION

The West River Neighborhood is located at the north-central edge of the City of Providence and is adjacent to the northern border of the downtown business district. It is bounded on the north by Pawtucket, on the east by North Main Street, on the south by Star, Smith, State and Orms Streets and on the West by Silver Spring Street and Route 146, an extension of which goes through the middle of the West River Neighborhood. Of nineteen neighborhoods West River ranks eleventh in land area with 402 acres and nineteenth in population with 458 residents as of 1965.

II. LAND USE AND HOUSING

A. Land Use Characteristics

TABLE 1

Existing Land Use, West River

<u>Land Use</u>	<u>Area in Acres</u>	<u>% of Net Area</u>
Residential*	11.7	4
Commercial	18.2	6
Industrial	152.4	42
Public & Institutional	145.2	40
Vacant	<u>29.2</u>	<u>8</u>
Total Net Area	356.7	100%
<hr/>		
Streets	45.0	11
Net Land Area	<u>356.7</u>	<u>89</u>
Total Land Area	401.7	100%

*Includes mixed residential and nonresidential uses.

Source: Providence Community Renewal Program, Technical Supplement, Appendix C. (1964)

The West River Area includes the West River Redevelopment Project in which the west central section has been redeveloped as a planned industrial district and the Randall Square area where clearance and industrial reuse will take place. The northwest section is an area of mixed residential and commercial use which will be allocated to industrial land use. Commercial structures along North Main Street from Branch Avenue north to the Pawtucket Line as well as the North Burial Ground are to be retained. The structures between Smith Street and Branch Avenue will be cleared. It should be noted that almost the entire 1950 population of the area was relocated during execution of the redevelopment project (See Table 6) leaving only 4% of West River's net area devoted to residential and/or mixed residential land use. Most of the land is used for industrial purposes (42%) and the North Burial Ground (125 out of 145 acres of public and institutional lands).

B. Characteristics of Structures and Environmental

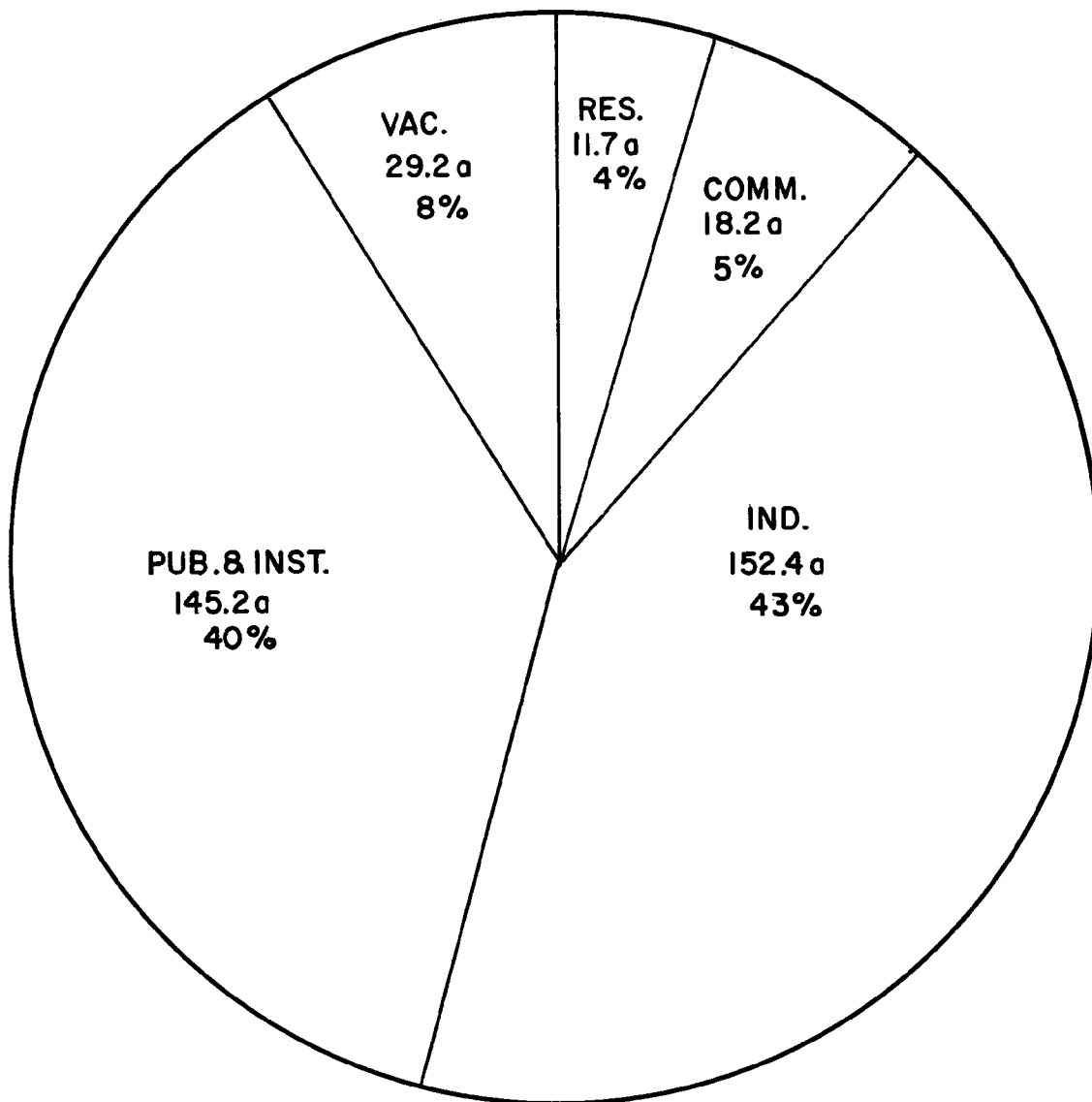
1. Residential

TABLE 2

Residential Structure Type, West River

<u>Structure Type</u>	<u>No. of Structures</u>	<u>% of Total</u>	<u>No. of D. U's</u>	<u>% of Total</u>
1 Family	54	57.0	54	38
2 Family	36	38.0	72	51
3 Family	2	2.5	6	4
4 or more Families	<u>2</u>	<u>2.5</u>	<u>10</u>	<u>7</u>
Total	94	100%	142	100%

Source: Assessor's Office, City of Providence, 1962



EXISTING LAND USE

WEST RIVER

The residential structures that are remaining are all 1 and 2 family structures except for 4 buildings. 89% of the dwelling units are found in the 1 and 2 family structures.

TABLE 3

Condition of Structures, West River

Type of Structure	Good		Fair*		Deficient**		Total	
	No.	%	No.	%	No.	%	No.	%
Residential & Mixed	1	1	53	56	40	43	94	100
Commercial	19	76	3	12	3	12	25	100
Industrial	22	78	4	14	2	8	28	100
Public & Institutional	2	100	0	--	0	--	2	100
Total of all Structures	44	29	60	40	45	31	149	100%

*Those structures classified as rehabilitatable by C.R.P.

**Those structures classified as poor and reconditionable by C.R.P.

Source: Providence Community Renewal Program, Technical Supplement, Appendix C.

Table 3 points out that only 1 residential or mixed residential structure is in good condition and that almost half are deficient. These figures show that almost total clearance is justified in this area.

Only 27.4% of the structures are owner-occupied and the median value of these homes is \$7,850.

With such deficient and low valued structures, few of which are owner-occupied, it can be assumed that the family income and rents are very low in this area although no information is available.

TABLE 4

Condition of Residential Environment, West River

a. Residential Blocks with Environmental Deficiencies

No. of Deficiencies/Block							Total No. of Residential Blocks
0	1	2	3	4	5	or more	
0	0	1	1	2	6		10

b. Residential Blocks Affected by Specific Environmental Deficiencies

<u>Environmental Deficiency</u>	<u>No. of Res. Blocks Deficient</u>	<u>% of Total Res. Blocks Deficient</u>
Excessive land coverage	1	10
Inadequate off-street parking	6	60
Mixed land uses	8	80
Presence of specific nuisance uses	6	60
Excessive street traffic	5	50
Inadequate service by public elementary school	10	100
Inadequate service by public recreation area	9	90

Source: Community Renewal Program, Technical Supplement, Appendix C. (1964)

All 10 blocks have at least 2 deficiencies each and the majority have 5 or more. The residential structures are widely scattered and are subject to the environmental deficiencies typically associated with an industrial area: mixed uses, proximity to the railroad, traffic congestion and inadequate off-street parking, and especially excessive distances to elementary schools and lack of adequate service by public recreational areas. The Division of Minimum Housing Standards has inspected this housing. Again, these excessive deficiencies emphasize the justification to change

this area from industrial with a few residential structures to totally industrial and commercial.

TABLE 5

Comparison of Vacancy Rates*; City of Providence, West River

	<u>1950</u>	<u>1960</u>
West River	3.1	15.6
City of Providence	2.6	6.9

*Rate per hundred housing units

Source: U. S. Census, 1950, 1960

As expected, the Redevelopment Project and the subsequent relocation of families outside of the West River area has caused a sharp increase in the vacancy rate between 1950 and 1960. The rate has increased 5 times compared to the overall City rate increase of 2.5.

2. Non-Residential

In contradistinction to the residential classifications over three fourths of the non-residential structures are in good condition (see Table 3). Most of these buildings are one story fireproof or fire resistant buildings constructed since 1900, many within the past ten years. While land coverage is high, there are no significant environmental deficiencies.

III. POPULATION AND SOCIO-ECONOMIC CONDITIONS

A. Population

1. Number

The population in West River has decreased from 4,186 in 1950 to 458 persons in 1965. A total of 3,728 persons or 89% of the area's population have been relocated as a result of the West River Redevelopment Project.

2. Age Structure

TABLE 6

Age Structure, West River

	<u>0-4</u>	<u>5-19</u>	<u>20-44</u>	<u>45-64</u>	<u>65+</u>	<u>Total</u>
1950	501	1073	1565	763	284	4186
1965	34	97	115	116	96	458
Numerical change	<u>-467</u>	<u>-976</u>	<u>-1450</u>	<u>-647</u>	<u>-188</u>	<u>-3728</u>
% Change	-93%	91%	93%	85%	66%	89%

Source: U. S. Census of Population, 1950.

As can be expected, all age groups have been affected by the 89% decrease in population. There were only 34 children between the ages of 0 and 4 left in 1965. Even though those of 65 years old are decreasing at a slower rate, the figures are still substantial. These figures reflect the vast amount of clearance and relocation outside the area that has already taken place. Only 458 persons remain in the area. Care will have to be taken, however, in relocating those over 65 and the families with infant children who are still living in West River.

3. Racial and Ethnic Structure

In 1965, 16% of the residents in this area were non-white. Most of this group are in the Randall Square area.

In 1960, 10% of the population was of Polish origin with many of the remainder of this area's residents being Jewish, or of Italian and Chinese descent.

B. Socio-Economic Characteristics1. Economic Factors

TABLE 7

Economic Factors: Rate per 1,000 people of segment indicated 1962

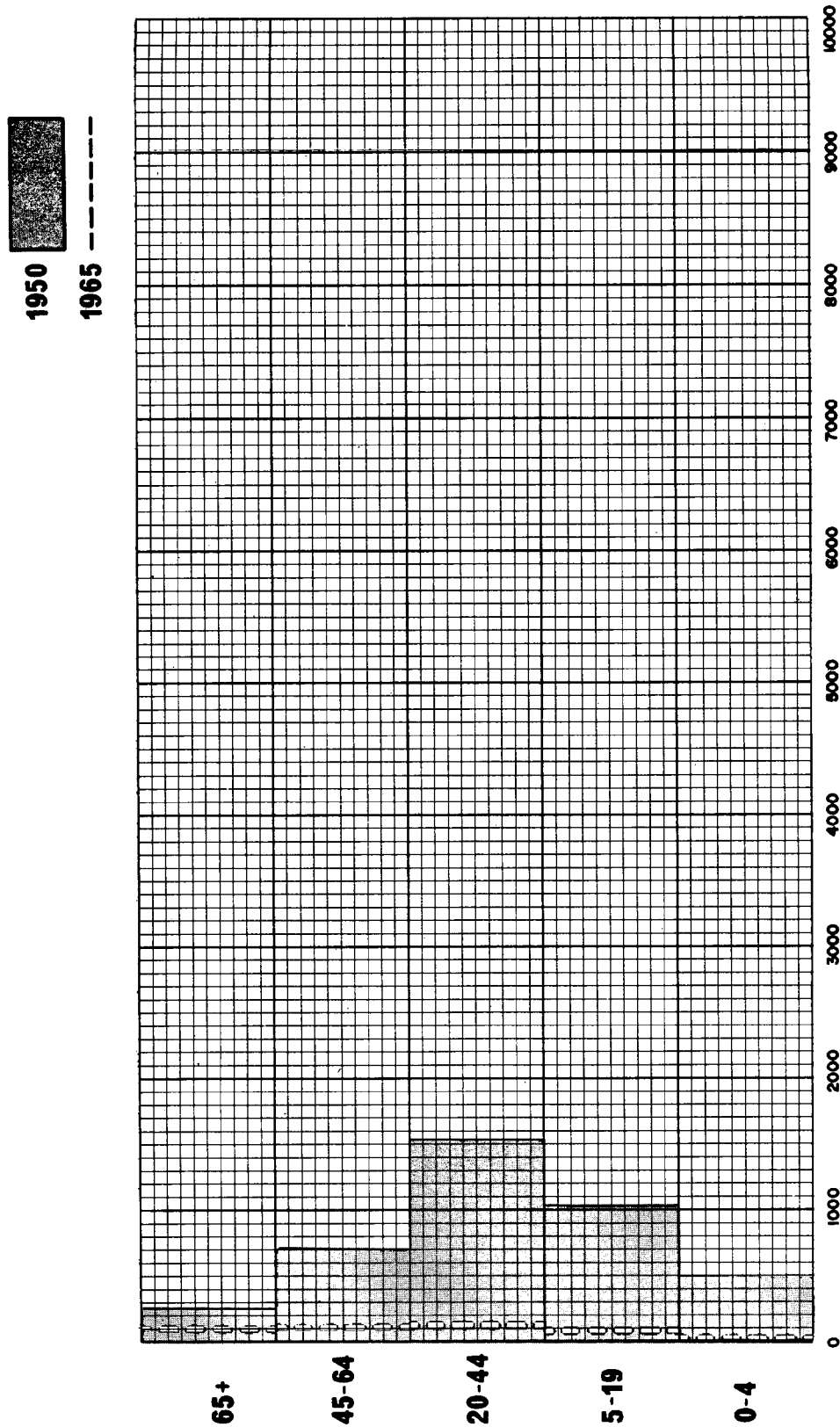
	<u>West River</u>	<u>City</u>	
Unemployment Insurance Payment	38.7	27.3	ages 15-64
General Public Assistance	12.7	9.3	total population
Aid to Families with Dependent Children	232.6	111.3	ages 0-19
Old Age Assistance	141.3	77.9	ages 65 & over
Aid to the Blind & Disabled	1.6	6.4	

Source: Council of Community Services Social Pathology Index
Technical Supplement.

As can be expected by the high incidence of deteriorated houses, few owner-occupied dwellings and many environmental deficiencies, there is an extremely high rate of economic dependency in West River. Many families and individuals are on some sort of assistance whether it be general, Old Age or Aid to Families of Dependent Children. However, although the rate of the above types of assistance almost doubles that of the City, unemployment insurance payments are about the same as the City rate. This shows that most of the economic dependency is hard core, rather than temporary. Therefore, when relocation takes place for the remaining families, the Department of Public Welfare will have to take an active part in placing these people in suitable housing. The caseworkers will have to work not only with relocation but also with the social problems so prominent in families that are hard core

COMPARISON OF AGE GROUPS

WEST RIVER



SOURCE: U.S. CENSUS, 1950-1965

dependents.

2. Educational Factors

TABLE 8

Education Factors: Rate per 1,000 people of segment indicated 1962

	<u>West River</u>	<u>City</u>	
School Drop outs	427.9	260.1	ages 15-19
Truancy	12.9	10.9	ages 5-19
School Behavior Problems	4.2	5.1	ages 15-19

Source: Council of Community Services Social Pathology Index
Technical Supplement (1964)

Table 8. shows the number of school drop outs in this area is extremely high whereas the number of truants and behavior problems are comparable to the City rate. One of the reasons for the high drop out rate is that when families are on aid, they receive meager monthly payments to cover only the bare necessities and therefore the teenage children who want the cars, the dates and the clothes must quit school and find various ways of making money, either through a job or through delinquent acts. Perhaps some of this problem will be alleviated when the families are relocated nearer to schools and into areas where the importance of attending school is emphasized, either through community schools or head start programs and vocational training. These teenagers need to be reoriented in the importance of education to gain skills so that they can find better paying jobs, something not learned in their homes where more often than not their parents have never been off economic assistance for a long period of time.

3. Conduct Factors

TABLE 9

Conduct Factors: Rate per 1,000 people of segment indicated 1962

	<u>West River</u>	<u>City</u>	
Juvenile Arrests	49.1	29.5	ages 15-19
Adult Arrests	42.3	15.9	total population

Source: Council of Community Services Social Pathology Index
Technical Supplement (1964)

Both juvenile and adult arrests are extremely high in the West River area. In order to curb the high incidence of arrests, social agencies must work with the very young children before this attitude of defiance and lost self-esteem becomes too inbred. These children need to form more stable and positive associations with adults and society through school, social clubs and their family life. Parents must become more economically independent through vocational training and the establishment of day care centers so they are free to work. Head Start programs may be able to make the children more ready to attend school and help develop confidence in their ability to do the work, even at kindergarten level. Supervised play facilities and active programs in boys clubs and settlement houses could help supervised teachers and play leaders identify childrens' problems and refer them to the proper social agencies for help and guidance or testing. All these programs, and more, need to be done on an intensified level directed at all age groups in order to combat high rates of delinquency. Therefore, although the West River Area, is going to be cleared of the residential occupants, these same problem families will show up in other

areas of the City. It is important to relocate them near to where the above services are or will be located and to help orient them to their new neighborhood and where they get the facilities they need. This will mean a lot of work for the field workers of the various social agencies, but it is a very necessary service to the moving family and to the neighborhood receiving these new comers.

4. Family Stability Factors

TABLE 10

Family Stability Factors: Rate per 1,000 people of segment indicated 1962

	<u>West River</u>	<u>City</u>	
Court Disposition of Children	5.0	5.9	ages 0-19
Illegitimate Births	60.9	21.2	live births
Petitions for Divorce	1.2	1.7	total population

Source: Council of Community Services Social Pathology Index
Technical Supplement (1964)

Table 10 indicates that the rate of illegitimate births in the area is three times higher than the City as a whole. This figure may be related to the great number of families receiving aid to families of dependent children (See Table 7). The rates of court disposition of children and petitions for divorce are approximately equal to those for the City. The high rate of illegitimate births is symptomatic of the low socio-economic status of the area residents.

C. Health Characteristics

TABLE 11

Health Characteristics: Rate per 1,000 people of segment indicated 1962

	<u>West River</u>	<u>City</u>	
Syphilis and Gonorrhea	39.7	8.5	total population
First Commitment Alcoholism	14.6	4.1	total population
Infant Mortality	49.2	20.9	live births
Resident deaths	18.8	7.8	ages 0-19

Source: Council of Community Services Social Pathology Index
Technical Supplement (1964)

Table 11 shows how much higher West River's rates are than the City average in the above areas of health. Such high figures indicate a strong need to offer easily accessible health services such as clinics and health centers. Unfortunately, the District Nurses get the majority of their referrals from first childbirths at the Lying-In Hospital. This is not extensive enough to help identify and curb the massive health problems in the area. These high rates reflect the low socio-economic status of the residents of West River and the instability of the families. Case workers working in this area should be made aware of these health problems and look for them when relocating the families.

III. PUBLIC SERVICE SYSTEMS AND FACILITIES

A. Public Facilities

1. Schools

There are no schools within the West End Area making such a lack the main environmental deficiency. Since the area is entirely allocated to industrial use, families with school-age children will be relocated - it is hoped, in close proximity to proper schools. Not far from the

Randall Square area is the new Martin Luther King, Jr. School which is geared to new forms of teaching and will be able to aid social agencies in identifying and referring problem children to proper channels of aid and solution.

2. Recreation

The only recreational facility now available is the Collyer Park Playground, a 4.10 acre site, which will be improved according to the Master Plan for Recreation and Conservation. It will be used by the children in the Hope Area when all families in West River are relocated, even though the crossing of an artery such as North Main Street provides substandard access.

3. Police and Fire Facilities

The closest Police Community Relations Project is held at the Wanskuck Boys Club but is not very active even though this area could use such a program.

A Fire Station is located within this area at the intersection of Branch Avenue and North Main Street. The whole area is within the first fire district and is therefore more carefully watched than other parts of the City.

4. Library Facilities

Since no library is located in this area, and since the socio-economic status of the residents is so low, it is not surprising that the rate of registered borrowers is less than half that of the City, 4.1 and 8.9 per thousand persons respectfully.

5. Hospitals and Clinics

There are no hospitals or clinics within the West River Area. The closest hospital is the Miriam; Rhode Island Hospital is easily accessible

as long as one has a car. Progress for Providence operates a health center on Camp Street which is fairly convenient for the residents of the Randall Square Area. However, as mentioned before, the services must become more quantitative and intensive to help cut down the high incidence of health problems. This can only be done if the family problems are identified so that they can be referred to the proper clinic or social agencies. The District Nurses could go into the homes if the cases were referred to them. One way to find out about the health problems in a family is to become acquainted with the persons by getting into their home, or by making clinics so easily available that some of the neighborhood residents would come to the clinics in search of medical help. Also, the residents should be made aware of available services through the public media - radio, newspaper, pamphlets or television. It is very important in the West River Area to identify and curb the massive health problems before the residents are relocated.

6. Social Service Agencies

There are no social agencies located within the West River Area. This does not mean, however, that they are not actively involved with the area residents, because so many are on Public Welfare the social case workers must be actively in field work, going into the homes of the families who are on aid. These same field workers will have to play an important role working with the relocation caseworkers in finding new homes for the residents of West River when the project is in its execution stage. Meanwhile, social agencies such as the Department of Employment Security, Child Welfare Services, Progress for Providence

and the District Nursing Association, should work on making the area residents aware of what services are available to them. Statistics show that West River is an area high in the incidence of social problems but more is needed than figures on papers. Social agencies must find out the particulars - exactly in what families the problems are most severe - and then work with the families to alleviate them. As stated before, this can be done with field workers going to individual homes and supplying the families with information on services available, or making services accessible to the people of West River before they are relocated to other areas of the City.

B. Public Utilities

The northernmost area of West River lacks public water and sewers. Otherwise, the area is completely covered with both utilities.

C. Streets

The West River neighborhood is presently predominately industrial and commercial. More of this neighborhood will be devoted to these two uses with the completion of the Randall Square Redevelopment Project.

The nine miles of streets in the West River area are almost evenly split between Local and Arterial streets each having 4.4 miles. The West River Arterials carry some of the highest volumes in the City. Volumes in the Randall Square area and North Main Street range from 10,000 to 14,000 A.D.T. Branch and Smithfield Avenues, two major arterials feeding State Route 146, carry 11,000 and 17,000 A.D.T. respectively.

The majority of the accidents in this neighborhood occur on its

North Main Street border. During the year 1965 nine intersections in the neighborhood, or on its border, had six or more accidents accounting for a total of seventy accidents. Forty-eight of these occurred at six intersections along North Main Street.

North Main Street is one of the City's most heavily traveled arterials and is lined with strip commercial uses. High traffic volumes, numerous intersections and on-street parking contribute to the frequency of accidents along this route. At the present time, in conjunction with redevelopment plans for the Mount Hope Project, provisions for off-street parking are being made. The reduction in on-street parking should aid in a safer and more orderly flow of traffic.

During the year 1965 two other intersections, Randall and Charles Streets and Charles and Orms Streets, had nine and seven accidents respectively. Both of these intersections are within the Randall Square portion of the East Side Renewal Project. The East Side Plan proposes substantial changes and modifications in the street pattern for this area.

There are at the present time approximately ten blocks devoted to residential use. Six blocks were found to be deficient in off-street parking. Of the two hundred and seventy-five cars in the neighborhood ninety-eight were without adequate spaces. When presently proposed redevelopment plans are completed there should be no problem with off-street parking.

The following table shows in detail the number and percentage of residential blocks deficient.

WEST RIVER

Total Residential Blocks	10
Number of Blocks Deficient	6
% of Total Blocks Deficient	60%
Total Cars Per Neighborhood	275
Total Cars Per Deficient Blocks	152
Cars with Inadequate Spaces	98
% Total Cars with Inadequate Spaces	35.6%

The majority of the local streets that are substandard in paved width fall within the boundaries of the East Side Renewal Plan. These inadequacies will be corrected when the renewal plan is implemented.

The arterial streets within the neighborhood are either presently up to standards or will be brought up to standards by proposals in the Circulation Master Plan and the East Side Renewal Plan.

The only Collector streets in the area are Cemetery and Frost Streets. These streets are used primarily by traffic, from Route 146 bound for North Main Street. Both streets are of adequate width for present volumes.

With the completion of the East Side Renewal Plan and the State's proposed highway system the West River neighborhood will have a circulation pattern entirely adequate for its needs.

IV. SUMMARY OF GOVERNMENT ACTION

The West River Industrial Park has been completed and the southeasterly section of the neighborhood bounded by I-95, Branch Avenue, North Main and Smith Streets are within the East Side Renewal Project which provides for total clearance of this area and its reuse for industrial and commercial activities.