

CHAPTER

1974-48

No. 641 **AN ORDINANCE** AMENDING CHAPTER 544 OF 1951 BY CHANGING FROM C-1 LIMITED COMMERCIAL ZONE AND C-4 HEAVY COMMERCIAL ZONE TO R-4 MULTIPLE DWELLING ZONE; FROM C-2 GENERAL COMMERCIAL ZONE TO R-4 MULTIPLE DWELLING ZONE; FROM R-4 MULTIPLE DWELLING ZONE AND C-4 HEAVY COMMERCIAL ZONE TO C-3 DOWNTOWN COMMERCIAL ZONE; FROM R-4 MULTIPLE DWELLING ZONE TO C-3 DOWNTOWN COMMERCIAL ZONE; FROM C-4 HEAVY COMMERCIAL ZONE TO R-4 MULTIPLE DWELLING ZONE AND FROM R-4 MULTIPLE DWELLING ZONE TO C-4 HEAVY COMMERCIAL ZONE; FROM C-4 HEAVY COMMERCIAL ZONE TO C-2 GENERAL COMMERCIAL ZONE; FROM C-2 GENERAL COMMERCIAL ZONE TO C-1 LIMITED COMMERCIAL ZONE. THOSE CERTAIN LOTS SHOWN AS OUTLINED AND INDICATED ON THE ACCOMPANYING MAPS AND BOUNDED GENERALLY BY OLNEY, BENEFIT, WICKENDEN, SOUTH MAIN, NORTH MAIN AND CANAL STREETS.

Approved December 20, 1974

Be it ordained by the City of Providence:

SECTION 1. The Zoning Map, accompanying and made part of Chapter 544 of the Ordinances of the City of Providence, approved September 21, 1951, entitled "An Ordinance Zoning the City of Providence and Establishing Use, Height and Area Regulations" as heretofore amended, it is hereby further amended by changing from a C-1 Limited Commercial Zone and a C-4 Heavy Commercial Zone to an R-4 Multiple Dwelling Zone; and from a C-2 General Commercial General Commercial Zone to an R-4 Multiple Dwelling Zone; and from a C-4 Heavy Commercial Zone to an R-4 Multiple Dwelling Zone; and from an R-4 Multiple Dwelling Zone and a C-4 Heavy Commercial Zone to a C-3 Downtown Commercial Zone; and from an R-4 Multiple Dwelling Zone to a C-4 Heavy Commercial Zone; and from a C-4 Heavy Commercial Zone to an R-4 Multiple Dwelling Zone and from an R-4 Multiple Dwelling Zone to a C-4 Heavy Commercial Zone; and from a C-4 Heavy Commercial Zone to a C-2 General Commercial Zone; and from a C-2 General Commercial Zone to a C-1 Limited Commercial Zone. Those certain lots shown as outlined and indicated on the accompanying maps and bounded generally by Olney Street, Benefit Street, Wickenden Street, South Main Street, North Main Street and Canal Street.

Beginning at a point said point being the intersection of the centerlines of Pratt and Olney Streets;

thence running in a southerly direction along said centerline of Pratt Street a distance of one hundred ninety (190'+) to a point;

thence turning and running in an easterly direction through Lot 363 on Assessors Plat 9 and along the centerline of Burrs Lane a distance of four hundred fifteen (415'+) feet more or less to the intersection point of the centerline of Burrs Lane and Capt. J. Carleton Davis Memorial Boulevard and a corner;

thence turning and running in a northerly direction along said Memorial Blvd. a distance of one hundred sixty-five (165'+) feet more or less to the intersection of the centerlines of said Memorial Blvd. and Olney Street and a corner;

thence turning and running in a westerly direction along said centerline of Olney Street a distance of four hundred (400'+) feet more or less to the point and place of beginning.

The above described area being zoned as C-1 and Part C-4 to be changed to R-4 Multiple Dwelling Zone.

Beginning at a point, said point being the intersection point of the centerline of Star and North Main Streets;

thence running in a northerly direction along said centerline of North Main Street a distance of two hundred seventy-five (275'+) feet, more or less to an angle point;

thence turning and running in a northeasterly direction along said centerline of North Main Street a distance of three hundred fifteen (315'+) feet more or less to the intersection point of the centerline of North Main St. Burr's Lane and Benefit Street and a corner;

thence turning and running in a southerly direction along said centerline of Benefit Street, bounded easterly by the zoning division line of the present R-4 zone a distance of one hundred ninety-five (195'+) feet, more or less to an angle point;

thence turning and running in a southwesterly direction along said zoning division line a distance of one hundred twenty-five (125'+) feet more or less to an angle point;

thence turning and running in a southwesterly direction along zoning division line a distance of seventy-five (75'+) feet, more or less to the intersection of the present R-4 and R-2 zones;

thence turning and running in a southerly direction along present R-4 zone division line a distance of thirty-five (35'+) feet more or less to a corner;

thence turning and running in an easterly direction along said R-2 division line a distance of twenty-five (25'+) feet more or less to a corner;

thence turning and running in a southerly direction along said division line a distance of (85'+) feet more or less to a corner;

thence turning and running in a westerly direction along said division line a distance of forty (40'+) feet more or less to a corner;

thence turning and running in a southerly direction along said division line a distance of fifty (50'+) feet more or less to the centerline of Star Street and a corner;

thence turning and running westerly along centerline of Star Street a distance of one hundred five (105'+) feet more or less to the point and place of beginning.

The above described area presently zoned as C-2 to be changed to an R-4 Multiple Dwelling Zone.

Beginning at a point, said point being the intersection of the centerline of Lonsdale and Canal Streets;

thence running along said centerline of Canal Street a distance of six hundred forty-five (645'+) feet, more or less, to the intersection of the centerlines of Canal and Smith Streets and a corner;

thence turning and running along the centerline of Smith Street a distance of one hundred twenty (120'+) feet, more or less, to the intersection of the centerlines of Smith and North Main Streets and a corner;

thence running in a northerly direction along said centerline of North Main Street a distance of eighty (80'+) feet, more or less, to the intersection of the centerlines of North Main and Star Streets and a corner;

thence turning and running in an easterly direction along said centerline of Star Street a distance of ninety (90'+) feet, more or less, to a corner;

thence turning and running southeasterly direction along the present R-2 zone division line a distance of one hundred five (105'+) feet, more or less, to a corner;

thence turning and running in a southeasterly direction along said R-2 division line a distance of twenty (20'+) feet, more or less, to a corner;

thence turning and running in a south southeasterly direction along said division line a distance of forty (40'+) feet, more or less to a angle point;

thence turning and running in a southerly direction along said division line a distance of one hundred (100'+) feet, more or less, to a point on the centerline of Church Street and a corner;

thence turning and running in a southwesterly direction along said centerline of Church Street a distance of ten (10'+) feet, more or less, to a corner;

thence turning and running in a southeasterly direction along an easterly line of Lot 115 Assessor's Plat 10 and said R-2 division line a distance of thirty (30'+) feet, more or less to the northerly line of Lot 642 on said Assessor's Plat 10 and a corner;

thence turning and running in an easterly direction on said line of Lot 642 a distance of ten (10'+) feet, more or less, to a corner;

thence turning and running in a southerly direction along the easterly line of Lot 642 and said R-2 division line a distance of forty (40'+) feet, more or less, to a point on the northerly line of Lot 107 Assessor's Plat 10 and a corner;

thence turning and running in an easterly direction along said line of Lot 107 a distance of twenty (20'+) feet, more or less to the easterly line of Lot 107;

thence turning and running in a southerly direction along said easterly line of Lot 107 and said R-2 division line a distance of twenty-five (25'+) feet, more or less, to a point on the centerline of Howland Street and a corner;

thence turning and running in a westerly direction along said centerline of Howland Street a distance of ten (10'+) feet, more or less, to a corner;

thence turning and running in a southerly direction along the easterly line of Lot 106 and part of Lot 105 and by said R-2 division line a distance of sixty (60'+) feet, more or less, to a point on the centerline of Bowen Street and a corner;

thence turning and running in a westerly direction along said centerline of Bowen Street a distance of five (5'+) feet, more or less, to a corner;

thence turning and running in a southerly direction along the easterly line of Lot 98 on said Assessor's Plat 10 and by said R-2 division line a distance of seventy (70'+) feet, more or less, to a point on the northerly line of Lot 94 and a corner;

thence turning and running in an easterly direction along said northerly line of said Lot 94 a distance of five (5'+) feet, more or less, to a point at the

northeasterly corner of Lot 94 and a corner;

thence turning and running in a southerly direction along the easterly line of Lot 94 a distance of thirty-five (35'+) feet, more or less to the point on the centerline of Cady Street and a corner;

thence turning and running in a westerly direction along said centerline of Cady Street a distance of five (5'+) feet, more or less, to a corner;

thence turning and running in a southerly direction along the easterly line of Lot 41 on said Assessor's Plat 10 and along said R-2 division line a distance of fifty (50'+) feet, more or less to a corner;

thence turning and running in an easterly direction a distance of five (5'+) feet, more or less to a corner;

thence turning and running in a southerly direction along said easterly line of Lot 41 and said R-2 division line a distance of forty (40'+) feet, more or less, to an angle point;

thence turning and running in a southwesterly direction along easterly line of Lot 41 and said R-2 division line a distance of fifteen (15'+) feet, more or less, to an angle point;

thence turning and running in a southerly direction along said line of Lot 41 a distance of twenty (20'+) feet, more or less, to a point on the centerline of North Court Street and a corner;

thence turning and running easterly along centerline of said North Court Street a distance of fifteen (15'+) feet, more or less, to a corner;

thence turning and running in a southerly direction along the present R-4 zone division line and through South Court Street a distance of ninety-five (95'+) feet, more or less, to a corner;

thence turning and running easterly along said R-4 division line a distance of sixty (60'+) feet, more or less, to a corner;

thence turning and running southerly a distance of ten (10'+) feet, more or less, to a corner;

thence turning and running westerly a distance of five (5'+) feet, more or less to a corner;

thence turning and running southerly a distance of forty (40'+) feet, more or less, to a point on the centerline of Meeting Street and a corner;

thence turning and running westerly along said centerline of Meeting Street a distance of one hundred thirty (130'+) feet, more or less, to the intersection of the centerlines of Meeting and North Main Streets and a corner;

thence turning and running in a northerly direction along the centerline of North Main Street a distance of thirty (30'+) feet, more or less, to the intersection of the centerlines of North Main and Lonsdale Streets;

thence turning and running westerly along the centerline of Lonsdale Street a distance of one hundred ninety (190'+) feet, more or less, to the point and place of beginning.

Also beginning at a point said point being on the centerline of Benefit Street;

thence running northerly along said centerline of Benefit Street a distance of eighty (80'+) feet, more or less, to the intersection of the centerline of Meeting and Benefit Streets and an angle point;

thence turning and continuing along said centerline of Benefit Street a distance of fifty (50'+) feet, more or less, to a corner;

thence turning and running easterly along the present R-2 zone division line a distance of seventy (70'+) feet, more or less, to a corner;

thence turning and running southerly a distance of fifty (50'+) feet, more or less, to a point on the centerline of Meeting Street and an angle point;

thence turning and running in a south southeasterly direction a distance of seventy-five (75'+) feet, more or less to a corner;

thence turning and running in a westerly direction a distance of seventy (70'+) feet, more or less, to the point and place of beginning.

The two above described areas presently zoned as C-4 to be changed to an R-4 Multiple Dwelling Zone.

Also beginning at a point, said point being the intersection of the centerline of Canal and Lonsdale Streets;

thence running easterly along said centerline of Lonsdale Street a distance of one hundred ninety (190'+) feet, more or less to the intersection of the centerlines of Lonsdale and North Main Streets.

thence turning and running in a southerly direction along centerline of North Main Street a distance of thirty (30'+) feet, more or less, to the intersection of the centerlines of North Main and Meeting Streets and a corner;

thence turning and running in an easterly direction along the centerline of Meeting Street a distance of one hundred thirty (130'+) feet, more or less, to a corner;

thence turning and running in a northerly direction a distance of forty (40'+) feet, more or less, to a corner;

thence turning and running in an easterly direction a distance of five (5'+) feet, more or less to a corner;

thence turning and running northerly a distance of fifty (50'+) feet, more or less, to a corner;

thence turning and running in an easterly direction along the centerline of South Court Street a distance of seventy-five (75'+) feet, more or less, to the intersection of the centerlines of South Court and Benefit Streets and a corner;

thence turning and running southerly along the centerline of Benefit Street a distance of ninety-five (95'+) feet, more or less to the intersection of the centerlines of Meeting and Benefit Streets and an angle point;

thence turning and continuing along the centerline of Benefit Street a distance of two hundred (200'+) feet, more or less, to the intersection of the centerlines of Benefit and Thomas Streets and a corner;

thence turning and running in a westerly direction along said centerline of Thomas Street a distance of one hundred thirty-five (135'+) feet, more or less, to a corner;

thence turning and running in a northwesterly direction a distance of seventy (70'+) feet, more or less, to a corner;

thence turning and running southwesterly a distance of two hundred thirty-five (235'+) feet, more or less, to a point on the centerline of Canal Street and a corner;

thence turning and running along the centerline of Canal Street a distance of two hundred twenty-five (225'+) feet, more or less, to the point and place of beginning.

The above area presently being zoned as Part C-4 and Part R-4, to be changed to C-3 Downtown Commercial Zone.

Beginning at a point, said point being the intersection of the centerlines of Thomas and Benefit Streets;

thence running in a southeasterly direction along said centerline of Benefit Street a distance of one hundred thirty (130'+) feet, more or less, to an angle point;

thence turning and running in a southeasterly direction along said Benefit Street centerline a distance of twenty (20'+) feet, more or less to an angle point;

thence turning and running in a southeasterly direction along said Benefit Street centerline a distance of two hundred fifty (250'+) feet, more or less to an angle point;

thence turning and running in a southeasterly direction along said Benefit Street centerline a distance of one hundred sixty (160'+) feet more or less to the intersection of the centerlines of Benefit and Hopkins Street and a corner;

thence turning and running in a southwesterly direction along said Hopkins Street centerline a distance of fifty (50'+) feet, more or less, to a corner;

thence turning and running in a southeasterly direction along present R-2 zone division line a distance of fifty (50'+) feet, more or less to a corner;

thence turning and running in a southwesterly direction along said R-2 division line a distance of fifteen (15'+) feet, more or less to a corner;

thence turning and running in a southeasterly direction along said R-2 division line a distance of ninety (90'+) feet, more or less, to a corner;

thence turning and running in a southwesterly direction along said R-2 division line a distance of thirty (30'+) feet, more or less to a corner;

thence turning and running in a southeasterly direction along said R-2 division line a distance of sixty (60'+) feet, more or less, to a corner;

thence turning and running in a southwesterly direction along a line in part of R-2 and part C-4 division lines a distance of fifty (50'+) feet, more or less, to an angle point;

thence turning and running in a southeasterly direction along present C-4 division line zone a distance of sixty-five (65'+) feet, more or less, to a point on the centerline of South Main Street and a corner;

thence turning and running in a northwesterly direction along said centerline of South Main Street a distance of fifty (50'+) feet, more or less, to a corner;

thence turning and running in a northeasterly direction along present C-3 division line a distance of eighty (80'+) feet more or less to a corner;

thence turning and running in a northwesterly direction along said C-3 division line a distance of one hundred forty (140'+) feet, more or less to a point on the centerline of Hopkins Street and an angle point;

thence turning and continuing in a northwesterly direction along said C-3 division line a distance of one hundred seventy-five (175'+) feet, more or less, to a point on the centerline of College Street and an angle point;

thence turning and continuing in a northwesterly direction along said C-3 division line a distance of one hundred twenty-five (125'+) feet, more or less, to an angle point;

thence turning and continuing in a southwesterly direction across Waterman Street and along present C-3 division line zone a distance of two hundred ninety (290'+) feet, more or less to a point on the centerline of Thomas Street and a corner;

thence turning and running in an easterly direction along said centerline of Thomas Street a distance of one hundred forty (140'+) feet, more or less to the point and place of beginning.

The above area presently zoned as an R-4 zone to be changed to C-3 Downtown Commercial Zone.

Also beginning at a point, said point being located on the centerline of Planet Street;

thence running along said centerline of Planet Street a distance of fifteen (15'+) feet, more or less to a corner;

thence turning and running in a northwesterly direction along present C-4 zone division line a distance of two hundred thirty (230'+) feet, more or less, to an angle point;

thence turning and running in a northwesterly direction along said C-4 division line a distance of forty (40'+) feet, more or less, to a corner;

thence turning and running in a northeasterly direction a distance of ten (10'+) feet, more or less to a point on the westerly line of Lot 430 Assessor's Plat 12 and a corner;

thence turning and running along said line of Lot 430 and division line of the present R-2 zone a distance of thirty (30'+) feet, more or less to a point on the southerly line of said Lot 430 and a corner;

thence turning and running in a northeasterly direction along said southerly line of Lot 430 a distance of forty-five (45'+) feet, more or less, to a point on the westerly line of Lot 136 on said Assessor's Plat 12 and a corner;

thence turning and running in a southeasterly direction along said westerly line of Lot 136 and said R-2 division line a distance of thirty-five (35'+) feet, more or less to the northeasterly corner of Lot 126 and an angle point;

thence turning and running along the westerly line of Lot 126 and R-2 division line a distance of twenty-five (25'+) feet, more or less, to a corner;

thence turning and running along Lot 126 a distance of ten (10'+) feet, more or less to a corner;

thence turning and running in a southeasterly direction along said westerly line of Lot 126 and part of westerly line of Lot 135 a distance of eighty (80'+) feet, more or less, to a point on the northwesterly corner of Lot 303 and an angle point;

thence turning and running in a southerly direction along the westerly line of Lot 303 and said R-2 division line a distance of thirty-five (35'+) feet, more or less, to an angle point;

thence turning and continuing along said westerly line of Lot 303 a distance of seventy (70'+) feet, more or less to the point and place of beginning.

The above area presently a R-4 zone to be changed to a C-4 Heavy Commercial Zone.

Beginning at a point, said point being the angle point of the centerline of Wickenden Street;

thence running in a northwesterly direction along said centerline of Wickenden Street, a distance of three hundred fifty (350'+) feet, more or less, to an angle point;

thence turning and continuing in a northwesterly direction along said centerline of Wickenden Street a distance of one hundred (100'+) feet, more or less, to the intersection point of the centerlines of Wickenden and South Main Streets;

thence turning and continuing in a northwesterly direction along said centerline of South Main Street, a distance of three hundred twenty-five (325'+) feet, more or less, to an angle point;

thence turning and continuing in a northwesterly direction along the centerline a distance of fifty-five (55'+) feet, more or less to an angle point;

thence turning and continuing in a northwesterly direction along said centerline of South Main Street a distance of two hundred thirty (230'+) feet, more or less, to the intersection of the centerline of South Main and Power Streets and a corner;

thence turning and running in a northeasterly direction along said centerline of Power Street a distance of eighty-five (85'+) feet, more or less to a corner;

thence turning and running in a southeasterly direction bounded in part of R-2 zoning division line and part on R-4 zoning division lines a distance of two hundred (200'+) feet, more or less to an angle point.

thence turning and continuing in a southeasterly direction crossing Williams Street and along R-4 division line a distance of two hundred seventy (270'+) feet, more or less to the centerline of James Street and a corner;

thence turning and running in an easterly direction along said centerline of James Street, a distance of twenty (20'+) feet, more or less to a point on the division line of the present R-2 zone and a corner;

thence turning and running in a southeasterly direction along said R-2 zoning division line a distance of seventy-five (75'+) feet, more or less to a corner;

thence turning and running in an easterly direction along said R-2 division line a distance of ninety (90'+) feet, more or less to a corner;

thence turning and running in a southerly direction along said R-2 division line a distance of seventy-five (75'+) feet, more or less, to a point on the centerline of Transit Street and a corner;

thence turning and running in a westerly direction along said centerline of Transit Street a distance of thirty-five (35'+) feet, more or less, to a corner;

thence turning and running in a southeasterly direction along said R-2 division line a distance of one hundred (100'+) feet, more or less, to a corner;

thence turning and running in a northeasterly direction a distance of twenty-five (25'+) feet, more or less, to a corner;

thence turning and running in an easterly direction along said R-2 division line a distance of twenty-five (25'+) feet, more or less, to a corner;

thence turning and running in a southeasterly direction along said R-2 division line, a distance of thirty (30'+) feet, more or less, to a corner;

thence turning and running in a southwesterly direction along said division line a distance to five (5'+) feet, more or less to a corner;

thence turning and running in a southeasterly direction along said division line a distance of twenty-five (25'+) feet more or less, to a corner;

thence turning and running in a southeasterly direction a distance of five (5'+) feet more or less to a corner;

thence turning and running in a southwesterly direction along said division line a distance of ten (10'+) feet, more or less, to a corner;

thence turning and running in a southeasterly direction along said division line a distance of thirty-five (35'+) feet, more or less to a corner;

thence turning and running in a northeasterly direction along said division line a distance of sixty (60'+) feet, more or less, to a point on the centerline of Benefit Street and a corner;

thence turning and running in a southeasterly direction along said centerline of Benefit Street a distance of ten (10'+) feet, more or less, to a corner;

thence turning and running in a southwesterly direction along said R-2 division line a distance of forty-five (45'+) feet more or less to an angle point;

thence turning and running in a southerly direction along said division line a distance of ten (10'+) feet, more or less to a corner;

thence turning and running in a southeasterly direction along said division line a distance of thirty-five (35'+) feet, more or less to a corner;

thence turning and running in a northeasterly direction along said division line, a distance of fifty (50'+) feet, more or less to a point on the centerline of Benefit Street and a corner;

thence turning and running in a southeasterly direction along said centerline of Benefit Street a distance of one hundred fifty (150'+) feet, more or less to the intersection of the centerlines of Benefit and Wickenden Street and a corner;

thence turning and running in a southwesterly direction along said centerline of Wickenden St. a distance of eighty (80'+) feet, more or less to the point and place of beginning.

The above described area presently zoned as C-4 to be changed to R-4 Multiple Dwelling Zone.

Also beginning at a point, said point being located on the centerline of Power Street and being the southeasterly corner or area herein described;

thence running along said centerline of Power Street a distance of seventy (70'+) feet, more or less to the intersection of the centerlines of Well and Power Streets and an angle point;

thence turning and running in a southwesterly direction continuing along said centerline of Power Street a distance of twenty (20'+) feet, more or less to a corner;

thence turning and running in a northwesterly direction bounded southwesterly by present C-4 zone division line, a distance of one hundred forty-five (145'+) feet, more or less to a point on the centerline of Planet Street and a corner;

thence turning and running in a northeasterly direction along said centerline of Planet Street a distance of seventy-five (75'+) feet, more or less to a corner;

thence turning and running in a southeasterly direction bounded northeasterly by the present R-2 zone division line a distance of seventy-five (75'+) feet, more or less to a corner;

thence turning and running in a southwesterly direction along said R-2 division line a distance of ten (10'+) feet, more or less to a corner;

thence turning and running in a southeasterly direction along said R-2 division line a distance of ninety (90'+) feet, more or less to the point and place of beginning.

The above described area presently zoned R-4 to be changed to C-4 Heavy Commercial Zone.

Beginning at a point said point being the centerline of Wickenden Street;

thence running in a northerly direction bounded in part westerly by Lot 213 on Assessor's Plat 16 a distance of one hundred ten (110'+) feet, more or less to the southerly line of Lot 443 on said Assessor's Plat 16, and a corner;

thence turning and running in an easterly direction bounded northerly by said Lot 443 a distance of fifty (50'+) feet, more or less to the westerly line of Lot 479 on Assessor's Plat 16, and a corner;

thence turning and running in a southerly direction bounded easterly by said Lot 479 a distance of one hundred ten (110'+) feet, more or less to a point on the centerline of said Wickenden Street;

thence turning and running in a westerly direction along said centerline a distance of fifty (50'+) feet, more or less to the point and place of beginning.

The above described Area presently zoned as C-4 to be changed to C-2 General Commercial Zone.

Beginning at a point, said point being the intersection of the centerline of Wickenden and Ives Streets;

thence running northerly along said centerline of Ives Street a distance of seventy-five (75'+) feet, more or less to a corner;

thence turning and running in an easterly direction bounded northerly in part of Lot 557 on Assessor's Plat 17 a distance of seventy (70'+) feet, more or less to a point on the westerly line of Lot 485 on said Assessor's Plat 17, and a corner;

thence running in a southerly direction bounded easterly by said Lot 485 a distance of seventy-five (75'+) feet, more or less to a point on the centerline of said Wickenden Street and a corner;

thence turning and running in a westerly direction along last said centerline a distance of seventy (70'+) feet, more or less to the point and place of beginning.

The above described area presently zoned C-2 to be changed to a C-1 Limited Commercial Zone.

SECTION 2. This ordinance shall take effect upon its passage.

IN CITY COUNCIL

DEC 5 1974
FIRST READING
READ AND PASSED

Vincent Cuspid
CLERK

IN CITY
COUNCIL

DEC 19 1974
FINAL READING
READ AND PASSED

Vincent Cuspid
PRESIDENT
CLERK

APPROVED

MAYOR
Joseph A. Horley
DEC 20 1974

IN CITY COUNCIL

JUL 1 1 1974
FIRST READING
REFERRED TO COMMITTEE ON

ORDINANCES

2 minor changes.
CLERK

*Councilman Speed
and Councilman Wangen,
by request*

IN CITY COUNCIL
READ AND PASSED
FIRST READING

IN CITY COUNCIL
THE COMMITTEE ON
ORDINANCES
DOES hereby
report to the
City Council
that it has
passed the
following
Ordinance

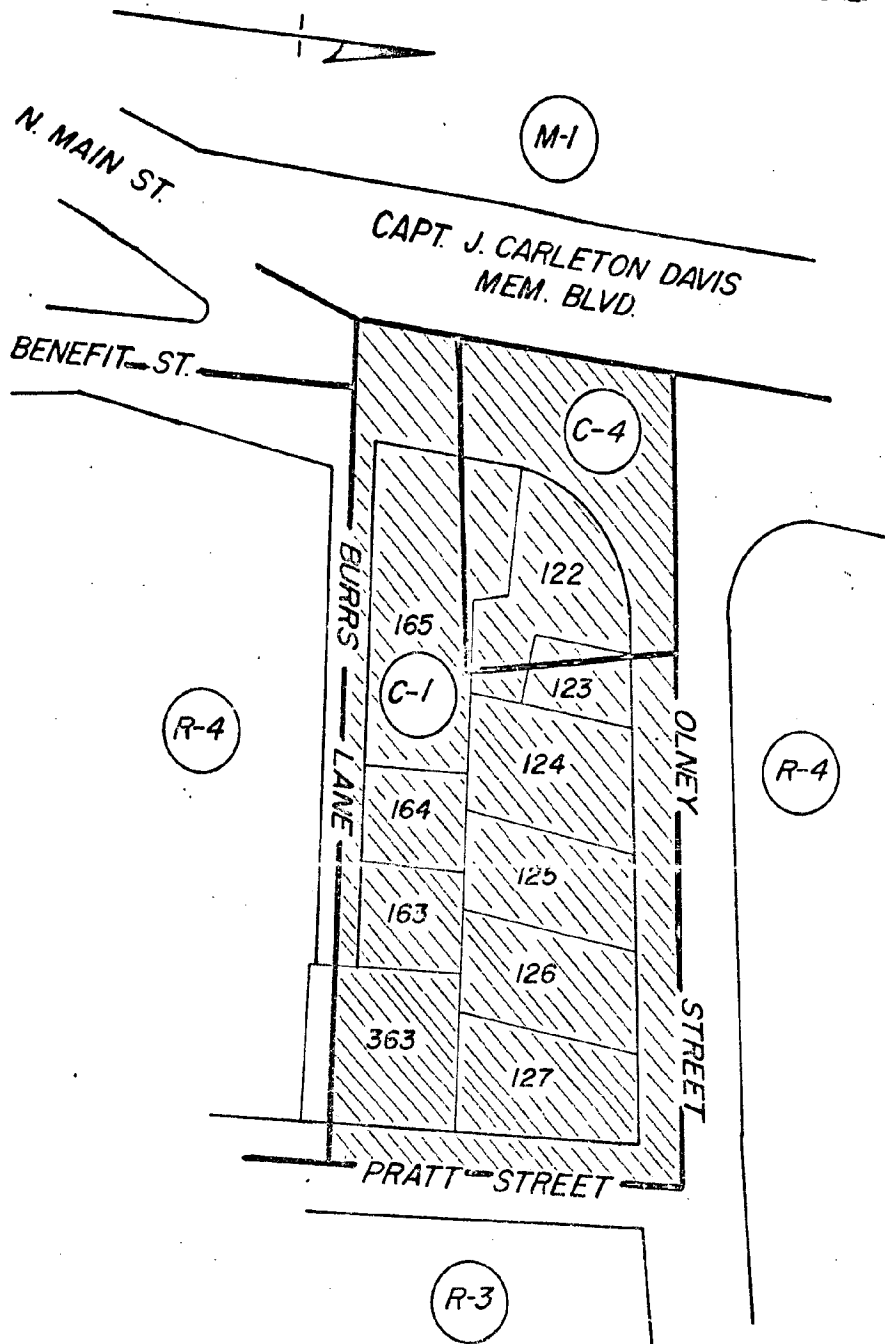
2 minor changes
Clerk
Proctor 2/14/74

FILED
JUN 21 9 27 AM '74
DEPT. OF CITY CLERK
PROVIDENCE, R.I.

Zoning Change No.

Cross-Hatched Area To Be Changed
From A C-4 Heavy Commercial Zone
And A C-1 Limited Commercial Zone
To An R-4 Multiple Dwelling Zone

PROVIDENCE, R. I.
P. W. DEPT. - ENGINEERING OFFICE
CITY PROPERTY SECTION
Plan No. _____
Date April 15, 1974



Lot Numbers From Assessor's Plat 9

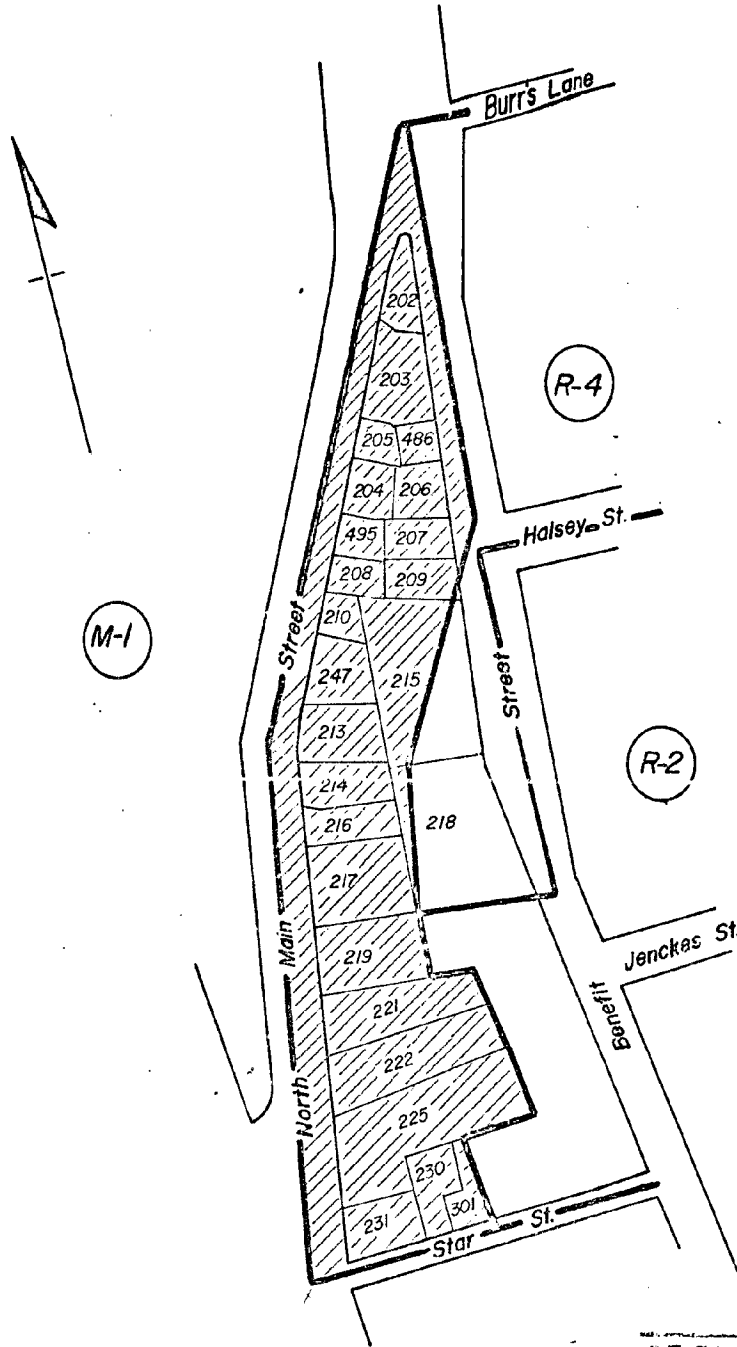
CITY OF PROVIDENCE, R. I.	
Public Works Dept.	Engineering Office
Showing Zoning Change No. _____	
Drawn by Dennis	Checked by A.P.
Scale 1"=80'	Date April 15, 1974
Corru. <i>[Signature]</i> Associates, Inc.	
Approved <i>[Signature]</i> CHIEF ENGINEER	

Zoning Change No.

Cross-Hatched Area To Be Changed
From A C-2 General Commercial Zone
To An R-4 Multiple Dwelling Zone

PROVIDENCE, R. I.
P. DEPT. - ENGINEERING OFFICE
CITY PROPERTY SECTION

Plan No. _____
Date April 11, 1974

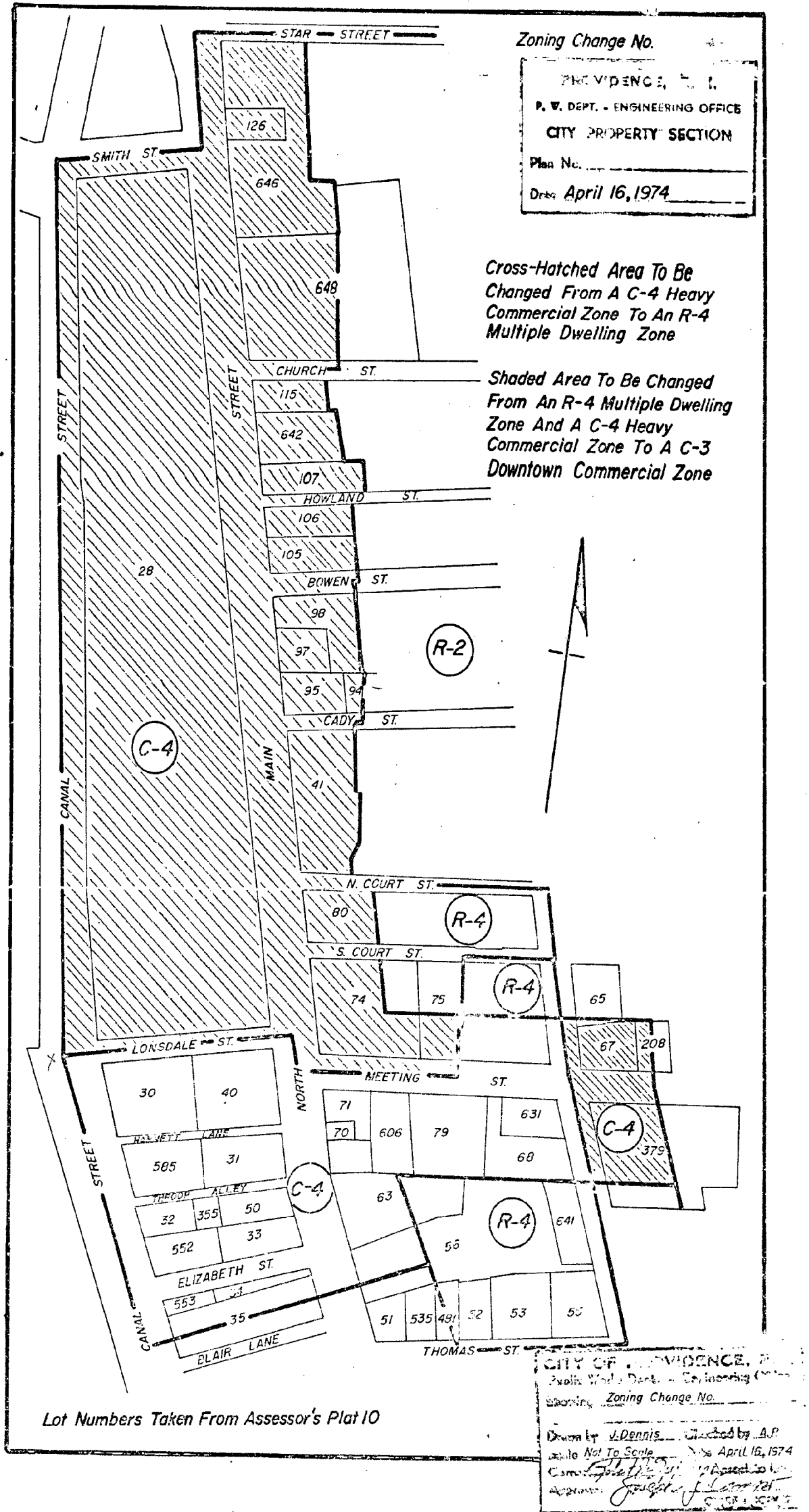


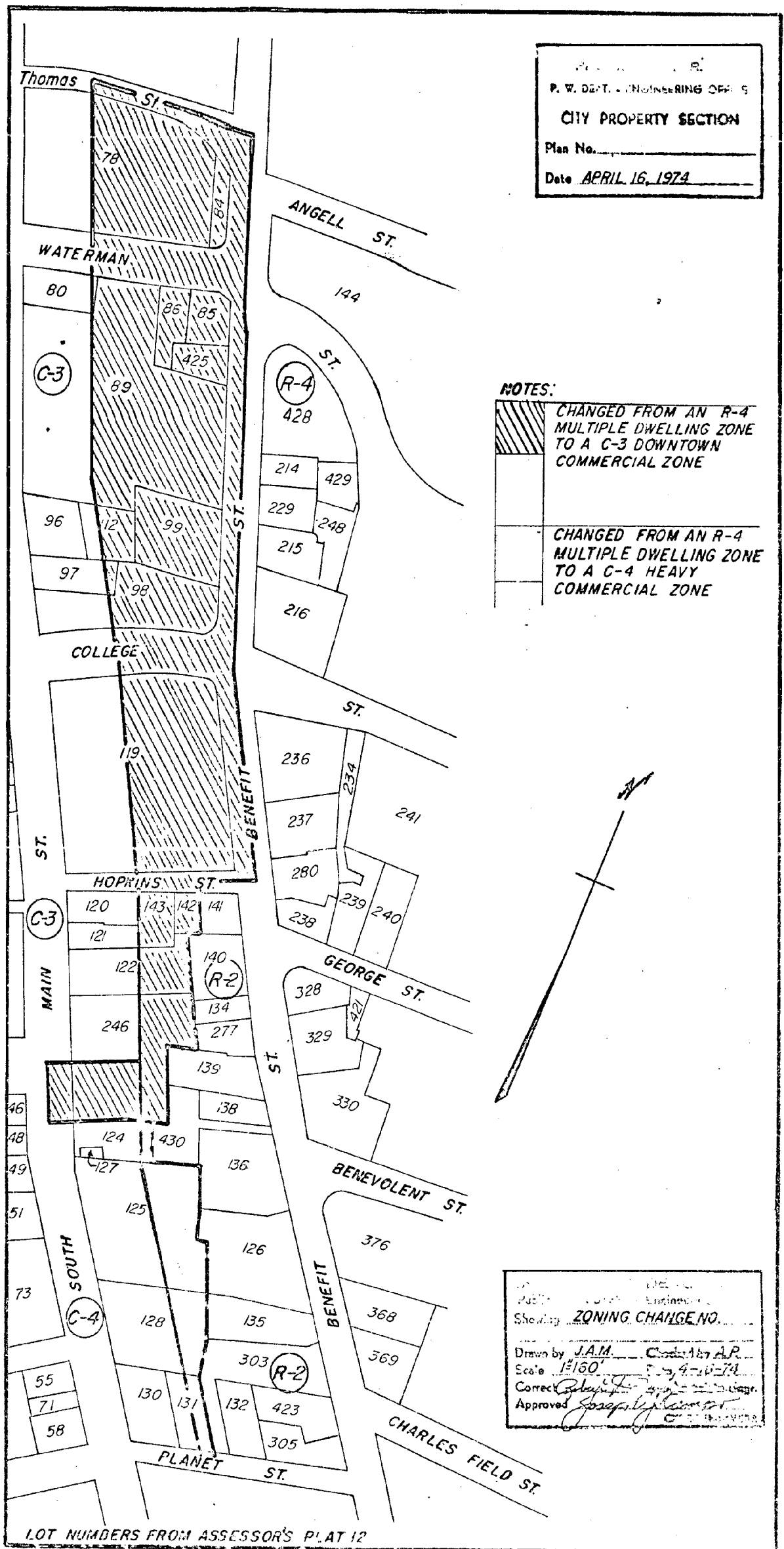
Lot Numbers From Assessor's Plat 3

CITY OF PROVIDENCE, R. I.
Public Works Dept. - Engineering Office
Showing Zoning Change No. _____
Drawn by Dennis _____
Scale Not To Scale _____
Comm. by _____
Approved _____
Date April 11, 1974

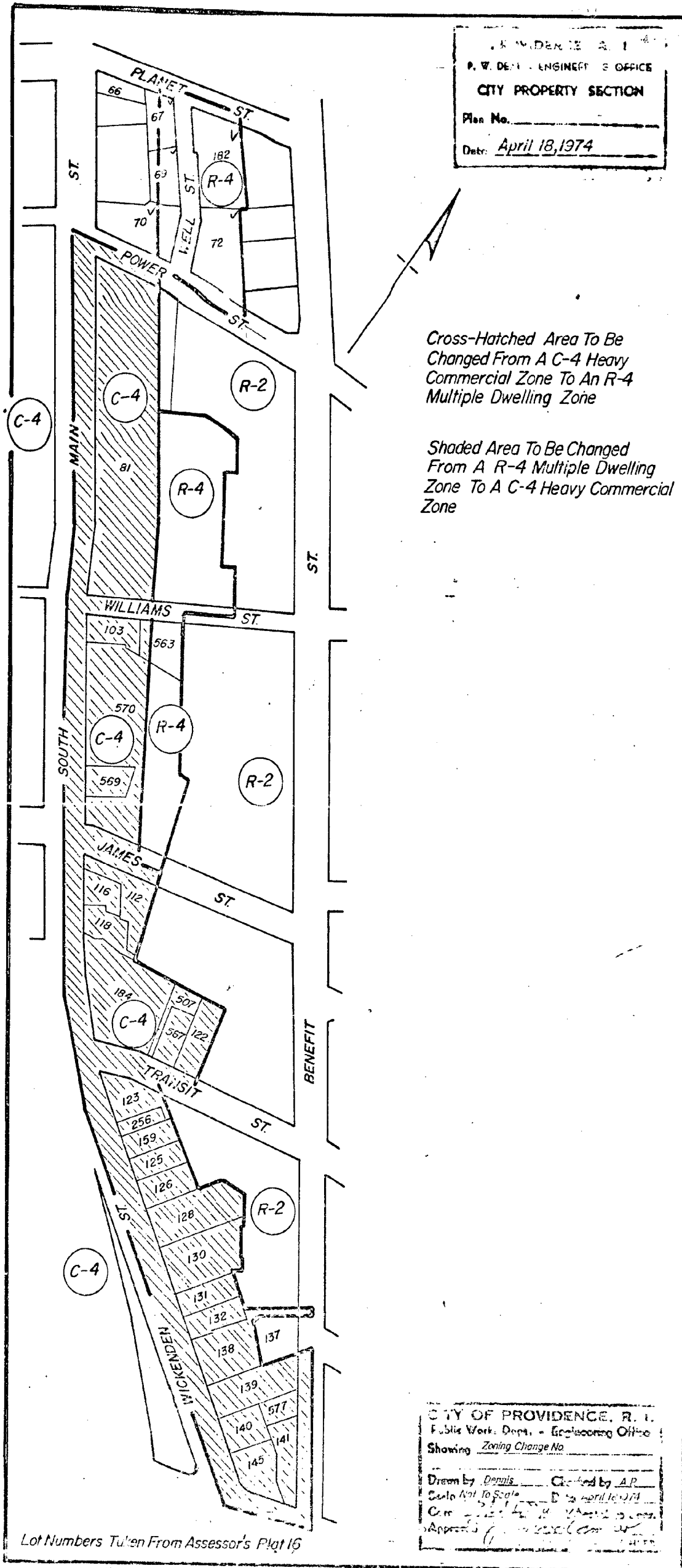
PROVIDENCE, R. I.
P. O. DEPT. - ENGINEERING OFFICE
CITY PROPERTY SECTION
Plan No. _____
Date April 16, 1974

- Shaded Area To Be Changed From An R-4 Multiple Dwelling Zone And A C-4 Heavy Commercial Zone To A C-3 Downtown Commercial Zone





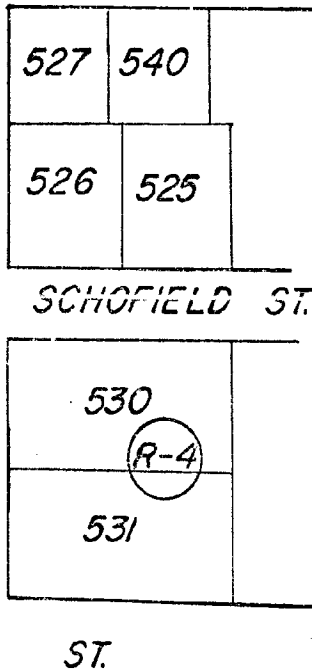
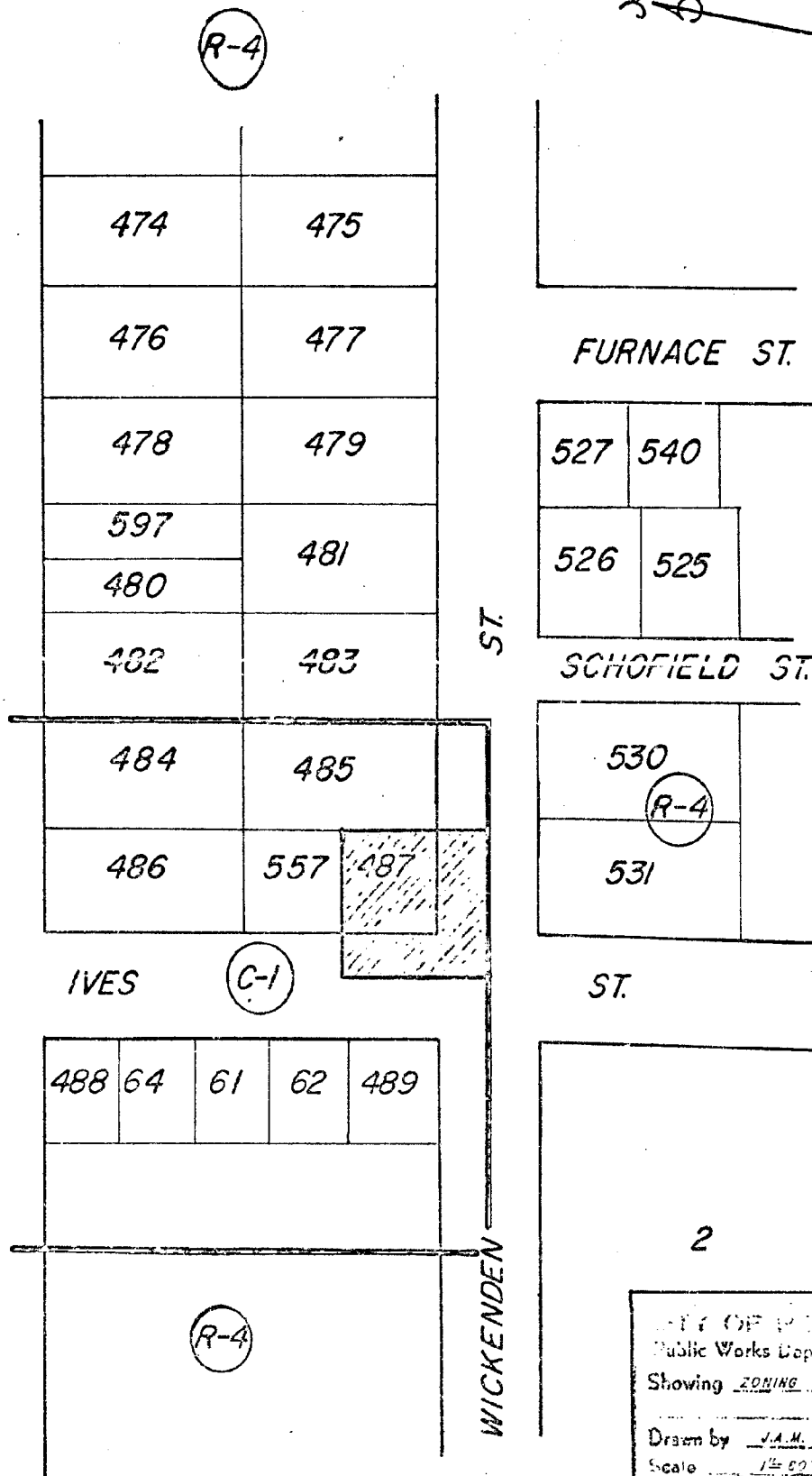
PROVIDENCE, R. I.
 P. W. DEPT. - ENGINEERING OFFICE
 CITY PROPERTY SECTION
 Plan No. _____
 Date: April 18, 1974



CITY OF PROVIDENCE, R. I.
 Public Works Dept. - Engineering Office
 Showing Zoning Change No.
 Drawn by Dennis Checked by A.P.
 Scale Not To Scale Date April 16, 1974
 Approved [Signature]

NOTE: CROSSHATCHED AREA TO BE
CHANGED FROM A C-2
GENERAL COMMERCIAL ZONE
TO A C-1 LIMITED
COMMERCIAL ZONE

PROVIDENCE, R. I.
CITY DEPT. OF ENGINEERING OFFICE
CITY PROPERTY SECTION
Plan No. _____
Date 4-16-74

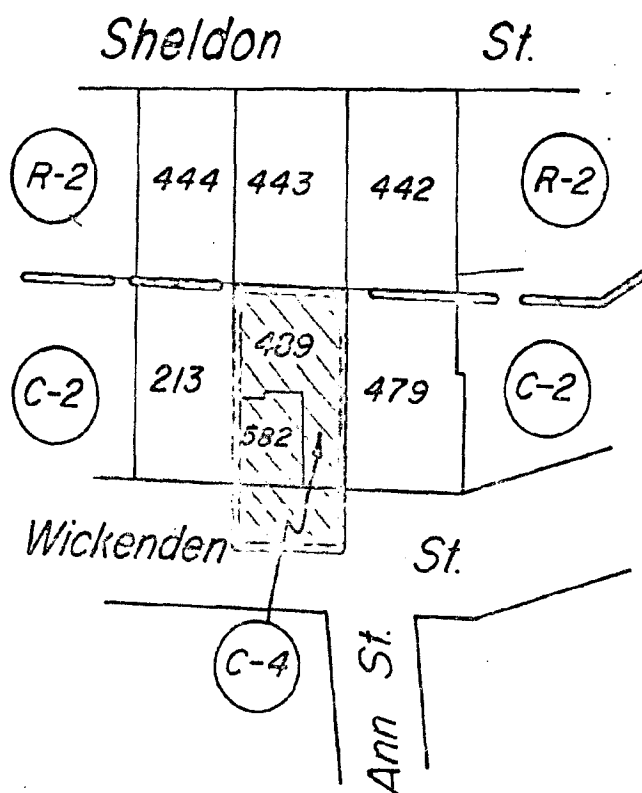


CITY OF PROVIDENCE
Public Works Dept. - Engineering Office
Showing ZONING CHANGE NO. _____
Drawn by J.A.M. Checked by A.P.
Scale 1" = 50' Date 4-16-74
Corrected by J.A.M. Checked by A.P.
Approved J.A.M. Checked by A.P.

LOT NUMBERS FROM ASSESSOR'S PLAT 17

Zoning Change No.

PROVIDENCE, R. I.	
P. W. DEPT. - ENGINEERING OFFICE	
CITY PROPERTY SECTION	
Plan No.	
Date	May 9, 1974



Cross-Hatched Area To Be Changed
From A C-4 Heavy Commercial Zone
To A C-2 General Commercial Zone

Lot Numbers From Assessor's Plat 16

CITY OF PROVIDENCE, R. I.	
Public Works Dept. - Engineering Office	
Showing Zoning Change No.	
Drawn by Donofrio	Checked by A.P.
Scale Not To Scale	Date May 9, 1974
Corrected by	
Approved	

STANLEY P. BLACHER
Chairman

JOHN RAO, JR.
Vice Chairman

ROBERT H. DIAMOND

RAYMOND J. DEVITT, JR.

SHELDON L. GERBER

CHARLES A. PISATURO

EDWARD W. XAVIER

STANLEY BERNSTEIN
Secretary

VINCENT PALLOZZI
Executive Director

MAYOR JOSEPH A. DOORLEY, JR.
Ex-Officio



PROVIDENCE REDEVELOPMENT AGENCY

June 20, 1974

Mr. Vincent Vespia
City Clerk
City Hall
Providence, R. I.

Re: Ordinance - Proposing to Rezone Certain
Lots Within the East Side Renewal Project
R. I. R-4

Dear Mr. Vespia:

Transmitted herewith is an original and five (5) copies of a ordinance to rezone certain lots within the East Side Project Area. The rezoning of these lots will complete all of the rezoning as per the Official Redevelopment Plan for the East Side Project which was previously approved by the City Council.

It is respectfully requested that this ordinance be placed on the Docket for the City Council meeting of July 11, 1974.

Very truly yours,

Vincent Pallozzi,
Executive Director

VP/rb
rhy
Enclosure