The City of Providence

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

CHAPTER

No. 103 AN ORDINANCE APPROVING AND ADOPTING THE OFFICIAL REDEVELOPMENT PLAN FOR THE MASHAPAUG POND REDEVELOPMENT PROJECT

Approved December 2, 1960

Be it ordained by the City of Providence:

WHEREAS, the Providence Redevelopment Agency (hereafter sometimes called the "Agency") pursuant to the provisions of Title 45, Chapters 31-33 (inclusive) of the General Laws of Rhode Island, 1956, as amended, entitled "Redevelopment act of 1956", has formulated and submitted to the City Council on August 4, 1960 for its consideration, a Redevelopment Plan for a project area which said redevelopment plan is entitled "Mashapaug Pond Redevelopment Plan" and comprises a report consisting of text and maps; and

WHEREAS, a general plan has been prepared by the City Plan Commission and is recognized and used as a guide for the general development of the City of Providence as a whole; and

WHEREAS, the said redevelopment plan concerns itself with an area which has been designated "Redevelopment Area A-1" by the City Council of the City of Providence by Chapter 103 of the Ordinances of the City of Providence, approved July 6, 1948, as amended by Chapter 1367 of the Ordinances of the City of Providence, approved, October 21, 1960 in conformity with the provisions of Section 22 of Chapter 1802 of the Public Laws of Rhode Island of 1946, as amended, and Title 45, Chapter 32, Section 4 of the General Laws of Rhode Island, 1956, as amended; and

WHEREAS, a copy of said Redevelopment Plan was transmitted to the City Plan Commission on August 1, 1960; and

WHEREAS, the City Plan Commission, which is the duly designated and acting official planning body for the City, has submitted to the City Council its report and recommendations respecting the Redevelopment Plan for the Project Area and has certified that said Redevelopment Plan conforms to the said general plan for the City as a whole, and the City Council has duly considered said report, recommendation and certification of the planning body; and

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WHEREAS, the Plan indicates that an inspection of the dwelling units in the area by trained housing inspectors, using the "Appraisal Method for Measuring the Quality of Housing" developed by the American Public Health Association and recommended for use by the United States Public Health Service indicates that the area is a deteriorated blighted area under the provisions of Title 45, Chapter 31, Section 8 (4) based upon the following characteristics:

a. Housing Quality: 37.5 per cent of the structures in the Project Area are classified as substandard, based upon objective standards established by the American Public Health Association.

b. Deterioration: On a deterioration index, which refers to maintenance of the structure, of 260 dwelling units inspected:

13.8 per cent are considerably deteriorated,
42.2 per cent are seriously deteriorated,
32.3 per cent are extremely deteriorated.

c. Age: In 1940, 92.7 per cent of the dwelling units were in structures built before 1919, and 69.2 per cent of the dwelling units were in structures built before 1900. It is estimated that today, 60 per cent of all structures in the area were built before 1900.

d. Obsolescence: 46 per cent of the dwelling units are in structures that have no central heating.

e. Overcrowding: 3.4 per cent of the dwelling units have more than 1.51 persons per room, according to 1950 Census data. This is a higher rate of overcrowding than for the city as a whole and for the West Elmwood neighborhood of which the Project Area is a part.

f. Defective design or insanitary or unsafe character or conditions of physical construction: Of 260 dwelling units inspected:

50 per cent are considerably lacking facilities,
18 per cent are seriously lacking facilities,
7 per cent are extremely lacking facilities.

g. Sanitation: Of the dwelling units inspected in the 50 per cent sample survey:

1.5 per cent have no private toilet,
26.9 per cent have no inside piped hot water,
8.8 per cent have no bath,
27.0 per cent lack connections to the public sanitary sewer system.

h. Defective and inadequate street layout: There are 4 2/3 miles of streets, of which 3.2 miles or 68.5 per cent are unpaved.

There are 840 feet of streets platted with a right-of-way of only 20 feet.

There are 28 blocks less than 500 feet long.

i. Defective or inadequate lot layout: 87.8 per cent of the lots are under 5,000 square feet. There are 24 lots of unusual shape or size, or without access to public streets.

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j. Mixed character or shifting uses: Commercial uses dropped from slightly over two acres to slightly over one acre in the period 1946-1960, the changes occurring generally in the closing of neighborhood businesses and in a shift to industrial uses. Over the same period, industrial uses increased one acre. All industrial uses, except one, are located in the same blocks with residential uses.

k. Indices of potential social breakdown:

Welfare cases:	1.19 times the city's incidence of public assistance receipts
Venereal Disease:	2.52 times the city's incidence of venereal disease
Juvenile Delinquency:	1.55 times the city's incidence of boys confined; and

WHEREAS, the Plan indicates that an inspection of the dwelling units in the area by trained housing inspectors, using the "Appraisal Method for Measuring the Quality of Housing" developed by the American Public Health Association and recommended for use by the United States Public Health Service indicates that the area is an arrested blighted area under the provisions of Title 45, Chapter 31, Section 8 (5) based upon the following characteristics:

a. Topography requiring unduly expensive grading: There are steep slopes from Lakeview Drive to the brook and Pond, steep slopes from Pleasant View and Lowe Avenues to the Pond, a considerable depression around Balch Street and steep slopes south of Pinckney Street. Construction of the platted street network at statutory or proposed grades to provide proper drainage and utilities would require costly structural changes to 60 buildings.

b. Obsolete, faulty and inappropriate platting: Most of the platting took place between 1856 and 1900. There are many instances of obsolete, faulty and inappropriate platting:

The area devoted to platted streets is unduly large by modern platting standards.
There are 24 instances where one small lot faces on two parallel streets.
There are some platted streets which have not been opened, due to topography.
There are 4 intersections at extremely acute angles.
There are 3 intersections offset less than 125 feet.
There are 16 dead-end streets.

c. Deterioration of site improvements: Of 7,761 linear feet of paved streets, 2,297 feet (30 per cent) should be resurfaced over the existing pavement and 1,480 linear feet (19 per cent) should be torn up and completely rebuilt.

d. Inadequacy of utilities: To bring the Project Area up to reasonable service standards observed in Providence for a residential development, there will be needed:

17,444 feet of new lines of sanitary sewers,
1,356 feet of force main
5,490 feet of new water lines,

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10,500 feet of storm sewers,
20 new street lights,
66,998 square yards of new paving.

e. Diversity of ownership of plats: There are 804 lots and 415 land owners, or 1.9 lots per owner. This ratio is so low as to make ordinary operations of private enterprise unlikely to initiate redevelopment within the area.

f. Tax Delinquencies: 14.5 per cent of all tax delinquent lots in the city occur in the Project Area. 26 lots listed as delinquent have been held by the City since 1940 and before. The rate of tax delinquencies in the Project Area is 8.8 times as high as the rate for the entire city.

WHEREAS, the Redevelopment Act of 1956 requires that the redevelopment plan for the project area be approved by the governing body of the locality in which the project is situated and that such approval include findings by the governing body that (1) the financial aid is necessary to enable the land within the project area to be redeveloped in acoordance with the redevelopment plan; (2) the redevelopment plans for the redevelopment areas in the locality will afford maximum opportunity, consistent with the sound needs of the locality as a whole, for the redevelopment of such areas by private enterprise; and (3) the redevelopment plan conforms to a general plan for the development of the locality as a whole; and

WHEREAS, there has also been presented to the City Council information and data respecting redevelopment plans for the redevelopment areas in the City of Providence including the following: Capital Improvement Programs for 1950-1956, 1951-1957, 1952-1958, 1953-1959, 1954-1960, 1955-1961, 1956-1962, 1957-1963, 1958-1964, and 1959-1965 and the Annual Reports of the Providence Redevelopment Agency for 1948 through 1959 (inclusive); and

WHEREAS, at a public hearing held on September 19, 1960, following notice of the date, time, place and purpose of such hearing, the City Council Committee on Ordinances and Committee on Public Works duly considered the Redevelopment Plan, and all evidence and testimony for and against the adoption of such Plan, in accordance with the provisions of the "Redevelopment act of 1956"; and

WHEREAS, said Redevelopment Plan for the Project Area prescribes certain land uses for the Project Area, and will require, among other things, the widening, vacation and removal of streets, the construction and installation of streets, storm and sanitary sewers, and curbings and sidewalks grading and other public facilities and other public actions; and

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WHEREAS, it is necessary that the City Council take appropriate official action respecting the Redevelopment Plan for the Project, in conformity with the requirements of the "Redevelopment act of 1956".

NOW, THEREFORE, BE IT ORDAINED by the CITY OF PROVIDENCE:

1. The Project is hereby designated as "Mashapaug Pond Redevelopment Project Area" (hereinafter sometimes called the "Area").

2. It is hereby found and determined that for the purposes of the Redevelopment Plan the "Area" comprises that certain tract of land situated in the City of Providence and State of Rhode Island, which is bounded and described in Exhibit A, which is attached hereto and made a part hereof as if more fully set forth herein.

3. It be and hereby is found and determined in relation to the "Area" on the basis of the facts set forth in the reports and documents mentioned in the Preamble of this Ordinance and upon the basis of evidence and testimony presented at the public hearing on said plan:

(a) That within the "Area":

1. 37.5 per cent of the structures in the Project Area are classified as substandard, based upon objective standards established by the American Public Health Association.
2. On a deterioration index, which refers to maintenance of the structure, of 260 dwelling units inspected:

   a. 13.8 per cent are considerably deteriorated,
   b. 42.2 per cent are seriously deteriorated,
   c. 32.3 per cent are extremely deteriorated.

3. In 1940, 92.7 per cent of the dwelling units were in structures built before 1919, and 69.2 per cent of the dwelling units were in structures built before 1900.

4. 46 per cent of the dwelling units are in structures that have no central heating.

5. 3.4 per cent of the dwelling units have more than 1.51 persons per room, according to 1950 Census data. This is a higher rate of overcrowding than for the city as a whole and for the West Elmwood neighborhood of which the Project Area is a part.

6. Of 260 dwelling units inspected,

   a. 50 per cent are considerably lacking facilities,
   b. 18 per cent are seriously lacking facilities,
   c. 7 per cent are extremely lacking facilities.

7. Of the 305 dwelling units inspected in the survey,

   a. 1.5 per cent have no private toilet,
   b. 26.9 per cent have no inside piped hot water,
   c. 8.8 per cent have no bath,
   d. 27.0 per cent lack connections to the public sanitary sewer system.

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8. There are 4 2/3 miles of streets, of which 3.2 miles or 68.5 per cent are unpaved.

9. There are 840 feet of streets platted with a right-of-way of only 20 feet.

10. There are 28 blocks less than 500 feet long.

11. 87.8 per cent of the lots are under 5,000 square feet.

12. There are 24 lots of unusual shape or size, or without access to public streets.

13. Commercial uses dropped from slightly over two acres to slightly over one acre in the period 1946-1960, the changes occurring generally in the closing of neighborhood businesses and in a shift to industrial uses. Over the same period, industrial uses increased one acre. All industrial uses, except one, are located in the same blocks with residential uses.

14. The incidence of venereal disease cases are disproportionately higher than in the City as a whole.

15. The incidence of training school admissions are proportionately higher than in the City as a whole.

16. That the incidence of general public assistance cases are proportionately higher than in the City as a whole.

17. It is not any one of the factors listed above, but their combination which indicates that an area is substandard and which is conducive to its continuing decline until it will become a slum blighted area.

(b) That within the "Area"; it is further found that:

1. There are steep slopes from Lakeview Drive to the brook and Pond, steep slopes from Pleasant View and Lowe Avenues to the Pond, a considerable depression around Balch Street and steep slopes south of Pinckney Street.

2. Construction of the platted street network at statutory or proposed grades to provide proper drainage and utilities would require costly structural changes to 60 buildings.

3. Most of the platting took place between 1856 and 1900.

4. There are many instances of obsolete, faulty and inappropriate platting.

5. The area devoted to platted streets is unduly large by modern platting standards.

6. There are 24 instances where one small lot faces on two parallel streets.

7. There are some platted streets which have not been opened, due to topography.

8. There are 4 intersections at extremely acute angles.

9. There are 3 intersections offset less than 125 feet.

10. There are 16 dead-end streets.

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11. Of 7,761 linear feet of paved streets, 2,297 feet (30 per cent) should be resurfaced over the existing pavement and 1,480 linear feet (19 per cent) should be torn up and completely rebuilt.

12. To bring the Project Area up to reasonable service standards observed in Providence for a residential development, there will be needed:

    a. 17,444 feet of new lines of sanitary sewers,
    b. 1,356 feet of force main,
    c. 5,490 feet of new water lines,
    d. 10,500 feet of storm sewers,
    e. 20 new street lights,
    f. 66,998 square yards of new paving.

13. There are 804 lots and 415 land owners, or 1.9 lots per owner.

14. This ratio is so low as to make ordinary operations of private enterprise unlikely to initiate redevelopment within the area.

15. 14.5 per cent of all tax delinquent lots in the city occur in the Project Area.

16. 26 lots listed as delinquent have been held by the city since 1940 and before.

17. The rate of tax delinquencies in the Project Area is 8.8 times as high as the rate for the entire city.

18. The combination of all these factors shows conclusively that the Project Area constitutes an impairment to the sound growth of the city and that the Project Area would be unduly expensive for redevelopment by private enterprise.

4. It be and hereby is found and determined that said facts determine that because of the existence of numerous conditions of dilapidation, deterioration, obsolescence, inadequate provision for sanitation, insanitary and unsafe character and condition of physical construction, mixed character of uses which injuriously affect the entire area, and are conducive to the further deterioration and decline of the area to the point where it may become a slum blighted area and are detrimental to the public health, safety, morals and welfare of the inhabitants of the area and of the community generally, said Project Area is a blighted and substandard area within the meaning of Sections 2-8 (inclusive) of Chapter 31 of the "Redevelopment act of 1956" and that Area is hereby determined to be a blighted and substandard area.

5. It be and hereby is found that the Area requires clearance, replanning, redevelopment and improvement under the provisions of the "Redevelopment act of 1956".

6. It be and hereby is declared to be the purpose and intent of this body to eliminate the blighted and substandard conditions existing in the Area and the replacement of such conditions by a well-planned area in accordance with and by the means provided in the "Redevelopment act of 1956".

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7. It is hereby found, declared and determined that:

(a) The Redevelopment Plan for Mashapaug Pond Redevelopment Project Area will redevelop said Project Area in conformity with the provisions of the "Redevelopment act of 1956", will effectuate the purposes and policy of such Act; and will promote the public health, safety, morals and welfare of the City of Providence.

(b) The Redevelopment Plan for said Project Area conforms to the general or master plan for the City of Providence as a whole.

(c) The Redevelopment Plan for said Project Area is feasible and the financial aid provided and to be provided by the City of Providence is necessary to enable the land in the Project Area to be redeveloped in accordance with the Redevelopment Plan for the Project Area.

(d) The acquisition of the real property in accordance with said Plan for the Mashapaug Pond Redevelopment Project Area is in the public interest.

(e) Adequate provision for payment for property which may be acquired by the exercise of eminent domain has been made in the Redevelopment Plan.

(f) The Redevelopment Plan contains adequate safeguards to assure the carrying out of the work of redevelopment in accordance with the Redevelopment Plan.

(g) The Redevelopment Plan provides for the retention of controls and the establishment of restrictions and covenants which may run with the land.

(h) The Redevelopment Plan will afford maximum opportunity, consistent with the sound needs of the City as a whole, for the redevelopment of other areas of the City by private enterprise.

8. The Providence Redevelopment Agency shall sell, lease or dispose of land in the project area only in accordance with the terms of the redevelopment plan and subject to the restrictions, covenants and conditions set forth therein and which are hereby found and declared to be necessary to effectuate the purposes of the "Redevelopment act of 1956".

9. In enacting this Ordinance, the City Council intends to comply with the provisions of the "Redevelopment act of 1956" which relate to adoption of a redevelopment plan for an approved project area so that the blighted and substandard

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conditions in this Project Area can be eliminated and the Project Area can be redeveloped in accordance with the Redevelopment Plan to attain the public purposes and policy of the "Redevelopment act of 1956" and thereby to protect and promote and be in the interest of the public health, safety, morals and general welfare ofthe people of the State as a whole and particularly the people of this city.

10. The Redevelopment Plan for Mashapaug Pond Redevelopment Project Area consisting of a booklet containing a table of contents, text, exhibits and maps is hereby approved, adopted and designated as the Official Redevelopment Plan for the Mashapaug Pond Redevelopment Project Area and is herein incorporated by reference, made a part hereof and designated as "Exhibit B".

11. The Providence Redevelopment Agency is hereby fully authorized to carry out this Official Redevelopment Plan. Provided, however, that the Agency shall not enter into any contracts for disposition of property in the project area until at least ten days after the City Council of the City of Providence has received at a regular or special meeting a report from the Providence Redevelopment Agency concerning the proposed sale or lease.

12. In order to implement and facilitate the effectuation of the redevelopment plan hereby approved, it is found and determined that certain official actions must be taken by this body with reference to, among others, the vacation and removal of streets, the relocation of sewer and water mains and other public facilities and, accordingly, this body hereby:

(a) Pledges its cooperation in helping to carry out said Official Redevelopment Plan;

(b) Requests the various officials, departments, boards and agencies of the City of Providence having administrative responsibilities in the premises likewise to cooperate to such end and to exercise their respective functions and powers in a manner consistent with said Redevelopment Plan;

(c) Declares that it will institute proceedings for the opening, closing, widening or changing the grade of streets and other modifications of the street layout as set forth in the Official Redevelopment Plan;

(d) Declares that it will provide the total cost of the Redevelopment of the Project area estimated at a Gross Project Cost of $6,618,500, of which estimated Land Proceeds equal $1,100,000 resulting in a Net Project Cost of $5,518,500 and hereby allocates the cost of redevelopment of said area out of general obligation bonds authorized for redevelopment purposes.

(e) Authorizes the Mayor, upon acquisition of land in the Project Area by the Agency through eminent domain proceedings, to convey to the Agency all of the City's right, title and interest in any of its land or buildings situated in the area described in Exhibit A and shall receive credit on its obligations hereunder for the full and fair market value thereof as agreed upon by the City and the Agency, said fair market value is Twenty One Thousand Two Hundred ($21,200.00) Dollars.

(f) Declares that after completion of all street construction, and facilities, water line, storm and sanitary sewer construction under the Redevelopment Plan, all ways within the Project Area scheduled to become public ways and all the aforementioned facilities and utilities shall be dedicated by the Agency to the public and the City shall accept such dedication.

(g) Stands ready to consider and take appropriate action upon any other proposals and measures designed to effectuate said Redevelopment Plan.

13. It is further found and declared that the method and means set forth in the Redevelopment Plan for relocating families who are to be displaced by the project is feasible.

14. This ordinance shall take effect on its passage and shall be filed with the City Clerk who is hereby authorized and directed to forward a certified copy of this Ordinance to the Providence Redevelopment Agency.

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EXHIBIT A

That certain tract of land situated in the West Elmwood section of the City of Providence and State of Rhode Island, which is bounded and described as follows:

Beginning at a point at the intersection of the southeasterly line of Cranston Street and the northerly line of Huntington Avenue;

thence, running southeasterly along the northerly line of Huntington Avenue three thousand and ten (3,010) feet, more or less, to an intersection of the said northerly line of Huntington Avenue with the easterly line of Mashapaug Street;

thence, running generally southerly crossing Huntington Avenue to an intersection of the southerly line of Huntington Avenue on the southeasterly line of Lot 2 of Assessor's Plat 43;

thence, turning and running southwesterly along the said southeasterly line of Lot 2 and across the New York, New Haven, and Hartford Railroad Right-of-Way one hundred forty-five (145) feet, more or less, to a point on the southwesterly line of said New York, New Haven and Hartford Railroad Right-of-Way, said line being the northeasterly line of Lot 147 of Assessor's Plat 51;

thence, turning and running generally southeast along the southwesterly line of said New York, New Haven and Hartford Railroad Right-of-Way to the point of intersection of said southwesterly line with the southerly line of said Lot 147;

thence, turning and running westerly along the said southerly line of Lot 147 and continuing along the southerly line of Lot 146 of said Assessor's Plat 51 five hundred and fifty-five (555) feet, more or less, to the point of intersection of said southerly line of Lot 146 with the westerly line of said Lot 146;

thence, turning and running northerly along the westerly line of said Lot 146 two hundred twenty-five (225) feet, more or less, to the point of intersection of said westerly line with the southeasterly line of Lot 148 of Assessor's Plat 51, said southeasterly line of Lot 148 being the center line of Mashapaug Pond;

thence, turning and running generally south along the southeasterly line of said Lot 148 and continuing along the center line of said Mashapaug Pond to the point of intersection of said center line with the easterly prolongation of the southeasterly line of Lot 261 of Assessor's Plat 126;

thence, turning and running southwesterly along the said easterly prolongation of the southeasterly line of Lot 261 seven hundred and forty-five (745) feet, more or less, to the point of intersection of said southeasterly line of Lot 261 with the westerly shoreline of said Mashapaug Pond;

thence, running southwesterly along the southeasterly line of Lot 261 and Lot 250 of said Assessor's Plat 126 one hundred fifty-five (155) feet, more or less, to a point on the northeasterly line of Lakeview Drive;

thence, turning and running southeasterly along the said northeasterly line of Lakeview Drive two hundred thirty-five (235) feet, more or less, to the point of intersection of the said northeasterly line of Lakeview Drive with the prolongation of the southerly line of Swanton Street;

thence, turning and running westerly along the said southerly line of Swanton Street four hundred thirty (430) feet, more or less, to the point of intersection of the said southerly line of Swanton Street with the westerly line of Niantic Avenue;

thence, turning and running northerly along the said westerly line of Niantic Avenue four thousand three hundred fifty (4,350) feet, more or less, to the intersection of the prolongation of the said westerly line of Niantic Avenue to the northwesterly line of Cranston Street;

thence, turning and running northeasterly along the said northwesterly line of Cranston Street ninety five (95) feet, more or less, to the intersection of the said northwesterly line of Cranston Street and the southwesterly line of Lot 316 of Assessor's Plat 42;

thence, turning and running northwesterly along the southwesterly line of said Lot 316 eighty-seven (87) feet, more or less, to a point;

thence, turning and running northeasterly along the northwesterly line of said Lot 316 and Lot 422 of said Assessor's Plat 42 eighty-eight (88) feet, more or less, to a point;

thence, turning and running southeasterly along the northeasterly line of said Lot 422 forty-seven (47) feet, more or less, to a point;

thence, turning and running northeasterly along the northwesterly line of Lot 421 of said Assessor's Plat 42 forty (40) feet, more or less, to a point;

thence, turning and running southeasterly along the northeasterly line of said Lot 421 seventy-eight (78) feet, more or less, to a point on the northwesterly line of said Cranston Street;

thence, turning and running easterly across said Cranston Street one hundred (100) feet, more or less, to the point and place of beginning.

IN CITY COUNCIL
NOV 17 1960
FIRST READING
READ AND PASSED
CLERK

APPROVED
DEC 2 1960
MAYOR

IN CITY COUNCIL
DEC 1 - 1960
FINAL READING
READ AND PASSED
PRESIDENT
CLERK

IN CITY
COUNCIL

AUG 4 1960

FIRST READING
REFERRED TO COMMITTEES ON ORDINANCES
AND ON PUBLIC WORKS

D Everson Shea CLERK

EXHIBIT "B"

MASHAPAUG POND

REDEVELOPMENT PLAN

FOR THE

HUNTINGTON EXPRESSWAY INDUSTRIAL PARK

PROVIDENCE REDEVELOPMENT AGENCY

PROVIDENCE RHODE ISLAND

PROVIDENCE REDEVELOPMENT AGENCY

410 HOWARD BUILDING • PROVIDENCE 3, RHODE ISLAND • GASPEE 1-5126

August 1, 1960

The Honorable City Council
City of Providence
City Hall
Providence 3, Rhode Island

Gentlemen:

The Providence Redevelopment Agency submits herewith the Mashapaug Pond Redevelopment Plan.

This Redevelopment Plan consists of a report with supporting map and describes the proposal to acquire real property within the Project Area, to remove streets and structures, to grade the land and to develop the land for industrial uses.

This Redevelopment Plan has been prepared and is being submitted in compliance with the provisions of Chapters 31-33 inclusive of Title 45 of the General Laws of Rhode Island, 1956, the "Redevelopment Act of 1956."

The Providence Redevelopment Agency recommends that the City Council approve by ordinance the proposals contained in the Redevelopment Plan and vest in this Agency th responsibility for carrying out the plan.

Respectfully submitted,

James F. Reynolds
Executive Director
Redevelopment Agency

JFR/jc

Enclosure

cc: Mayor Walter H. Reynolds

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LIST OF MAPS — FOLLOWING SECTION

A. DESCRIPTION OF THE BOUNDARIES AND LOCATION OF THE PROJECT AREA

1. Location of the Project Area
See Map No. 1A - Project Area Location

2. Project Area Boundary

That certain tract of land situated in the City of Providence and State of Rhode Island, which is bounded and described as follows:

Beginning at a point at the intersection of the southeasterly line of Cranston Street and the northerly line of Huntington Avenue;

thence, running southeasterly along the northerly line of Huntington Avenue three thousand and ten (3,010) feet, more or less, to an intersection of the said northerly line of Huntington Avenue with the easterly line of Mashapaug Street;

thence, running generally southerly crossing Huntington Avenue to an intersection of the southerly line of Huntington Avenue on the southeasterly line of Lot 2 of Assessor's Plat 43;

thence, turning and running southwesterly along the said southeasterly line of Lot 2 and across the New York, New Haven, and Hartford Railroad Right-of-Way one hundred forty-five (145) feet, more or less, to a point on the southwesterly line of said New York, New Haven and Hartford Railroad Right-of-Way, said line being the northeasterly line of Lot 147 of Assessor's Plat 51;

thence, turning and running generally southeast along the southwesterly line of said New York, New Haven and Hartford Railroad Right-of-Way to the point of intersection of said southwesterly line with the southerly line of said Lot 147;

thence, turning and running westerly along the said southerly line of Lot 147 and continuing along the southerly line of Lot 146 of said Assessor's Plat 51 five hundred and fifty-five (555) feet, more or less, to the point of intersection of said southerly line of Lot 146 with the westerly line of said Lot 146;

thence, turning and running northerly along the westerly line of said Lot 146 two hundred twenty-five (225) feet, more or less, to the point of intersection of said westerly line with the southeasterly line of Lot 148 of Assessor's Plat 51, said southeasterly line of Lot 148 being the center line of Mashapaug Pond;

thence, turning and running generally south along the southeasterly line of said Lot 148 and continuing along the center line of said Mashapaug Pond to the point of intersection of said center line with the easterly prolongation of the southeasterly line of Lot 261 of Assessor's Plat 126;

thence, turning and running southwesterly along the said easterly prolongation of the southeasterly line of Lot 261 seven hundred and forty-five (745) feet, more or less, to the point of intersection of said southeasterly line of Lot 261 with the westerly shoreline of said Mashapaug Pond;

thence, running southwesterly along the southeasterly line of Lot 261 and Lot 250 of said Assessor's Plat 126 one hundred fifty-five (155) feet, more or less, to a point on the northeasterly line of Lakeview Drive;

thence, turning and running southeasterly along the said northeasterly line of Lakeview Drive two hundred thirty-five (235) feet, more or less, to the point of intersection of the said northeasterly line of Lakeview Drive with the prolongation of the southerly line of Swanton Street;

thence, turning and running westerly along the said southerly line of Swanton Street four hundred thirty (430) feet, more or less, to the point of intersection of the said southerly line of Swanton Street with the westerly line of Niantic Avenue;

thence, turning and running northerly along the said westerly line of Niantic Avenue four thousand three hundred fifty (4,350) feet, more or less, to the intersection of the prolongation of the said westerly line of Niantic Avenue to the northwesterly line of Cranston Street;

thence, turning and running northeasterly along the said northwesterly line of Cranston Street ninety five (95) feet, more or less to the intersection of the said northwesterly line of Cranston Street and the southwesterly line of Lot 316 of Assessor's Plat 42;

thence, turning and running northwesterly along the southwesterly line of said Lot 316 eighty-seven (87) feet, more or less, to a point;

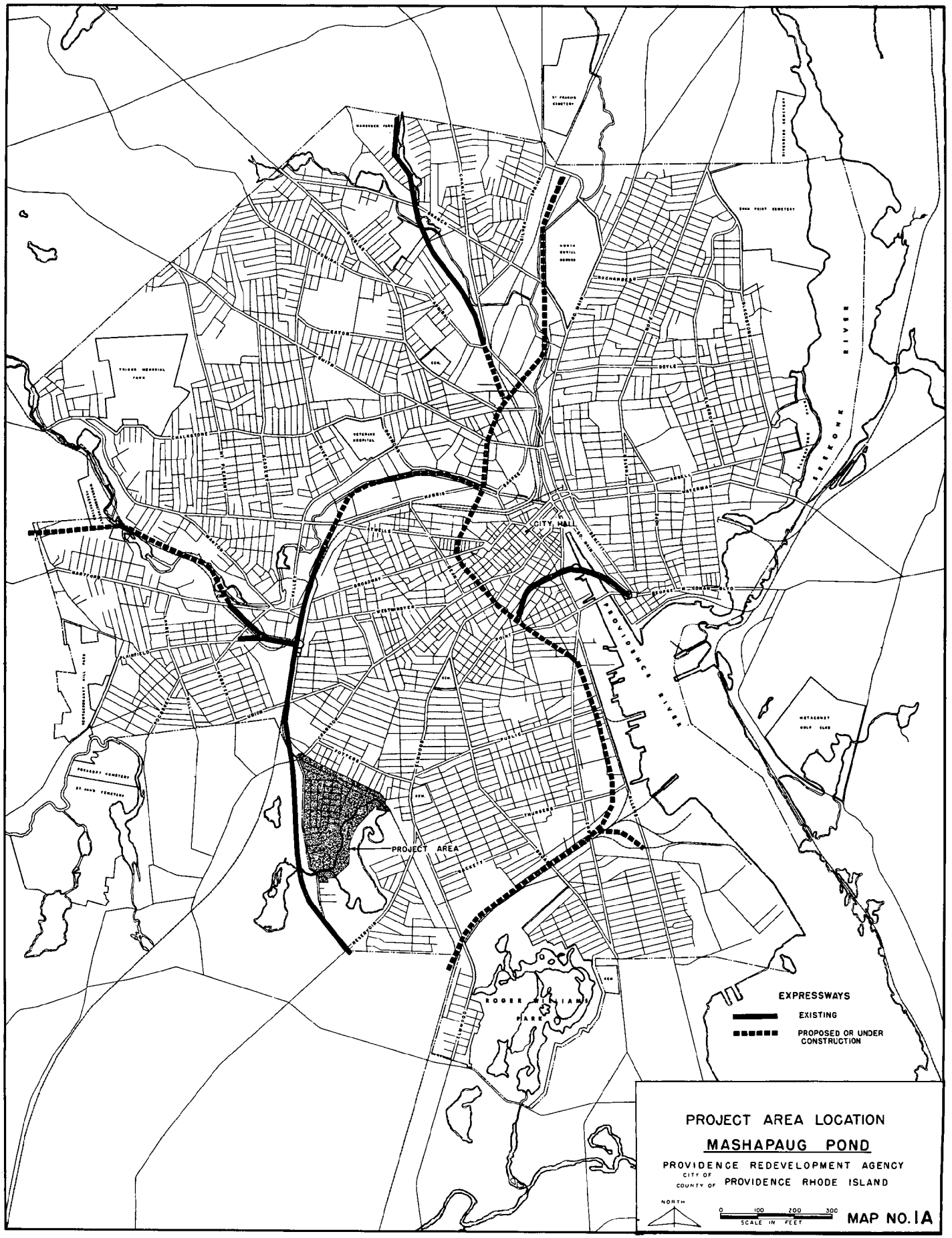
thence, turning and running northeasterly along the northwesterly line of said Lot 316 and Lot 422 of said Assessor's Plat 42 eighty-eight (88) feet, more or less, to a point;

thence, turning and running southeasterly along the northeasterly line of said Lot 422 forty-seven (47) feet, more or less, to a point;

thence, turning and running northeasterly along the northwesterly line of Lot 421 of said Assessor's Plat 42 forty (40) feet, more or less, to a point;

thence, turning and running southeasterly along the northeasterly line of said Lot 421 seventy-eight (78) feet, more or less, to a point on the northwesterly line of said Cranston Street;

thence, turning and running easterly across said Cranston Street one hundred (100) feet, more or less, to the point and place of beginning.



PROJECT AREA LOCATION

MASHAPAUG POND

PROVIDENCE REDEVELOPMENT AGENCY

CITY OF / COUNTY OF PROVIDENCE RHODE ISLAND

MAP NO. 1A

B. DESCRIPTION OF BLIGHTED AND SUBSTANDARD CONDITIONS

See Appendix A, "Conditions of Blight in the Mashapaug Pond Redevelopment Project Area", a study prepared by the Providence City Plan Commission.

C. PROPOSED LAND USE PLAN

1. Proposed Land Uses -

See Map No. 1C - Proposed Land Use

It is the policy of the state, as defined in the Redevelopment act of 1956, to provide " . . . by the elimination of substandard areas . . . adequate places for the employment of people". Objectives underlying this policy aim at the development of a continually improving urban environment: residential, commercial and industrial. To fulfill the objectives and satisfy the policy of the state, protective controls have a vital role, serving not as a restraint but as a stimulus to each district's "highest and best use".

Accordingly, the land use and building provisions contained in this Redevelopment Plan are designed to achieve efficient circulation in pleasant surroundings for a planned industrial district: to reduce the costs of traffic delays; and to increase the value of the individual structures in the district. These provisions then will benefit the concerns locating in the district by protecting their investments and will at the same time protect and enhance the social and economic status of this community.

2. Permitted Uses:

a. M-1 General Industrial uses of the Zoning Ordinance of the City of Providence shall be permitted in the project area except those M-1 General Industrial uses identified below. The permitted uses shall conform to the Performance Standards noted in Appendix B.

(1) Animal hospital or kennels

(2) Storage and sale of petroleum and petroleum products in quantities not exceeding 21,000 gallons

(3) Building material sales yard, including the sale of lumber, rock, sand and gravel as an incidental part of the main business, but excluding concrete mixing

(4) Contractor's equipment storage yard or plant or rental of equipment commonly used by contractors

(5) Feed or fuel yard

(6) Automobile or machinery wrecking

(7) Body or fender works

(8) Brick, tile, terra cotta or cinder block manufacture

(9) Junkyard, storage, sorting, collecting or bailing of rags, paper,metal or junk

b. M-2 Heavy Industrial uses of the Zoning Ordinance of the City of Providence shall be permitted in the project area except those M-2 Heavy Industrial uses identified below. The permitted uses shall conform to the Performance Standards noted in Appendix B.

(1) Acetylene gas manufacture or storage

(2) Alcohol manufacture

(3) Asphalt manufacture or refining

(4) Boiler works, locomotive or railroad car manufacture

(5) Carbon or lamp black manufacture

(6) Central station light or power plant

(7) Coal distillation including manufacture or derivation of the by-products

(8) Coke oven

(9) Concrete or cement products manufacture

(10) Cotton gin or oil mill

(11) Creosote manufacture or treatment

(12) Fish smoking, curing or canning

(13) Gas manufacture from coal or petroleum or the storage thereof

(14) Incinerator, municipal

(15) Meat products manufacture

(16) Oilcloth or linoleum manufacture

(17) Paint, oil (including linseed), shellac, turpentine, lacquer or varnish manufacture

(18) Paper or pulp manufacture

(19) Petroleum products manufacture or wholesale storage of petroleum or its products in quantities exceeding 21,000 gallons

(20) Planing mill

(21) Plaster manufacture

(22) Potash Works

(23) Power Forge

(24) Pyroxylin manufacture

(25) Quarry or stone mill

(26) Rock, sand or gravel-distribution, storage, excavating or crushing

(27) Rubber or gutta-percha manufacture or treatment

(28) Salt works

(29) Shipbuilding

(30) Stove or shoe polish manufacture

(31) Tanning, curing or storage of raw hides

(32) Tar distillation or tar products manufacture

(33) Wool pulling or scouring

c. The following uses, as permitted in the C-4 Heavy Commercial Zone classification of the Zoning Ordinance of the City of Providence, shall be the only C-4 uses permitted in the Project Area:

(1) One Bank

(2) One Automobile Service Station

(3) One Restaurant

d. The following use, as permitted in the R-1 One-Family Zone classification of the Zoning Ordinance of the City of Providence, shall be the only R-1 use permitted in the Project Area:

(1) Park, playground or community center

e. The following uses as permitted in the Special Exception classification of the Zoning Ordinance of the City of Providence shall be the only Special Exception uses permitted in the Project Area:

(1) Airport or aircraft landing field

(2) Public Service, including Post Office

f. Except for the commercial uses permitted by this redevelopment plan to be located in the project area, no use other than M-1 General Industrial Uses, or M-2 Heavy Industrial Uses, as provided for above, shall be permitted in the Project Area.

3. Landscaping and Site Improvements

a. Industrial Uses

(1) Front Yard - Required front yards of building sites shall be maintained in grass except for walks, drives, planting, flag poles and other landscaping or ornamentation. Suitable planting shall be provided and maintained in front of the building or incorporated in the architecture of the structure. No driveway parallel to the street shall be permitted in the required minimum front yard.

(2) Side Yard - Side yards shall be landscaped provided that where side lot lines are more than 50 feet distant the maintained area need not extend beyond such 50 foot distance from the nearest wall of a building.

(3) Paved Area - All areas subject to wheeled traffic shall be paved with bituminous concrete or equivalent surfacing and shall have appropriate bumper or wheel guards where needed.

(4) Parking Area - Wherever a parking area is provided between the front of the building and the required minimum front yard it shall be screened from view from the street. Light standards for the illumination of parking areas shall be shielded in such a way that the light source will not be visible from the street or from adjacent properties.

(5) Unpaved Portions of Site - Any area not paved shall be landscaped.

(6) The original construction and appearance of buildings, land and improvements and additions thereto on all sites of the project area shall be maintained in good repair and in safe, clean and sanitary condition.

(7) Sufficient and suitable refuse and garbage storage and disposal facilities, including structural enclosures where appropriate, shall be provided and properly maintained.

(8) In the preparation of the area for development, the Redevelopment Agency shall make every reasonable effort to preserve valuable trees. Industrial occupants are similarly obligated to exploit the respective sites in a manner which results in the least defacement of natural organic features, e.g., trees.

(9) Screening of Uses - Wherever screening of uses is provided, it shall be a uniform appearing, adequate year-round type which shall be approved by the Providence Redevelopment Agency.

b. Commercial Uses

(1) Front Yard - Required front yards shall be maintained in grass, except for walks, drives, parking areas, planting and flag

poles and other landscaping or ornamentation. Suitable planting or landscaping shall be provided and maintained in front of the building or incorporated in the architecture of the structure.

(2) Side Yards - Required side yards shall be maintained in grass, except for walks, drives, parking areas and other landscaping or ornamentation.

(3) Paved Area - Same as 3-a-(3) above.

(4) Parking Area - Light standards for the illumination of parking areas shall be shielded in such a way that the light source will not be visible from the street or from adjacent properties.

(5) Same as 3-a-(5) above.

(6) Same as 3-a-(6) above.

(7) Same as 3-a-(7) above.

(8) Same as 3-a-(8) above.

(9) Same as 3-a-(9) above.

4. Sign Regulations

The following sign regulations pertain to all buildings in the Project Area:

a. Number of Signs Permitted - A maximum of two signs shall be permitted for each industry occupying a building, including any sign which is part of the building's architecture. This limitation shall not include plaques and directional signs permitted below. In multiple unit buildings the same number of signs will be allowed for each industry, provided that on any such building either wall signs or parapet signs will be permitted, but not both, and no sign fixed to the wall may extend above the roof or parapet.

b. Subject Matter - Signs shall pertain only to the identification of the business conducted within the building and the products sold or manufactured, and to the direction of visitors. No pictures or samples will be permitted on a sign except as part of a trade mark.

c. Type of Signs - Only the following types of signs will be permitted:

(1) Horizontal wall signs otherwise known as belt or face signs, excluding signs painted on the wall itself.

(2) Parapet signs, including signs on top of canopy or marquee.

(3) Plaque attached to the face of building in close

proximity to the main entrance and bearing the firm's name or trade mark.

(4) All necessary directional signs on the lot occupied by the building to which such signs pertain.

(5) Signs which are part of a building's architecture.

(6) Such other signs as the Agency shall approve.

d. Sign Dimensions - No sign shall exceed a maximum area of more than three square feet for each running foot of the face of the building displaying such sign; and a maximum projection of not more than 12 inches from the face of the building. Plaques shall have a maximum area of 8 square feet.

e. Sign Illumination - Any spotlight or similar illumination shall be so directed or shielded that the light source is not visible from the street or from adjacent properties. No flashing or animated signs will be allowed.

5. Miscellaneous Provisions

a. No lot in the project area shall be occupied for industrial use by more than one individual, firm, or corporation; provided, however, that this provision shall not apply to the following:

(1) Corporations occupying said lot and having principal stockholders common to each other.

(2) Corporations, the majority of whose stock is owned by a corporation owning or occupying said lot.

b. Except for the loading and unloading of freight cars and trucks, the parking of vehicles, and open storage, all uses shall be conducted wholly within a building and/or structure. No open storage shall be permitted except in suitably screened or enclosed locations.

c. No building or structure shall be erected, reconstructed, enlarged or moved for any use other than that which is permitted herein, nor shall any building, structure or land be used for any other use than is permitted herein.

d. Architectural and landscaping plans and specifications as well as any other information as may be necessary shall be submitted by all redevelopers to the Providence Redevelopment Agency for its approval. Plans shall include but not be limited to: elevations and construction materials; site development showing planting to be provided and trees to be preserved; building locations; required yards; and walks, drives and parking areas.

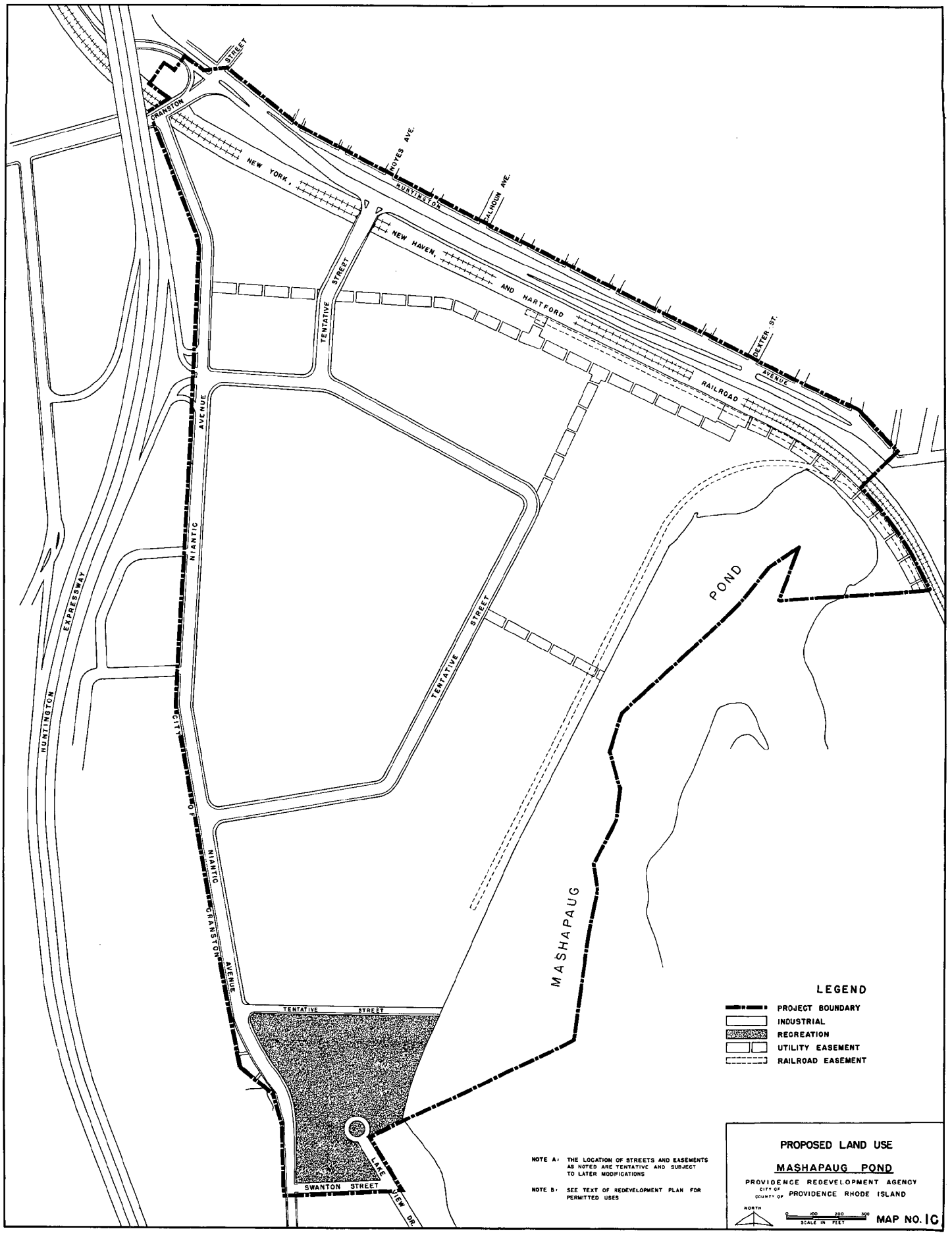
e. Prior to purchase of property, the developer shall furnish the Providence Redevelopment Agency with a certificate prepared by a qualified registered engineer which states that the proposed operation of the plant conforms to the Performance Standards noted in Appendix B. Such certification shall include a description of industrial operations sufficient in detail to indicate the effects of these operations in producing noise, vibration, smoke and other forms of air pollution, liquid or solid waste, odors, toxic gases, and heat and glare. A copy of such certification shall be submitted to the Department of Building Inspection of the City of Providence which shall issue a report to the Providence Redevelopment Agency within fifteen (15) days concerning the certificate and its conformity to the Performance Standards listed in Appendix B.

f. In no event shall such performance standards as noted in Appendix B be less restrictive than existing provisions in Article 11 of the Building Ordinance of the City of Providence or than that article may be as amended from time to time.

g. The construction of buildings shall conform to the regulations set forth in Chapter 1079 of the Ordinances of the City of Providence, known as the "Building Ordinance of the City of Providence adopted December 21, 1956, as amended, and all amendments thereto.

h. No lease or sale of property in the Project Area shall be made until at least ten days after the City Council has received from the Providence Redevelopment Agency a report concerning the proposed sale or lease.

i. This Redevelopment Plan and all conditions, restrictions and covenants running with the land shall be in full force and effect for a period of forty (40) years commencing on the date of its adoption by the City Council.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NEW YORK,
NEW HAVEN, AND HARTFORD
RAILROAD
HUNTINGTON
NOYES AVE.
CALHOUN AVE.
DEXTER ST.
AVENUE
TENTATIVE STREET
NIANTIC AVENUE
CITY OF CRANSTON AVENUE
HUNTINGTON EXPRESSWAY
TENTATIVE STREET
TENTATIVE STREET
MASHAPAUG POND
LAKE VIEW DR.
SWANTON STREET
LEGEND
PROJECT BOUNDARY
INDUSTRIAL
RECREATION
UTILITY EASEMENT
RAILROAD EASEMENT
NOTE A: THE LOCATION OF STREETS AND EASEMENTS AS NOTED ARE TENTATIVE AND SUBJECT TO LATER MODIFICATIONS
NOTE B: SEE TEXT OF REDEVELOPMENT PLAN FOR PERMITTED USES
PROPOSED LAND USE
MASHAPAUG POND
PROVIDENCE REDEVELOPMENT AGENCY
CITY OF
COUNTY OF PROVIDENCE RHODE ISLAND
NORTH
0 100 200 300
SCALE IN FEET
MAP NO. 1C

D. PROPOSED STANDARDS FOR LAND COVERAGE AND BUILDING INTENSITIES

1. Industrial Uses

a. Height

No building in the project area shall exceed six stories or 75 feet in height, measured from the average elevation of the finished lot grade at the front of the building to the roof line. Penthouses or roof structures for the housing of elevators, tanks, ventilating fans or similar equipment required to operate and maintain the building, fire or parapet walls, skylights, television or radio antennas, chimneys, smoke stacks, similar structures, or permitted signs on top of parapet may be erected above the height limits herein described, but no penthouse or roof structure or any space above the height limit shall be allowed for the purpose of providing additional floor space for industrial or office use or for sign display other than the permitted signs on top of the parapet.

b. Area

(1) Required Yards - Front yards shall be provided measuring at least 20 feet in depth extending across the full width of the lot. This requirement shall apply to any yard abutting a public right-of-way.

In addition, side yards shall be provided measuring at least 20 feet from interior property line to building line. Wherever a lot abuts upon a railroad lead track easement or right-of-way, sufficient space shall be reserved to permit the construction of a side track approximately parallel to the railroad easement or right-of-way.

(2) Building Setback - No main building shall be closer than 50 feet to any public street.

(3) Maximum Site Coverage - Coverage by structures shall not exceed 60 percent of the gross area of the lot.

(4) Minimum Lot Area - No lot shall be less than 5 acres except where public right-of-way and/or property lines make such an assemblage of land impossible. In such instances, lots of less than 5 acres, provisions concerning setback, landscaping and site improvements may be modified at the discretion of the Agency.

c. Off-Street Parking

Five hundred (500) square feet of off-street parking areas shall be reserved for every one thousand (1,000) square feet of gross floor area of the building. Parking area may be provided anywhere on the lot except in the required minimum front yard.

d. Loading Facilities

The minimum requirement for off-street loading facilities shall be one loading space at least 10' x 25' with a 14 foot height clearance, if covered, for every 20,000 square feet or fraction thereof of floor area over 4,000 square feet. Loading facilities located on those sides of a building facing a street shall be screened from view from the street. Where loading facilities are located facing a street and are entirely enclosed within a building, the screening requirements shall not apply.

2. Commercial Uses

a. Height

No building in the project area shall exceed two stories or thirty (30) feet in height, measured from the average elevation of the finished lot grade at the front of the building to the roof line. Penthouses or roof structures erected above height limits herein described shall conform to provisions of D-1-a.

b. Area

(1) Required Yards - Front yards shall be provided measuring at least 20 feet in depth extending across the full width of the lot. This requirement shall apply to any yard abutting a public right-of-way.

In addition, side yards shall be provided measuring at least 20 feet from interior property line to building line; provided, however, that no such side yard shall be required where the party wall of an attached structure is located on the side lot line. Wherever a lot abuts upon a railroad lead track easement or right-of-way, sufficient space shall be reserved to permit the construction of a side track approximately parallel to the railroad easement or right-of-way.

(2) Maximum Site Coverage - Coverage by structures shall not exceed 30 percent of the gross area of the lot.

(3) Minimum Off-Street Parking - Off-street parking space shall be provided:

(a) for the bank-in ratio of at least two square feet of parking area for every one square foot of gross ground floor building area;

(b) for the gas station and restaurant - in the ratio of at least ten square feet of parking area for every one square foot of gross ground floor building area.

(4) Minimum Loading Area - There shall be provided at least one off-street loading space of adequate size for access, maneuverability, and operational use for every 20,000 square feet or fraction thereof in excess of 4,000 square feet of floor area devoted to a use that involves the receipt or distribution by vehicles of material or merchandise.

E. PROPOSED CHANGES IN STREETS AND UTILITIES

1. Proposed Changes in Streets -

   See Map No. 1E Proposed Right-of-Way Adjustments

2. Proposed Changes in Utilities -

   See Map No. 2E Public Utilities - Sanitary Sewers

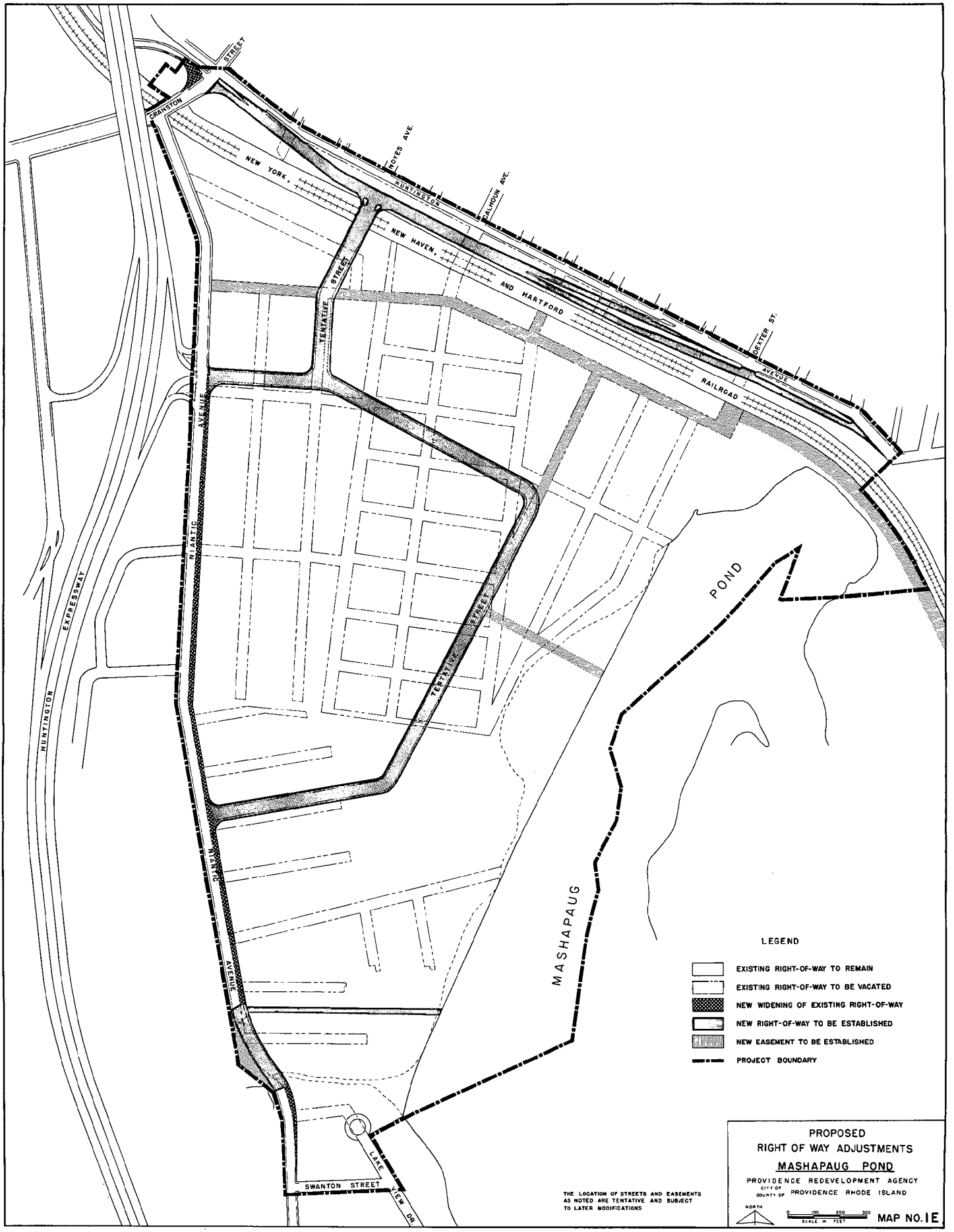
   See Map No. 3E Public Utilities - Storm Drainage

   See Map No. 4E Public Utilities - Water Service

   See Map No. 5E Public Utilities - Communications

3. Proposed Changes in Grading -

   See Map No. 6E Grading and Special Site Improvements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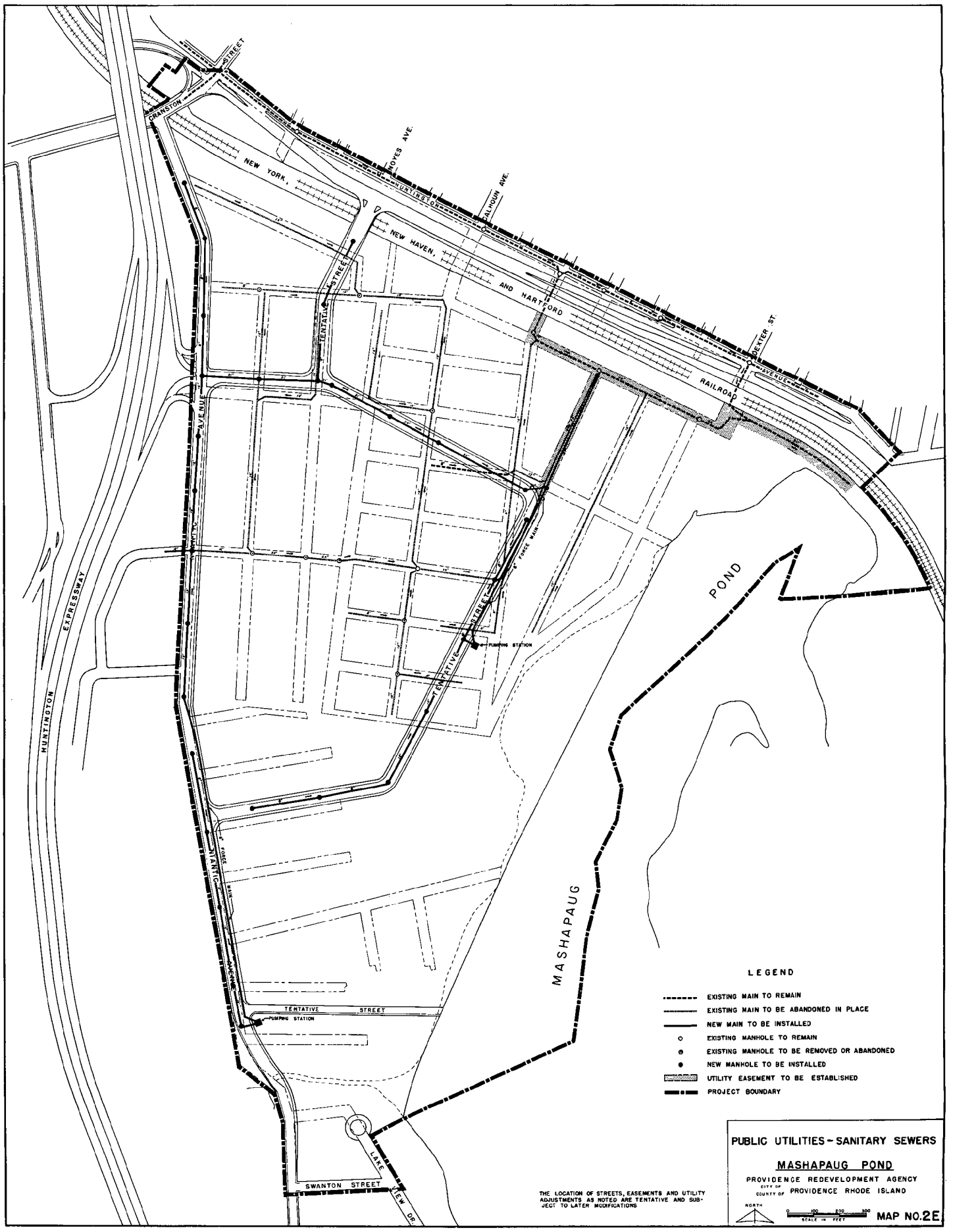
GRANSTON
NEW YORK,
NEW HAVEN, AND HARTFORD
RAILROAD
HOVES AVE.
HUNTINGTON
CALHOUN AVE.
DEXTER ST.
AVENUE
TENTATIVE STREET
TENTATIVE STREET
NIANTIC AVENUE
NIANTIC AVENUE
HUNTINGTON EXPRESSWAY
MASHAPAUG
POND
SWANTON STREET
LAKE VIEW DR.
LEGEND
EXISTING RIGHT-OF-WAY TO REMAIN
EXISTING RIGHT-OF-WAY TO BE VACATED
NEW WIDENING OF EXISTING RIGHT-OF-WAY
NEW RIGHT-OF-WAY TO BE ESTABLISHED
NEW EASEMENT TO BE ESTABLISHED
PROJECT BOUNDARY
THE LOCATION OF STREETS AND EASEMENTS AS NOTED ARE TENTATIVE AND SUBJECT TO LATER MODIFICATIONS
PROPOSED
RIGHT OF WAY ADJUSTMENTS
MASHAPAUG POND
PROVIDENCE REDEVELOPMENT AGENCY
CITY OF PROVIDENCE RHODE ISLAND
COUNTY OF
NORTH
0 100 200 300
SCALE IN FEET
MAP NO. 1E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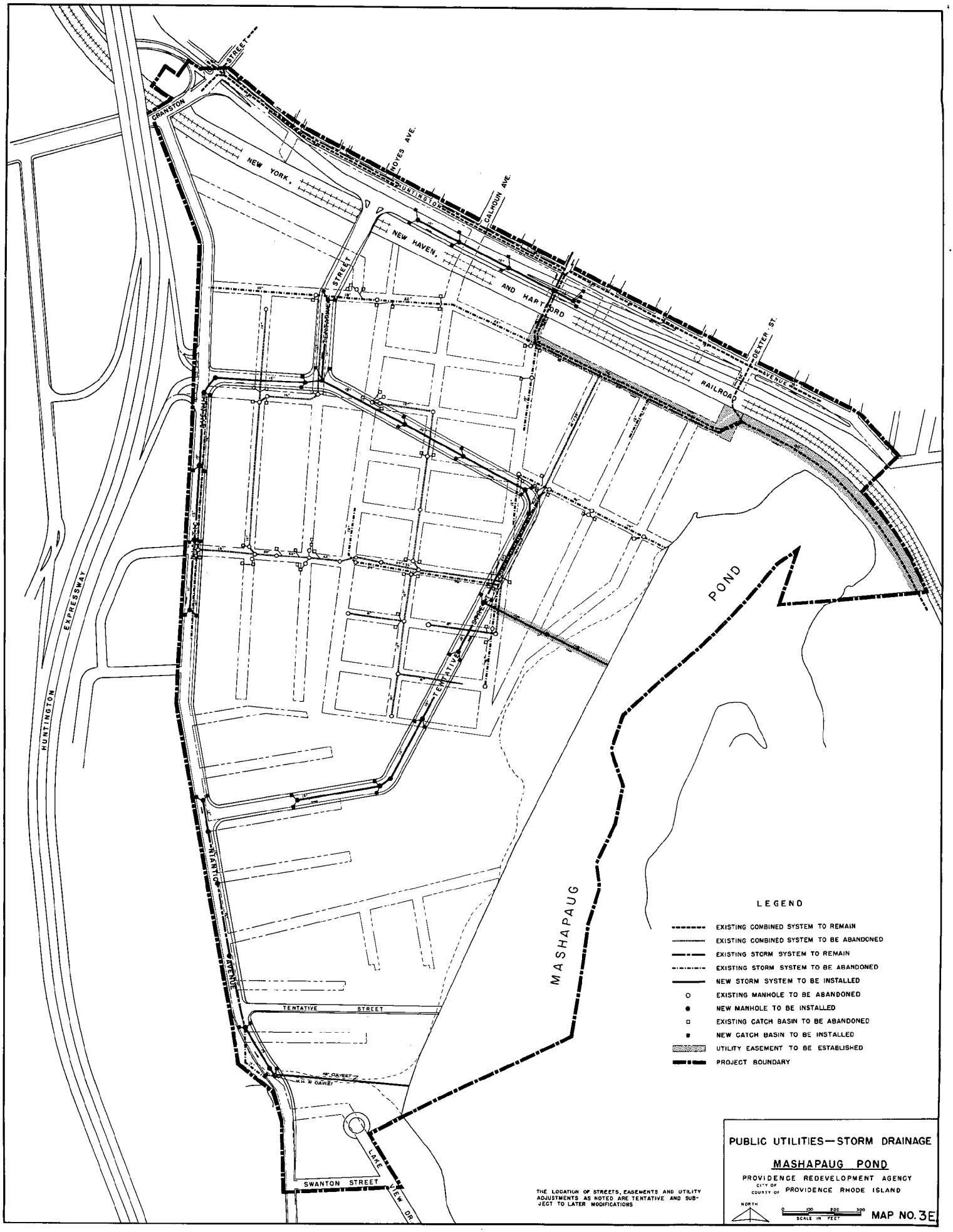
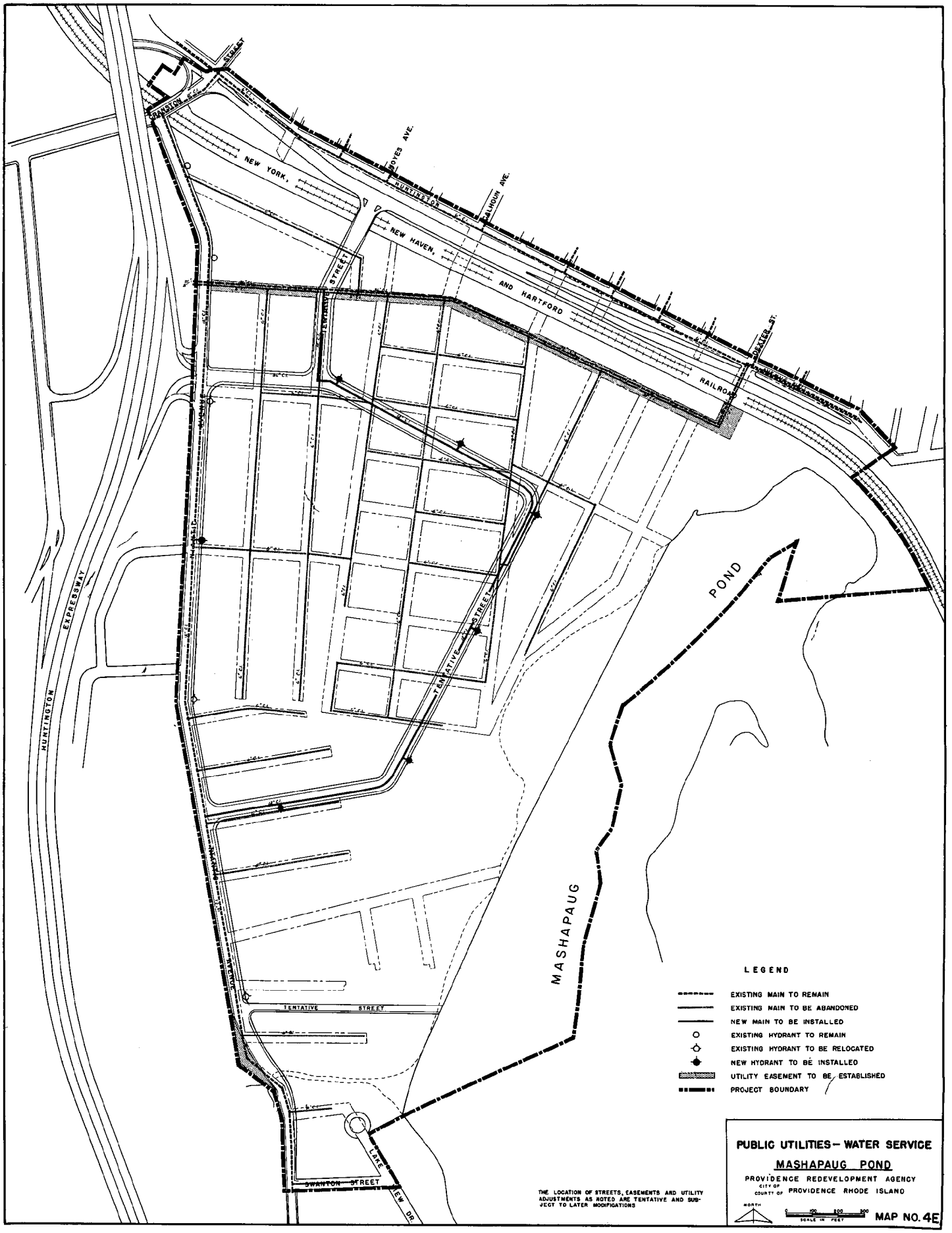
CALHOUN AVE.
DEXTER ST.
GRANSTON STREET
TENTATIVE STREET
ATLANTIC AVENUE
HUNTINGTON EXPRESSWAY
FORCE MAIN
PUMPING STATION
MASHAPAUG POND
LAKE VIEW DR.
SWANTON STREET
LEGEND
EXISTING MAIN TO REMAIN
EXISTING MAIN TO BE ABANDONED IN PLACE
NEW MAIN TO BE INSTALLED
EXISTING MANHOLE TO REMAIN
EXISTING MANHOLE TO BE REMOVED OR ABANDONED
NEW MANHOLE TO BE INSTALLED
UTILITY EASEMENT TO BE ESTABLISHED
PROJECT BOUNDARY
THE LOCATION OF STREETS, EASEMENTS AND UTILITY ADJUSTMENTS AS NOTED ARE TENTATIVE AND SUBJECT TO LATER MODIFICATIONS
PUBLIC UTILITIES - SANITARY SEWERS
MASHAPAUG POND
PROVIDENCE REDEVELOPMENT AGENCY
CITY OF PROVIDENCE
COUNTY OF RHODE ISLAND
NORTH
SCALE IN FEET
MAP NO. 2E


CRANSTON STREET
NEW YORK,
NEW HAVEN, AND HARTFORD
RAILROAD
HUNTINGTON
MOYES AVE.
CALHOUN AVE.
TENNESSEE STREET
DEXTER ST.
AVENUE
HUNTINGTON EXPRESSWAY
TENTATIVE
AVENUE
TENTATIVE STREET
MASHAPAUG
POND
SWANTON STREET
LAKE VIEW DR.
LEGEND
EXISTING COMBINED SYSTEM TO REMAIN
EXISTING COMBINED SYSTEM TO BE ABANDONED
EXISTING STORM SYSTEM TO REMAIN
EXISTING STORM SYSTEM TO BE ABANDONED
NEW STORM SYSTEM TO BE INSTALLED
EXISTING MANHOLE TO BE ABANDONED
NEW MANHOLE TO BE INSTALLED
EXISTING CATCH BASIN TO BE ABANDONED
NEW CATCH BASIN TO BE INSTALLED
UTILITY EASEMENT TO BE ESTABLISHED
PROJECT BOUNDARY
THE LOCATION OF STREETS, EASEMENTS AND UTILITY ADJUSTMENTS AS NOTED ARE TENTATIVE AND SUBJECT TO LATER MODIFICATIONS
PUBLIC UTILITIES—STORM DRAINAGE
MASHAPAUG POND
PROVIDENCE REDEVELOPMENT AGENCY
CITY OF PROVIDENCE
COUNTY OF RHODE ISLAND
NORTH
0 100 200 300
SCALE IN FEET
MAP NO. 3E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AND HARTFORD
RAILROAD
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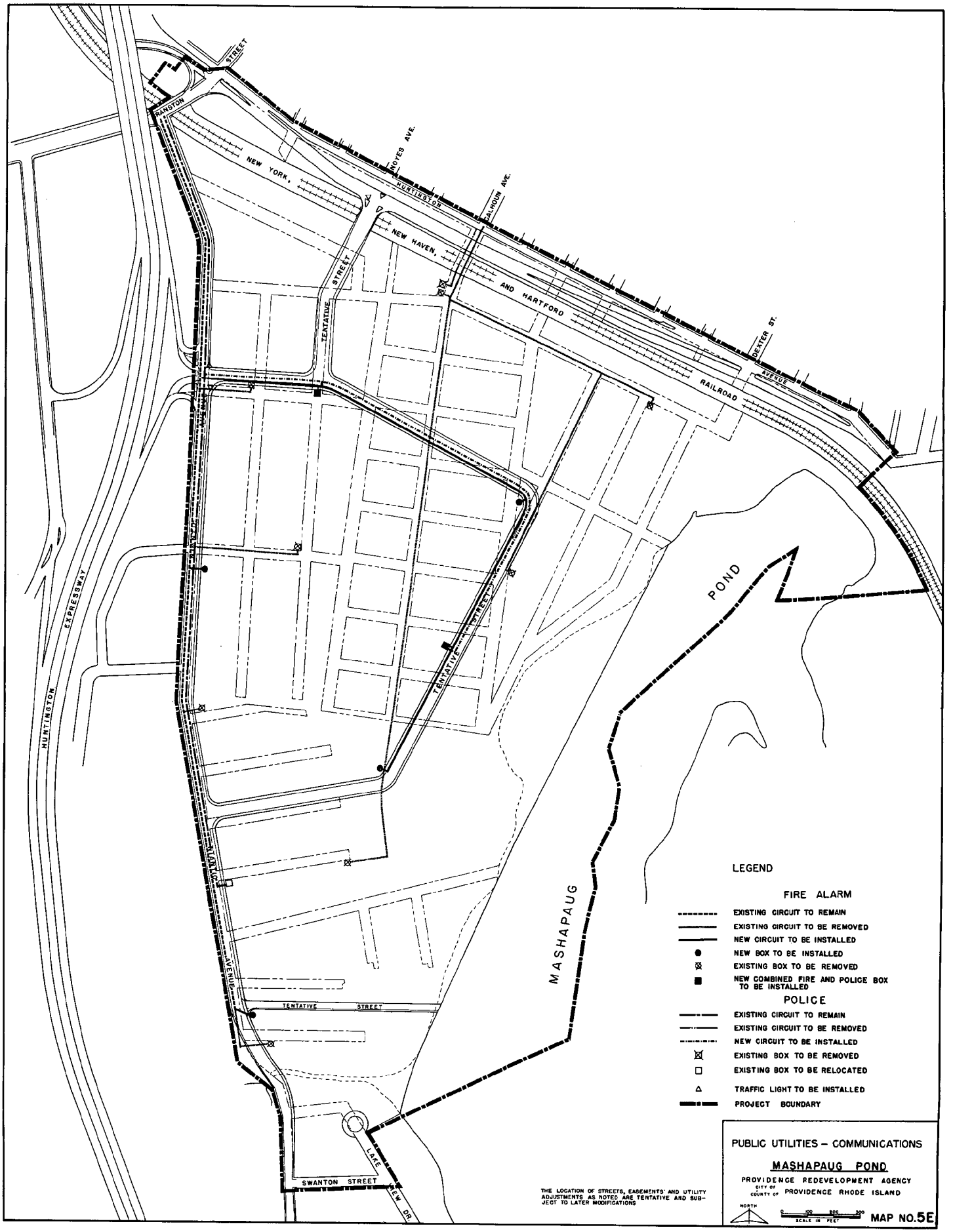
HUNTINGTON
CALHOUN AVE.
BAXTER ST.
SWANSTON STREET
TENTATIVE STREET
HUNTINGTON EXPRESSWAY
MASHAPAUG
POND
LAKE VIEW DR.
LEGEND
EXISTING MAIN TO REMAIN
EXISTING MAIN TO BE ABANDONED
NEW MAIN TO BE INSTALLED
EXISTING HYDRANT TO REMAIN
EXISTING HYDRANT TO BE RELOCATED
NEW HYDRANT TO BE INSTALLED
UTILITY EASEMENT TO BE ESTABLISHED
PROJECT BOUNDARY
THE LOCATION OF STREETS, EASEMENTS AND UTILITY ADJUSTMENTS AS NOTED ARE TENTATIVE AND SUBJECT TO LATER MODIFICATIONS
PUBLIC UTILITIES – WATER SERVICE
MASHAPAUG POND
PROVIDENCE REDEVELOPMENT AGENCY
CITY OF PROVIDENCE RHODE ISLAND
NORTH
SCALE IN FEET
MAP NO. 4E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HUNTINGTON
CALHOUN AVE.
DEXTER ST.
AVENUE
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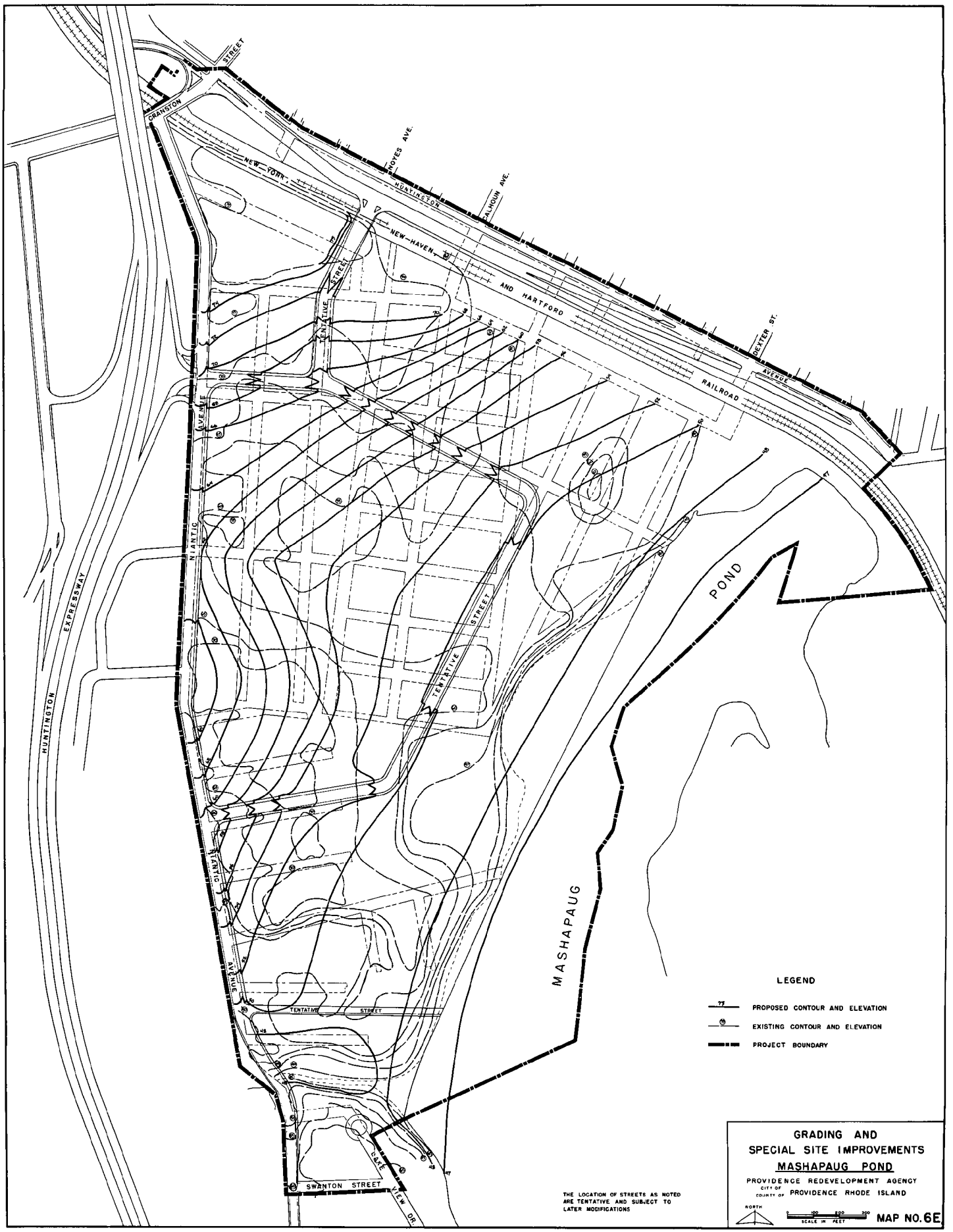
TENTATIVE STREET
TENTATIVE STREET
TENTATIVE STREET
HUNTINGTON EXPRESSWAY
MASHAPAUG POND
SWANTON STREET
LAKE VIEW DR.
LEGEND
FIRE ALARM
EXISTING CIRCUIT TO REMAIN
EXISTING CIRCUIT TO BE REMOVED
NEW CIRCUIT TO BE INSTALLED
NEW BOX TO BE INSTALLED
EXISTING BOX TO BE REMOVED
NEW COMBINED FIRE AND POLICE BOX TO BE INSTALLED
POLICE
EXISTING CIRCUIT TO REMAIN
EXISTING CIRCUIT TO BE REMOVED
NEW CIRCUIT TO BE INSTALLED
EXISTING BOX TO BE REMOVED
EXISTING BOX TO BE RELOCATED
TRAFFIC LIGHT TO BE INSTALLED
PROJECT BOUNDARY
THE LOCATION OF STREETS, EASEMENTS AND UTILITY ADJUSTMENTS AS NOTED ARE TENTATIVE AND SUBJECT TO LATER MODIFICATIONS
PUBLIC UTILITIES – COMMUNICATIONS
MASHAPAUG POND
PROVIDENCE REDEVELOPMENT AGENCY
CITY OF COUNTY OF PROVIDENCE RHODE ISLAND
NORTH
0 100 200 300
SCALE IN FEET
MAP NO.5E



GRADING AND SPECIAL SITE IMPROVEMENTS

MASHAPAUG POND

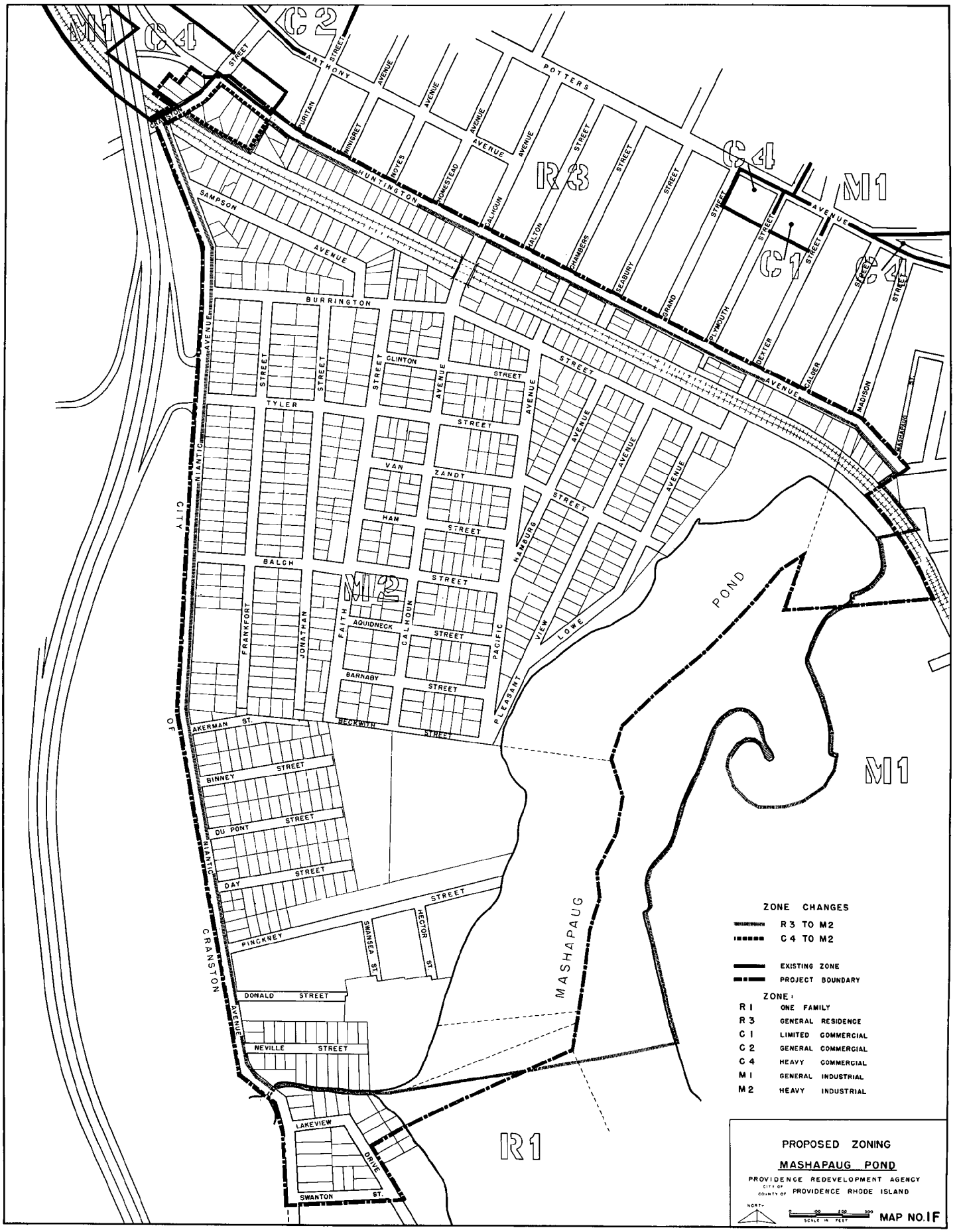
PROVIDENCE REDEVELOPMENT AGENCY

CITY OF PROVIDENCE RHODE ISLAND

F. PROPOSED CHANGES IN ZONING

1. Proposed Zoning - See Map No. 1F Proposed Zoning

The provisions of the Zoning Ordinance of the City of Providence, approved September 21, 1951, as amended to the date of approval of this Redevelopment Plan by the City Council, shall be amended so as to change the project area to an M-2 Heavy Industrial Zone. However, only those uses permitted in Section C of this Redevelopment Plan shall be allowed.


M1
C4
C2
R3
C1
R1
M2
POTTERS
ANTHONY STREET
PURITAN
WINIGRET
NOYES
HOMESTEAD
CALHOUN
DALTON
CHAMBERS
SEABURY
BRAND
PLYMOUTH
DEXTER
CALDER
MADISON
HUNTINGTON
SAMPSON
BURRINGTON
CLINTON
TYLER
VAN ZANDT
HAM
BALCH
AQUIDNECK
BARNABY
BECKWITH
AKERMAN ST.
FRANKFORT
JONATHAN
FAITH
PACIFIC
HAMBURG
VIEW
LOWE
PLEASANT
BINNEY
DU PONT
DAY
PINCKNEY
SWANSEA ST.
HECTOR ST.
DONALD
NEVILLE
LAKEVIEW
DRIVE
SWANTON ST.
CITY OF CRANSTON
ATLANTIC
POND
MASHAPAUG
ZONE CHANGES
R3 TO M2
C4 TO M2
EXISTING ZONE
PROJECT BOUNDARY
ZONE:
R1 ONE FAMILY
R3 GENERAL RESIDENCE
C1 LIMITED COMMERCIAL
C2 GENERAL COMMERCIAL
C4 HEAVY COMMERCIAL
M1 GENERAL INDUSTRIAL
M2 HEAVY INDUSTRIAL
PROPOSED ZONING
MASHAPAUG POND
PROVIDENCE REDEVELOPMENT AGENCY
CITY OF PROVIDENCE
COUNTY OF RHODE ISLAND
NORTH
SCALE IN FEET
MAP NO. 1F

G. CONFORMITY OF REDEVELOPMENT PLAN TO MASTER PLAN OF COMMUNITY

This Redevelopment Plan is in conformity with all existing major elements of and proposed amendments to the Master Plan of the City of Providence, and with the City's "Workable Program for Urban Renewal".

1. The "Master Plan for Land Use and Population Distribution", 1946, as proposed for amendment to be acted on by the City Plan Commission prior to the time that this Redevelopment Plan is acted on by the City Council, will propose that the Project Area be used for industrial purposes.

2. The "Master Plan for Thorofares", 1946, as amended, does not mention any of the streets within the Project Area as major streets, but does indicate an "Outer loop Connector" in the general location of the present expressway west of the Project Area. An east-west major city street was originally proposed in the Master Plan in the vicinity of Potters Avenue; the Redevelopment Plan develops this as an improved Huntington Avenue one block to the south, in conformity with recent staff studies of the City Plan Commission, and in conformity with an amendment to the "Master Plan for Thorofares" proposed for amendment by the City Plan Commission prior to the time that this Redevelopment Plan is acted on.

3. The "Master Plan for the Redevelopment of Residential Areas", 1946, as proposed for amendment prior to the time that this Redevelopment Plan will be acted on, identifies the existence of arrested conditions within the Project Area, defines the area as an arrested blighted area and will recommend, when amended, that the area be designated for redevelopment for industrial use.

4. The "Master Plan for Playgrounds and Playfields", 1953, recommends a playground in the area between Huntington Avenue, Niantic Avenue, Mashapaug Pond and Reservoir Avenue, in the general location of the present John T. Owens Memorial Field. Replacement of that field with a new playground in the southern end of the Project Area, as shown in the Redevelopment Plan, is consistent with the Master Plan recommendation.

5. The "Master Plan for Public School Sites", 1950, originally recommended a new school in the West Elmwood neighborhood to replace the former Calhoun Avenue School and provide capacity for children from new residential redevelopment in the Mashapaug Pond Area. In view of the presently proposed industrial redevelopment of the Project Area, need for such a school has been reduced, and an amendment to the Master Plan proposed for action prior to the time this Redevelopment Plan will be acted on will eliminate the West Elmwood School site.

The Redevelopment Plan concerns itself with an area which has been designated "Redevelopment Area A-1" by the City Council of the City of Providence by Chapter 103 of the Ordinances of the City of Providence,

approved July 6, 1948. An amendment to this Redevelopment Area boundary to include the area north of the New York, New Haven and Hartford Railroad right-of-way as included in the project area boundary description set forth in Section A-2 of this plan is proposed for adoption by the City Council prior to the adoption of this plan.

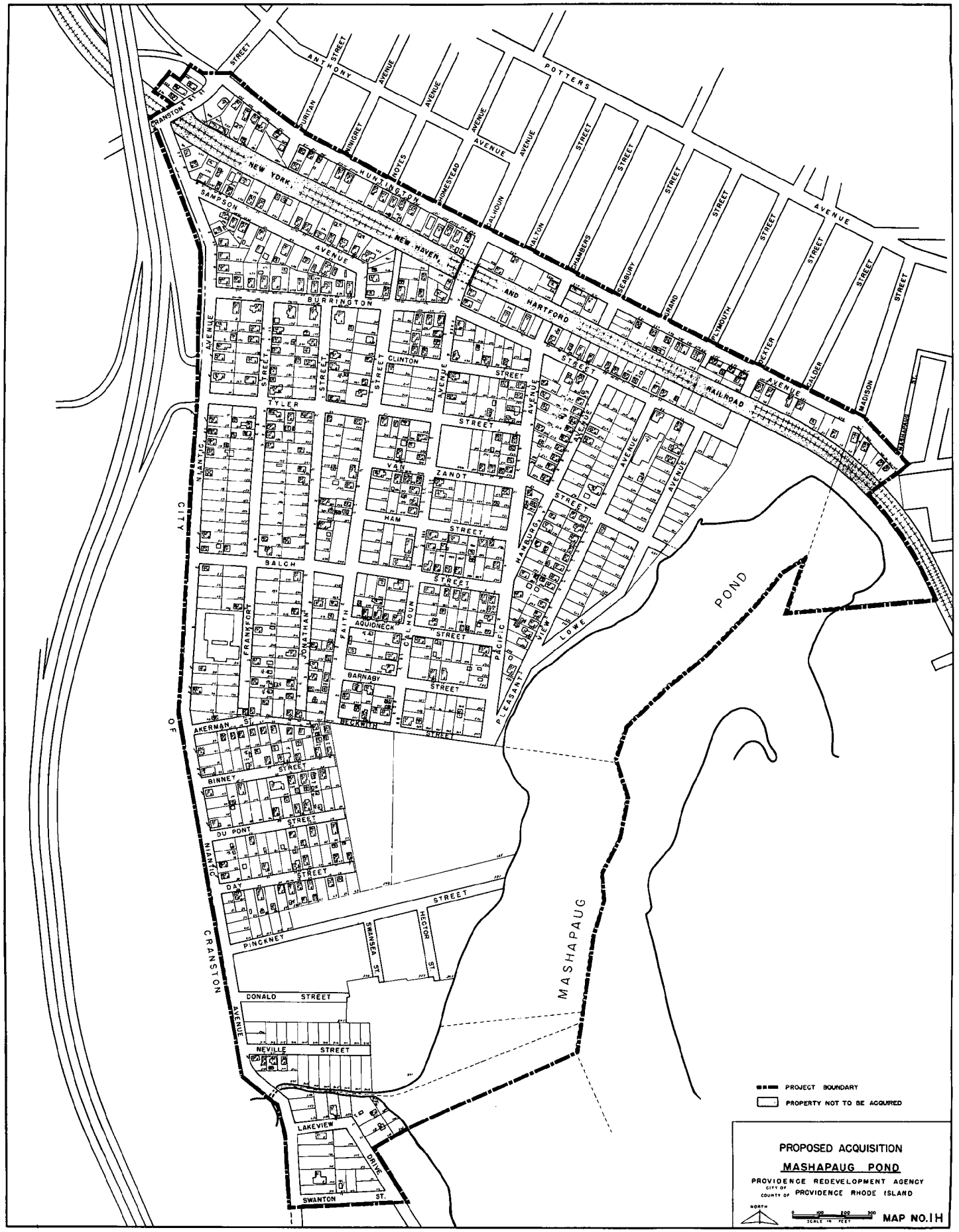
H. PROPOSED LAND ACQUISITION AND STRUCTURE DEMOLITION

1. Proposed Land Acquisition - See Map No. 1H Proposed Acquisition.

The land to be acquired for the purposes of redevelopment shall be acquired by direct negotiation with the former owner or by the exercise of the power of eminent domain granted to the Agency by the provisions of Title 45, Chapters 31-33 of the General Laws of Rhode Island, as amended. All land shown on Map No. 1H except the New York, New Haven and Hartford Railroad right-of-way will be acquired. Provided, however that no land owned by the State of Rhode Island or the City of Providence shall be acquired without the consent of the owner thereof. Application will be made to the Division of Public Utilities or to other tribunals or regulatory body having power over property owned by utility companies in the area to effectuate the acquisition of such property by eminent domain proceedings. Taking by eminent domain proceedings shall be in accordance with the provisions of Title 45, Chapter 32, Sections 26 through 38 of the General Laws of 1956, as amended. A sum determined by the Superior Court for the Counties of Providence and Bristol to be sufficient to satisfy the claims of all persons interested in the land taken will be deposited for the use of such persons in the Registry of said Court for payment for the properties so acquired. Funds for such deposit shall be obtained through the issuance of General Obligation bonds of the City of Providence authorized for redevelopment purposes.

2. Proposed Structure Demolition -

All buildings and/or structures located on the land acquired will be demolished in whole or in part or removed.


PROJECT BOUNDARY
PROPERTY NOT TO BE ACQUIRED
PROPOSED ACQUISITION
MASHAPAUG POND
PROVIDENCE REDEVELOPMENT AGENCY
CITY OF PROVIDENCE RHODE ISLAND
NORTH
SCALE IN FEET
MAP NO. 1H
MASHAPAUG POND
CRANSTON
CITY OF
NIANTIC
AVENUE
BURRINGTON
AVENUE
CLINTON
STREET
TYLER
STREET
VAN ZANDT
STREET
HAM
STREET
BALCH
STREET
AQUIDNECK
STREET
BARNABY
STREET
BECKWITH
STREET
AKERMAN
ST.
BINNEY
STREET
DU PONT
STREET
DAY
STREET
PINCKNET
STREET
DONALD
STREET
NEVILLE
STREET
LAKEVIEW
DRIVE
SWANTON
ST.
SWANSEA
ST.
HECTOR
ST.
FRANKFORT
JONATHAN
FAITH
CALHOUN
PACIFIC
PLEASANT
VIEW
LOWE
HAMBURG
NEW YORK
NEW HAVEN
AND HARTFORD
RAILROAD
POTTERS
AVENUE
HUNTINGTON
SAMPSON
AVENUE
PURITAN
AVENUE
HOYES
AVENUE
HOMESTEAD
AVENUE
CALHOUN
AVENUE
SALTON
STREET
CHAMBERS
STREET
SEABURY
STREET
BRAND
STREET
PLYMOUTH
STREET
DEXTER
STREET
GILDER
STREET
MADISON
STREET
CRANSTON
STREET
ANTHONY
STREET

I. PROPOSED CONDITIONS, COVENANTS AND OTHER RESTRICTIONS CONTROLLING THE DISPOSAL AND FUTURE USE OF LAND AND BUILDINGS IN THE PROJECT AREA

1. The following controls shall obligate and bind all redevelopers and their successors in interest, lessees or assigns. Restrictive covenants or conditions running with the land, consistent with these controls, shall be inserted in and made an effective part of all agreements and conveyances for the disposition of any part or parcel of land in the project area, to require said redevelopers:

a. To use and devote such real property only for the purpose and in the manner stated in the Redevelopment Plan.

b. To comply with such terms and conditions relating to the use and maintenance of such real property as in the opinion of the Agency are necessary to carry out the provisions of the Redevelopment Plan.

c. To provide that at no time shall the acquisition, use, disposal or conveyance of land or improvements within the project area to or by any person be denied, restricted or abridged, nor his occupancy or possession thereof preferred, segregated or refused because of his race or color, creed, or nationality of ancestry.

d. To begin and complete the building of improvements within a period of time deemed by the Agency to be reasonable, subject to any provision which may be made for the extension of the time limit with the approval of the Agency; and

e. To comply with such terms and conditions specified by the Agency which will prevent holding of land for speculative purposes.

2. The following measures shall be the obligation of the Providence Redevelopment Agency:

a. To conduct periodic inspections of the project area to insure compliance with the provisions of this Redevelopment Plan.

b. To investigate complaints by industrial occupants of the project area or by owners of property adjacent to the project area. In cases of investigation, the Providence Redevelopment Agency shall: (1) find that the industrial operations do conform to the Performance Standards in Appendix B; or, (2) confer with the management of the accused plant to effect such changes as are necessary for compliance with the Performance Standards; or, as a final alternative, (3) refer the complaint to one or more expert consultants selected by the Providence Redevelopment Agency. The consultant (s) will be qualified to advise as to whether the operations do, in fact, violate the Performance Standards.

The cost of such expert consultant (s) shall be assumed by the accused plant only if the measurements indicate actual violation of Performance Standards. When the measurements do not indicate violation of Performance Standards, the Providence Redevelopment Agency shall assume the necessary expenses.

J. EXTENT OF RELOCATION AND PROPOSED METHOD OF REHOUSING DISPLACED PERSONS

1. Extent of Relocation

Recent surveys of the existing families and businesses reveal that 496 families and individual householders and 6 businesses are estimated to be located in the area.

2. Method of Relocation

Families and individual householders within the Project Area will have the services of the Family and Business Relocation Service of the City of Providence made available to them when the Redevelopment Agency acquires the property they occupy. Suitable accommodations of adequate size in the private housing market, at a rental each relocatee can afford, and certified as decent, safe and sanitary by a trained housing inspector, will be offered to each relocatee requesting assistance. This Relocation Service will continue functioning until all relocatees living in the Project Area on the date of condemnation have been satisfactorily relocated into acceptable housing. Relocatees eligible for public housing will receive first consideration in the low-rent development of the Providence Housing Authority.

Business concerns within the project area will be offered the services of the Family and Business Relocation Service which will make every reasonable effort to investigate and maintain a file of potential business sites either within the project area or elsewhere in the community.

For the consideration of the General Assembly, legislation has been framed authorizing the Agency to make relocation payments to families, individuals, transient individuals and businesses.

K. ESTIMATED COST OF REDEVELOPMENT AND PROPOSED METHOD OF FINANCING

1. Estimated Cost of Redevelopment

GROSS PROJECT COST	$ 6,618,500
LAND PROCEEDS	$ 1,100,000
NET PROJECT COST	$ 5,518,500

2. Method of Financing

The Net Project Cost of $ 5,518,500 will be met by (a) the donation of city-owned land presently estimated to be valued at $ 21,200 and (b) cash in the amount of $ 5,497,300 from proceeds of the sale of long-term general obligation bonds issued by the City of Providence for redevelopment purposes.

L. ACCOMPLISHMENT OF REDEVELOPMENT PURPOSES

The Redevelopment act of 1956 states that "The purposes of Chapters 31 to 33 inclusive of this Title are the elimination and prevention of blighted and substandard areas and their replacement through redevelopment by well-planned, integrated, stable, safe and healthful neighborhoods."

This Redevelopment Plan proposes the elimination of a blighted and substandard area, as described in Appendix A, and the development of an efficient industrial district.

The City of Providence has a specific and critical need for an industrial district large enough to contain substantial units in which expanding firms can grow and provide increasing opportunities for employment. The community, generally, and the leaders of government, labor and business organizations, in particular, are cognizant of the threat which unemployment poses for individuals, families and the city as a whole. To satisfy such a basic municipal need, this Redevelopment Plan proposes the establishment of an industrial district sized to accommodate vital components of a viable community.

This Redevelopment Plan is also part of a concerted, integrated and sustained effort to promote the general welfare by the development for all of the occupants of the city of a continually improving urban environment: residential, commercial and industrial.

M. CHANGES IN APPROVED PLAN

Upon its own initiative or upon recommendation of the Agency, this Redevelopment Plan may be modified at any time by the City Council provided, that, if the Plan is modified after lease or sale by the Providence Redevelopment Agency of real property in the project area such modifications shall be subject to such rights at law and in equity as the lessee or purchaser or his successor or successors or assigns may be entitled to assert.

APPENDIX A

CONDITIONS OF BLIGHT

in the

MASHAPAUG POND

REDEVELOPMENT PROJECT AREA

A Study Prepared
for the
Providence Redevelopment Agency

by the

PROVIDENCE CITY PLAN COMMISSION
with the assistance of
BLAIR ASSOCIATES
planning consultants

July 1960

City Plan Commission

Suite 103, City Hall,
Providence 3, Rhode Island

July 8, 1960

Mr. James F. Reynolds, Executive Director
Providence Redevelopment Agency
Room 410 - Howard Building
Providence, Rhode Island

Dear Mr. Reynolds:

I am pleased to submit herewith our report of a special study of Blighted Conditions in the Mashapaug Pond Redevelopment Project Area. This study was made as part of the services called for under the provisions of the contract between your Agency, the City of Providence and Blair Associates, dated May 16, 1960 and amended June 6, 1960.

This report is the product of City Plan Commission staff work conducted with technical assistance and supervision from the firm of Blair Associates, Planning Consultants. Principal participants were Anthony N. Meleo, Anthony A. Verrecchia and Richard H. Piscione of our staff and Lachlan F. Blair, Stuart W. Stein and Anne S. Clavel of Blair Associates. Much material has been drawn from past studies by the Commission and by your Agency, as well as from current work by your other consultants. For this we are indebted.

We trust that the material presented in this report will aid in carrying forward the early renewal of this important section of our city.

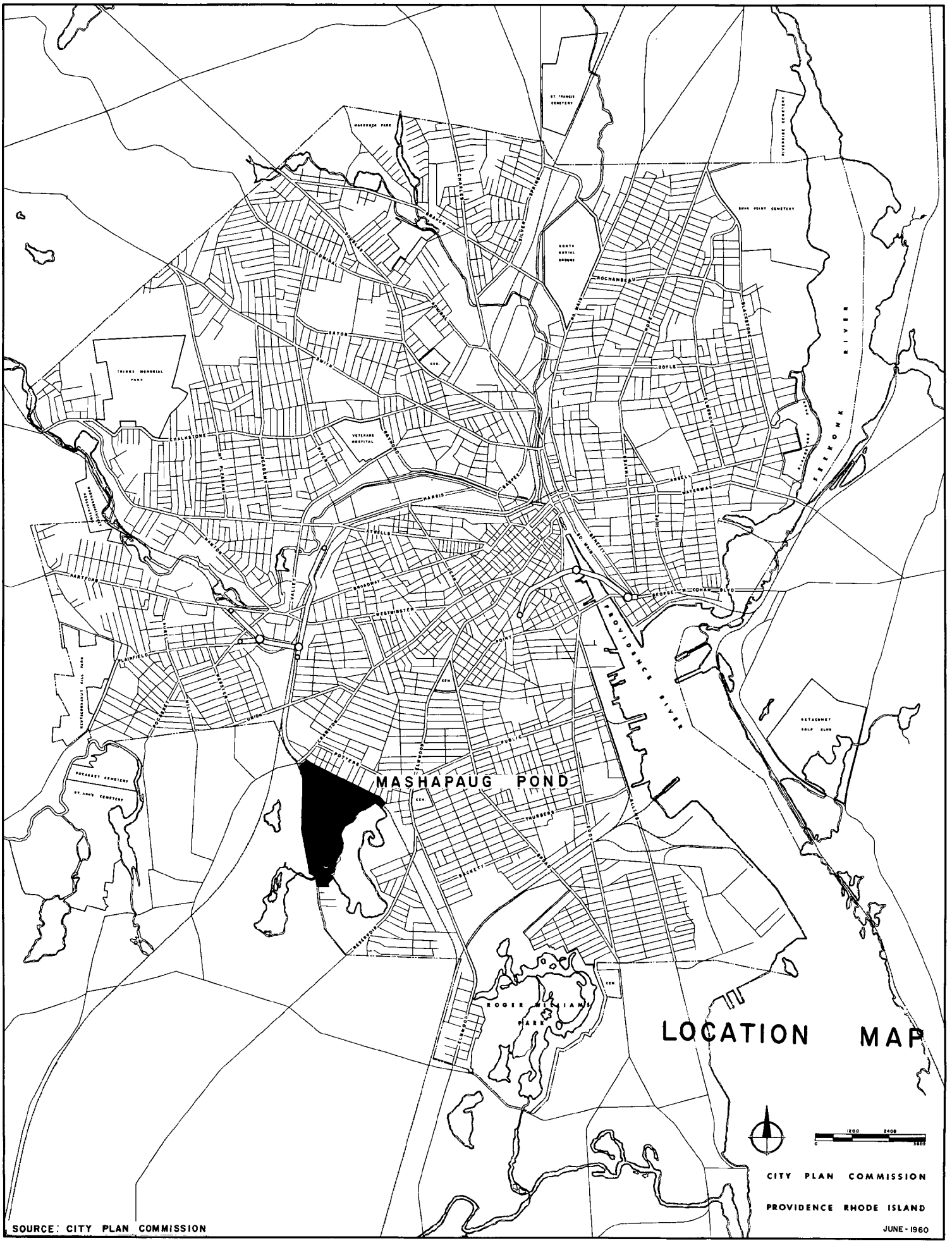
Sincerely yours,

FRANK H. MALLEY
DIRECTOR
CITY PLAN COMMISSION

FHM:MMH

CONTENTS

LIST OF MAPS


MASHAPAUG POND
LOCATION MAP
PROVIDENCE RIVER
SEEKONK RIVER
ROGER WILLIAMS PARK
CITY PLAN COMMISSION
PROVIDENCE RHODE ISLAND
JUNE - 1960
SOURCE: CITY PLAN COMMISSION

CONDITIONS OF BLIGHT
in the
Mashapaug Pond Redevelopment Project Area

A. INTRODUCTION

1. Project Area

The project area dealt with in this report is located in the southwestern section of the City of Providence and is bounded generally by Huntington Avenue on the north, Niantic Avenue on the west, Swanton Street and other lines on the south, and an irregular line near the center of Mashapaug Pond on the east. Three lots on the northwestern side of Cranston Street between Huntington Avenue and the New Haven Railroad right-of-way are included. The precise legal boundary description is contained elsewhere in the project documents, and the description above is provided only for the purpose of clearly identifying the area discussed in this report.

2. Past Studies

Official agencies in Providence have long been concerned with the area in which the present project is located. Although it adjoins some heavily developed sections, the Project Area has remained largely undeveloped. The following items trace some of the key phases in development of planning thought about the area:

a. In September, 1946, the City Plan Commission published its "Master Plan for Redevelopment of Residential Areas." In this plan, almost all of the present project area was shown as a blighted area, classified as an Arrested District. The characteristics of Arrested Districts, as noted in this plan were: 1) low density and low value of structures, 2) tax delinquency, 3) inadequate water and sewer service, 4) improper subdivision of streets and lots, and 5) inadequate housing. At that time, the Project Area qualified on all five of these characteristics. In the "Master Plan for Land Use", the Project Area was slated for redevelopment as a low density residential section. The City Plan Commission formally adopted the Master Plan for Redevelopment in November, 1946, and recommended it to the City Council.

b. In July, 1948, the City Council designated by ordinance 17 areas in Providence as blighted areas in need of redevelopment. The Mashapaug Pond Project Area lying south of the railroad was included in the group. Redevelopment of the Mashapaug Pond area was given first priority in the initial program of the newly-created Providence Redevelopment Agency, and considerable effort was devoted to studies by both Agency and Plan Commission staffs in 1948 and 1949. Legal procedings in regard to the basic redevelopment legislation and pressures for attention to other sections of the city, however, deferred action on the Mashapaug area.

c. In 1953, the City Plan Commission published a report comparing Land Use changes from 1946 to 1953. This study in effect updated the earlier master plan thinking, on the basis of 1950 census data and current field surveys. The report included the project area within its larger neighborhood - West Elmwood - and reported that 55.6% of the total West Elmwood Neighborhood was in an Arrested District, confirming its continuing suitability for redevelopment.

d. In 1957, based on new federal and state urban renewal and redevelopment legislation passed the year before, the City Plan Commission staff prepared an application for an advance of funds from the Urban Renewal Administration for surveys and planning of the Mashapaug Pond area. Despite the passage of almost ten years, this was still the first priority arrested district in the city for application of redevelopment measures. Due to the heavy workload in deteriorated districts and problems of allocating limited federal funds, the application was not pursued. Staff investigations made in connection with this application indicated that changing conditions in regard to freeway location, the municipal economy and other factors would make industrial re-use of substantial portions of the Mashapaug Pond area not infeasible.

3. Basic Finding

The Mashapaug Pond Redevelopment Project Area today is a "blighted and substandard area" as defined in Sections 8 (2), 8 (4), and 8 (5) of Chapter 31, Title 45 of the General Laws of

Rhode Island - 1956 (Redevelopment Act of 1956). A combination of factors and characteristics make the Project Area both a "deteriorated blighted area" and an "arrested blighted area" within the meaning of that act. Conditions exist which are conducive to its becoming a "slum blighted area" and are detrimental to the public health, safety, morals, and general welfare of the community. The Project Area is unduly costly to develop soundly through the ordinary operations of private enterprise and as it now exists, the Project Area is an obstacle to the sound growth of the city.

The following sections of this report present materials which are the basis for this finding.

B. DEVELOPMENT TRENDS

From a study of trends in development of an area, the future growth potential of the area may be determined with a good degree of accuracy. Factors useful in determining trends are the history of past development, both within the area and in areas surrounding it; as well as the pattern of existing land use and changes that have occurred in that pattern.

1. Past Development

The Project Area was first platted in 1856. Subsequent platting followed up to about 1900. Excluding land in street and railroad rights-of-way, less than 50% of the area has been developed. Vacant land is generally distributed throughout the Project Area, although predominantly vacant land occupies the tracts from Pinckney Street to the Brook and the northeast corner of the Project Area near the Pond. The long history of vacant land implies that the area is not attractive for extensive residential development. There is no reason to suppose that the project area would suddenly appeal to home seekers if no changes are made in the existing development pattern.

The railroad tracks and Mashapaug Pond probably have played the major part in keeping the project area undeveloped by isolating it from the line of urban growth. Over the years, the long-vacant land has become more and more discouraging to potential investors. A large industrial district has been steadily developing in the City of Cranston, immediately west of the project area. This has given in recent years a distinctly industrial character to Niantic Avenue and has further hampered residential improvement of the Project Area.

2. Land Use Pattern

The Project Area contains a total of 117.36 acres, of which 24.12 acres are in streets and 5.85 acres in railroad right-of-way. Of the remaining 87.39 acres, 50.4 per cent is vacant land. Residential use comprises 32.9 per cent of the total net Project Area, exclusive of street and railroad rights-of-way. Auxiliary uses, industrial uses and recreational uses take up 14.9 per cent. The remaining two per cent of the net land area is used for commercial uses, institutional uses and mixed uses and utilities.

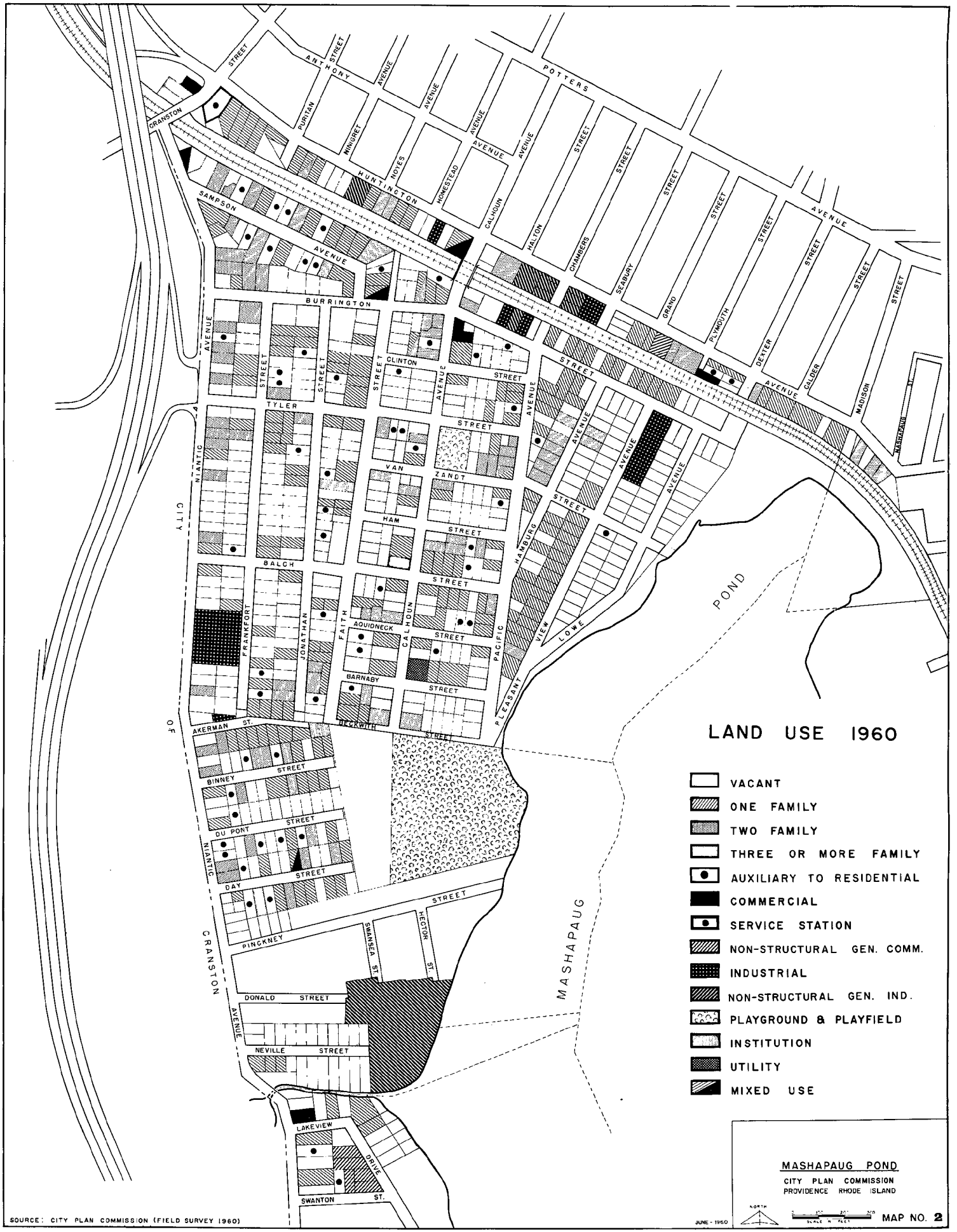
3. Land Use Changes

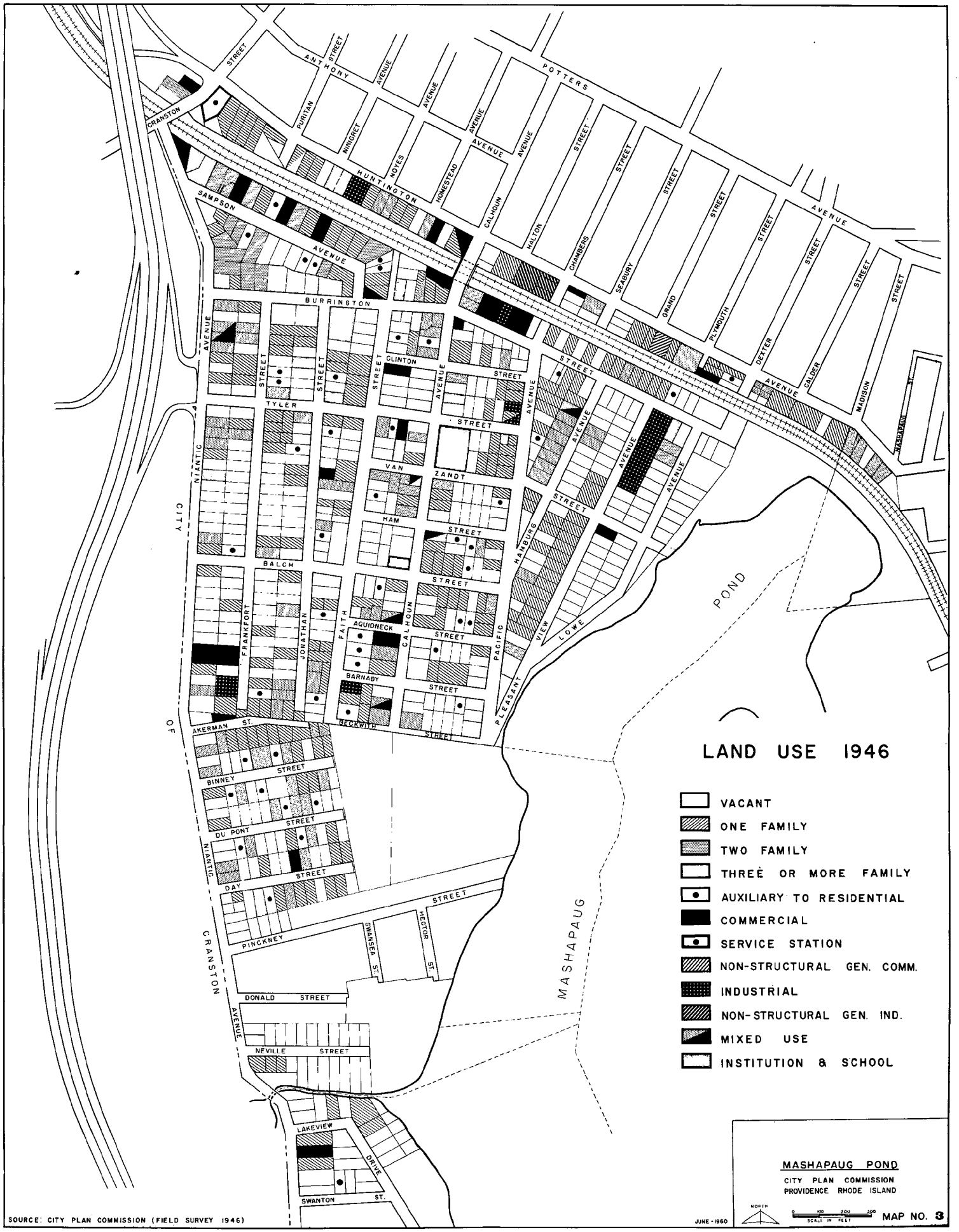
Two land use maps are included in this report, one showing 1960 data and the other 1946. The following table compares acreage and percentage figures for the two dates.

There has been little change in land use in the Project Area since 1946. Except for the drop in vacant land, no change in any use category amounts to more than two per cent of the net land area. In light of rapid urbanizing trends, this is a very small change.

LAND USE COMPARISON, 1946-1960
Mashapaug Pond Project Area
(All figures exclusive of street and railroad rights-of-way)

	Area in Acres		Per Cent	
Use Category	1946	1960	1946	1960
Vacant	51.04	44.02	58.5	50.4
Residential				
One-family	16.63	16.74	19.1	19.2
Two-family	8.50	7.75	9.6	8.9
Multi-family	2.54	4.20	2.8	4.6
(sub-total)	(27.67)	(28.69)	(31.5)	(32.7)
Industrial	1.50	2.66	1.7	2.9
Commercial	2.08	1.09	2.4	1.3
Mixed Residential and Commercial	0.97	0.48	1.1	0.6
Auxiliary	3.62	4.73	4.2	5.5
Institutional	0.07	0.07	0.1	0.1
Recreational	----	5.50	---	6.3
School	0.44	----	0.5	---
Utility	----	0.15	---	0.2
Total	87.39	87.39	100.0	100.0


LAND USE 1960
VACANT
ONE FAMILY
TWO FAMILY
THREE OR MORE FAMILY
AUXILIARY TO RESIDENTIAL
COMMERCIAL
SERVICE STATION
NON-STRUCTURAL GEN. COMM.
INDUSTRIAL
NON-STRUCTURAL GEN. IND.
PLAYGROUND & PLAYFIELD
INSTITUTION
UTILITY
MIXED USE
MASHAPAUG POND
CITY PLAN COMMISSION
PROVIDENCE RHODE ISLAND
JUNE - 1960
MAP NO. 2
SOURCE: CITY PLAN COMMISSION (FIELD SURVEY 1960)
CRANSTON
POTTERS AVENUE
ANTHONY STREET
PURITAN AVENUE
MINGREY AVENUE
HUNTINGTON AVENUE
NOYES AVENUE
HOMESTEAD AVENUE
CALHOUN AVENUE
HALTON STREET
CHAMBERS STREET
SEABURY STREET
GRAND STREET
PLYMOUTH STREET
DEXTER STREET
CALDER STREET
MADISON STREET
SAMPSON AVENUE
BURRINGTON AVENUE
CLINTON AVENUE
TYLER STREET
VAN ZANDT STREET
HAM STREET
BALCH STREET
AQUIDNECK STREET
BARNABY STREET
BECKWITH STREET
AKERMAN ST.
BINNEY STREET
DU PONT STREET
DAY STREET
PINCKNEY STREET
DONALD STREET
NEVILLE STREET
LAKEVIEW DRIVE
SWANTON ST.
NIANTIC AVENUE
FRANKFORT STREET
JONATHAN STREET
FAITH STREET
PACIFIC STREET
HAMBURG STREET
PLEASANT VIEW AVENUE
LOWE AVENUE
SWANSEA ST.
HECTOR ST.
MASHAPAUG POND
CITY OF CRANSTON


LAND USE 1946
VACANT
ONE FAMILY
TWO FAMILY
THREE OR MORE FAMILY
AUXILIARY TO RESIDENTIAL
COMMERCIAL
SERVICE STATION
NON-STRUCTURAL GEN. COMM.
INDUSTRIAL
NON-STRUCTURAL GEN. IND.
MIXED USE
INSTITUTION & SCHOOL
MASHAPAUG POND
CITY PLAN COMMISSION
PROVIDENCE RHODE ISLAND
NORTH
SCALE IN FEET
MAP NO. 3
JUNE-1960
SOURCE: CITY PLAN COMMISSION (FIELD SURVEY 1946)
POND
MASHAPAUG
CRANSTON
CITY OF NIANTIC
POTTERS AVENUE
HUNTINGTON AVENUE
SAMPSON AVENUE
BURRINGTON AVENUE
CLINTON STREET
TYLER STREET
VAN ZANDT STREET
HAM STREET
BALCH STREET
AQUIDNECK STREET
BARNABY STREET
BECKWITH STREET
AKERMAN ST.
BINNEY STREET
DU PONT STREET
DAY STREET
PINCKNEY STREET
DONALD STREET
NEVILLE STREET
LAKEVIEW DRIVE
SWANTON ST.
SWANSEA ST.
HECTOR ST.
ANTHONY STREET
PURITAN AVENUE
MINGRET AVENUE
NOYES AVENUE
HOMESTEAD AVENUE
CALHOUN AVENUE
HALTON STREET
CHAMBERS STREET
SEABURY STREET
GRAND STREET
PLYMOUTH STREET
DEXTER STREET
CALDER STREET
MADISON STREET
WASHINGTON ST.
FRANKFORT AVENUE
JONATHAN STREET
FAITH STREET
CALHOUN STREET
PACIFIC AVENUE
HAMBURG AVENUE
VIEW AVENUE
LOWE AVENUE
PLEASANT STREET

The change in the amount of acreage devoted to any use is too slight to show any definite trend. Those uses showing the greatest increase over the period from 1946 to 1960 were multi-family residential, industrial and auxiliary uses (in most cases, auxiliary uses are residentially related). Vacant land and commercial land showed the greatest acreage decline. Since 1946, the amount of commercially used land in the Project Area dropped from slightly over two acres to slightly over one acre. The changes were generally neighborhood businesses which closed and commercial uses which shifted to industrial uses. Over the same period, industrial uses increased one acre. The mixture of uses within blocks no matter how minor is often not conducive to their best development and can cause deterioration of all uses on the block. Residential and industrial uses are especially incompatible. In the Project Area, all industrial uses, except one, are located in the same blocks as residential uses.

4. Future Land Use

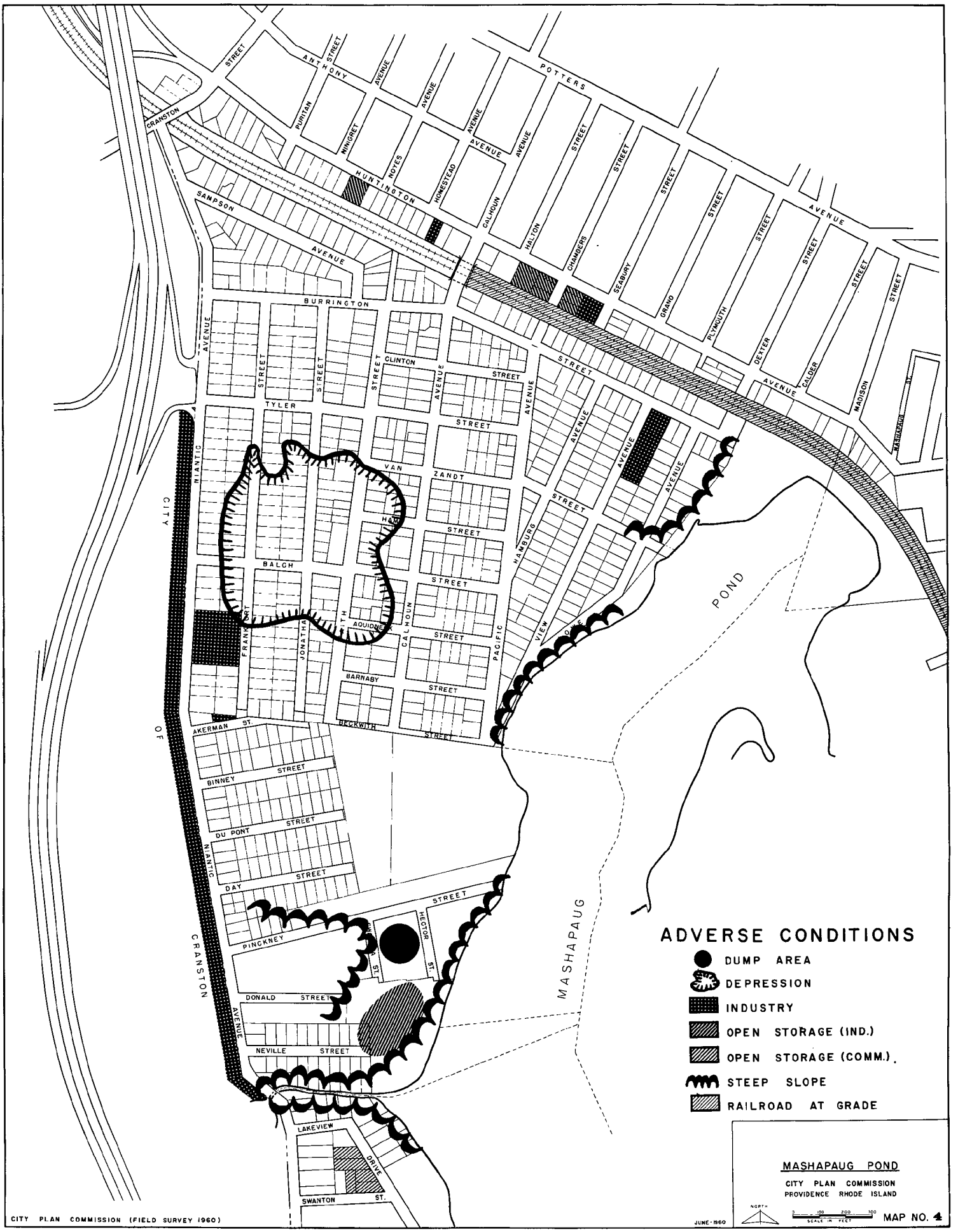
On the basis of past trends and assuming other conditions in the area remain unchanged, vacant land will continue to be the major land category for more than twenty years. There can be anticipated a slight rise in residential use, with the greatest increase likely in the amount of multi-family use. There should also be an increase in industrial use, and a likely decrease in commercial use. Although the Project Area would remain predominantly residential, there will be an increase in the mixture of residential and industrial uses within blocks; an undesirable trend. Continuation of the trend toward multiple family dwellings can be regarded as undesirable because the lots in the area are below the minimum permitted size for such dwellings.

C. PHYSICAL CONDITIONS

1. Topography

Land in the Project Area is generally rolling. There are steep grades at the edge of the pond and at the brook near the southern end of the Project Area, as well as a substantial depression in the center of the Project Area around Balch Street.

Studies by engineering consultants for the Providence Redevelopment Agency indicate that approximately one-half of the unpaved streets in the Project Area are not presently at the legal grades


ADVERSE CONDITIONS
DUMP AREA
DEPRESSION
INDUSTRY
OPEN STORAGE (IND.)
OPEN STORAGE (COMM.)
STEEP SLOPE
RAILROAD AT GRADE
MASHAPAUG POND
CITY PLAN COMMISSION
PROVIDENCE RHODE ISLAND
MAP NO. 4
CITY PLAN COMMISSION (FIELD SURVEY 1960)
JUNE-1960
POTTERS AVENUE
ANTHONY STREET
PURITAN AVENUE
MINGRET AVENUE
NOYES AVENUE
HOMESTEAD AVENUE
CALHOUN AVENUE
HALTON STREET
CHAMBERS STREET
SEABURY STREET
GRAND STREET
PLYMOUTH STREET
DEXTER STREET
CALDER AVENUE
MADISON STREET
KARAMAN ST.
CRANSTON STREET
HUNTINGTON AVENUE
SAMPSON AVENUE
BURRINGTON AVENUE
CLINTON STREET
TYLER STREET
VAN ZANDT STREET
BALCH STREET
FRANKLIN ST.
JONATHAN STREET
AQUIDNECK STREET
CALHOUN STREET
BARNABY STREET
BECKWITH STREET
AKERMAN ST.
HAMBURG STREET
PACIFIC AVENUE
VIEW AVENUE
DOME AVENUE
NIANTIC AVENUE
CITY OF CRANSTON
BINNEY STREET
DU PONT STREET
DAY STREET
PINCKNEY STREET
HECTOR ST.
DONALD STREET
NEVILLE STREET
LAKEVIEW DRIVE
SWANTON ST.

established or recorded for these streets. If these streets were to be constructed now at the required grade, sixty major structures would be affected. These are mostly houses built without regard to the established grade required for adequate drainage and construction of utilities, and serious structural changes in the buildings would be needed to adapt them to the proper street grades. It is the responsibility of the property owners to assume the expense of such changes involving raising or lowering of structures, sewer installation and highway and curbing construction.

The engineering consultants report that drainage of the so-called Balch Street basin in its existing condition is extremely poor. For this reason, continuance of residential use in the basin is undesirable.

2. Streets and Utilities

Within the Project Area, there are four and two-thirds miles of platted streets, comprising more than one-fifth of the total area. Of these, as determined by the engineering consultants, only 31.5 per cent are paved and some pavements are not in adequate condition. Only 30.1 per cent of the street length is curbed, and only two per cent is provided with sidewalks.

Sanitary sewer facilities are provided in 43.7 per cent of the streets and storm sewers in 39.6 per cent. Water lines can be extended or are available to all residences existing, and 75.6 per cent of the streets have street lights.

3. Needed Improvements

a. If the existing pattern of development were to be continued, with residential use of the presently platted lots and minimum standards of utilities and street service provided, considerable improvement of existing facilities would be needed, in addition to extension of utilities lines and new street construction. To bring public utilities up to a reasonable standard, there would be needed 17,444 feet of new sanitary sewer lines, 1,356 feet of force main, 5,490 feet of new water lines,

10,500 feet of storm sewers, 20 new street lights, and 66,998 square yards of new paving. Details of such additions and improvements are presented in the separate report of the engineering consultants. Major findings from the engineering report as to cost are shown below:

ESTIMATED COST OF UPDATING AND INSTALLING FACILITIES:

City of Providence and adjacent owners shared cost	$1,276,000.00
Cost to private utilities	49,000.00
TOTAL ESTIMATED COST	$1,325,000.00

b. The costs to be shared by the City of Providence and the adjacent property owners for improvements in the Project Area are higher than costs for such improvements in new developments. This is due in part to the original obsolete, faulty, and inappropriate platting.

In new subdivisions, it is estimated that costs for utilities and facilities constructed at standards comparable to those proposed for the Project Area would be between $6,300 and $7,560 per acre or between $.14 and $.18 per square foot.* In the Project Area, costs for the same utilities and facilities are estimated at $11,700 per acre or $.27 per square foot.

c. In the letter at the rear of this report the real estate consultant states that he appraised the market value of the land from $.18 to $.24 per square foot if the new improvements were constructed. He concluded further that it would not be economically feasible to expend $1,276,000 for the enhancement of land which he estimated could obtain a value of only $400,000.

d. Even after expenditures of this magnitude, the Project Area would still be deficient in many respects when compared to contemporary standards of residential development. Many of these deficiencies are of such nature that they cannot

* The figures shown are adjusted to 1960 costs from prices shown in the Home Builder's Manual for Land Development, Second Revised Edition, 1958, Chapter 7.

be corrected through any process short of redevelopment, as is shown in some of the subsequent sections of this report.

D. PLATTING

Faulty platting reduces the amount of developable land in an area, the marketability of the land and the attractiveness of the area to new development. Consequently, in the period January, 1950 to June, 1960, no more than four residential structures were built in the project area, while in the same period, 2,099 residential structures were issued building permits in the city of Providence. Public utilities are often difficult to put in and extend in poorly laid-out subdivisions. Correction of substandard conditions caused by such platting may put undue costs on both home owners and the city government.

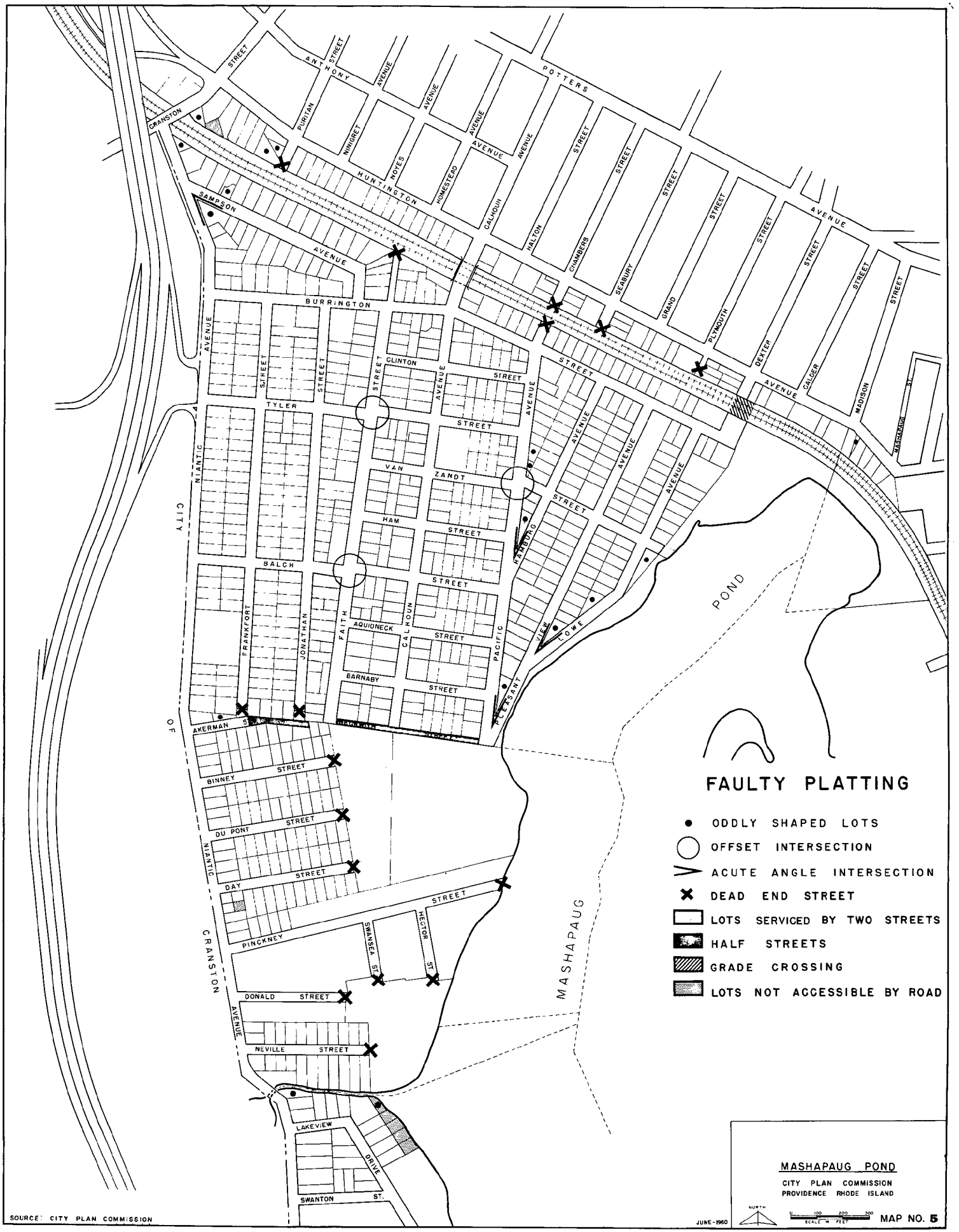
The Project Area contains almost every example of how not to plat subdivisions. Map number Five shows many faults of platting. In light of modern subdivision practices recommended by federal housing agencies and home builders associations, the area is obsolete and substandard.

1. Streets

a. Half-Streets: Two streets in the Project Area totaling 840 feet in length have rights-of-way of only 20 feet, or one-half the width normally required in the City of Providence. These half-streets show lack of planning and coordination between developers, for one developer dedicated part of a street but the neighboring developer failed to open the other half. These streets are not fully usable and create a hardship on properties fronting on them, reducing the marketability of these properties.

b. Unpaved Streets: In the project area, there are 4 2/3 miles of platted streets. Of these, 3.2 miles or 68.5 per cent are not paved. This situation has a deteriorating effect on adjacent property, creates dirt and dust in the houses and difficult maintenance problems.

c. Streets intersecting at acute angles impair the visibility of approaching traffic and make turning movements hazardous. There are four such acute angle intersections in the Project Area.


FAULTY PLATTING
ODDLY SHAPED LOTS
OFFSET INTERSECTION
ACUTE ANGLE INTERSECTION
DEAD END STREET
LOTS SERVICED BY TWO STREETS
HALF STREETS
GRADE CROSSING
LOTS NOT ACCESSIBLE BY ROAD
MASHAPAUG POND
CITY PLAN COMMISSION
PROVIDENCE RHODE ISLAND
MAP NO. 5
JUNE-1960
SOURCE: CITY PLAN COMMISSION
POND
MASHAPAUG
CRANSTON
NIANTIC
POTTERS
AVENUE
ANTHONY
STREET
PURITAN
NINGRET
NOYES
HOMESTEAD
CALHOUN
HALTON
CHAMBERS
SEABURY
GRAND
PLYMOUTH
DEXTER
CALDER
MADISON
HUNTINGTON
SAMPSON
BURRINGTON
CLINTON
TYLER
VAN ZANDT
HAM
BALCH
FRANKFORT
JONATHAN
FAITH
AQUIONECK
BARNABY
PACIFIC
HAMBURG
LIEW
COWE
PLEASANT
AKERMAN
BINNEY
DU PONT
DAY
PINCKNEY
SWANSEA
HECTOR
DONALD
NEVILLE
LAKEVIEW
DRIVE
SWANTON
MASHAPAUG ST.

d. The slightly offset intersection is also dangerous. The intersection off-set less than 125 feet requires through traffic to zig-zag across the intersecting street making two sharp, quick turning movements. Such through traffic becomes a hazard to oncoming traffic on the intersecting street and is apt to cause accidents. There are three intersections offset at less than 125 feet in the Project Area.

e. When blocks are too short, many closely-spaced intersections create traffic hazards. A preferred minimum standard block length is 500 feet. In the project area, there are 28 blocks less than 500 feet long.

f. Dead end streets are wasteful of developable land, allow no turnaround space, require an overextension of utilities if no through connection is planned. In the Project Area there are sixteen dead end streets.

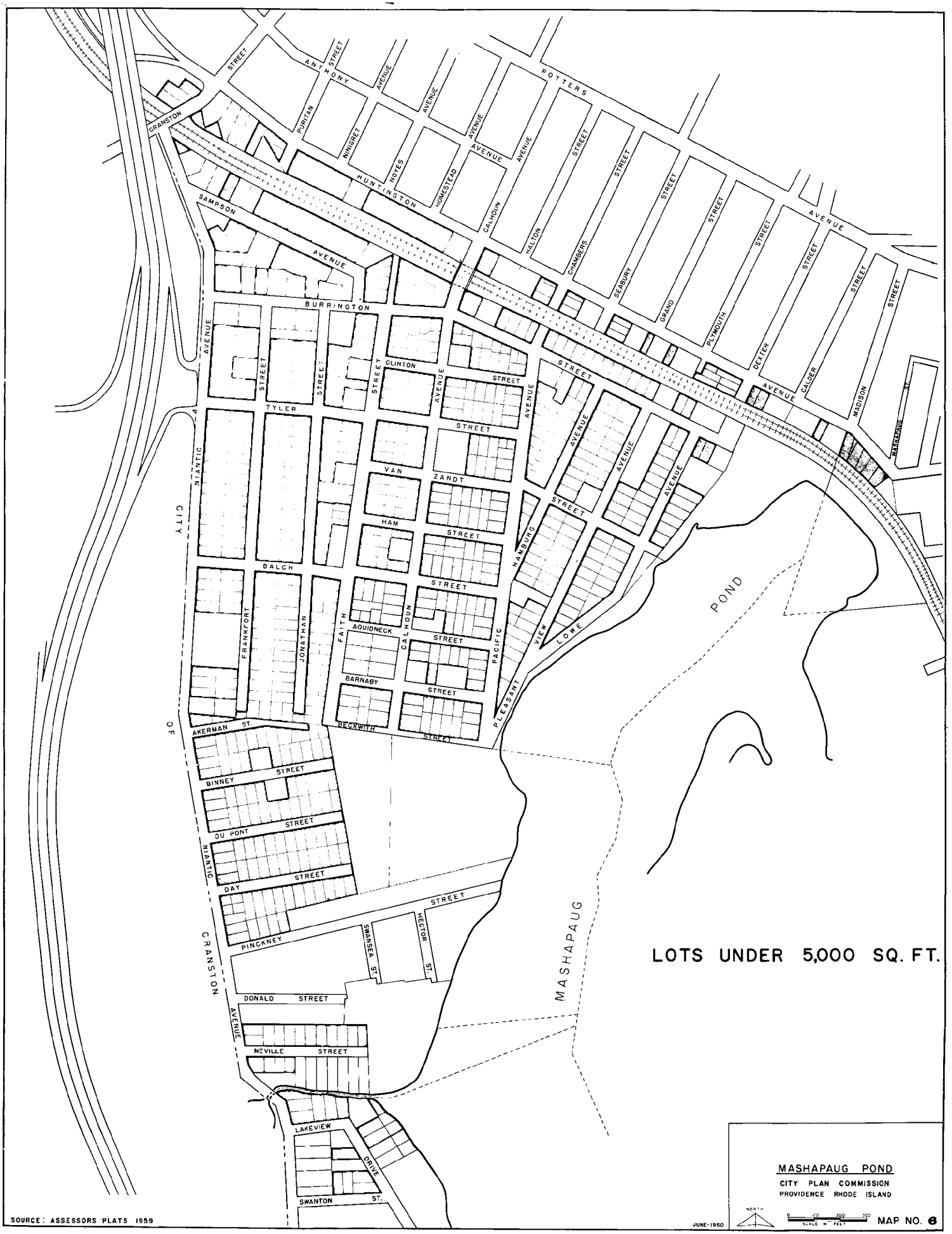
2. Lots

a. Lots that are too small are not developable and have little market value. The City of Providence Zoning Ordinance requires that one family residences be on lots with a minimum area of 5,000 square feet and that in the R-3 or General Residence Zone in which the Project Area is located, two- and three-family dwellings must be located on lots with a least 3,000 square feet per family. Map number Six shows lots under 5,000 square feet in the Project Area, and the following table shows cumulative percentages of lots by size:

Number of Square Feet	Per cent (cumulative)
2999 sq. ft. or less	20.0%
3499 sq. ft. or less	59.4%
3999 sq. ft. or less	80.5%
4999 sq. ft. or less	87.8%
TOTAL LOTS: 804	

Source: Providence City Plan Commission

According to modern standards as reflected by the requirements of the zoning ordinance for adequate lot size to provide necessary light, air and ventilation between


LOTS UNDER 5,000 SQ. FT.
MASHAPAUG POND
CITY PLAN COMMISSION
PROVIDENCE RHODE ISLAND
MAP NO. 6
JUNE-1960
SOURCE: ASSESSORS PLATS 1959
CRANSTON STREET
ANTHONY STREET
PURITAN AVENUE
NINGRET AVENUE
NOYES AVENUE
HOMESTEAD AVENUE
CALHOUN AVENUE
HALTON STREET
CHAMBERS STREET
SEABURY STREET
GRAND STREET
PLYMOUTH STREET
DEXTER STREET
CALDER STREET
MADISON STREET
POTTERS AVENUE
HUNTINGTON AVENUE
SAMPSON AVENUE
BURRINGTON AVENUE
CLINTON STREET
TYLER STREET
VAN ZANDT STREET
HAM STREET
BALCH STREET
AQUIDNECK STREET
BARNABY STREET
BECKWITH STREET
AKERMAN ST.
BINNEY STREET
DU PONT STREET
DAY STREET
PINCKNEY STREET
DONALD STREET
NEVILLE STREET
LAKEVIEW DRIVE
SWANTON ST.
SWANSEA ST.
HECTOR ST.
NIANTIC AVENUE
CITY OF CRANSTON
FRANKFORT
JONATHAN
FAITH
CALHOUN
PACIFIC
HAMBURG
PLEASANT
VIEW
LOWE
MASHAPAUG
POND

houses, the majority of lots in the Project Area are substandard.

b. Lots without access to city streets have little value because they are, in themselves, undevelopable. In the Project Area, seven lots have no access.

c. Oddly shaped lots are difficult to develop and therefore have low market value. In the Project Area, seventeen lots are oddly shaped.

d. Lots which front on two streets (excepting corner lots) are not desirable. Utilities in the street are not fully used. There is no quiet area for the families away from the street and one of the two streets will have the appearance of an alley, since it will show passersby the back yards. Twenty-four lots front on two streets in the project area (excluding corner lots).

3. Inefficient Platting

The ratio of land in streets to developable land is indicative of the efficiency of platting. It is desirable that the ratio of land to streets be as high as possible, both from the standpoint of the city in money spent for paving and utilities and from that of the developer in amount of available land for sale. Well-planned subdivisions often have ratios 5:1 or higher. (That is, five acres of land in lots to one acre in streets.) Excluding the state reservation, and including the widths of Niantic and Huntington Avenues to their center lines, 27.7 per cent of the total land in the Project Area is in streets. The ratio of land area to street area is 3.0:1. For comparison a typical minimum size lot allowed in the zoning ordinance of 5,000 square foot lots, with a 50 foot frontage on a 40 foot wide street, has a ratio of land area to street area (to the center line of the street) of 5:1 and the percentage of land in streets to total land area is 16.7 per cent. It can be clearly seen that the Project Area as presently platted has an inefficient ratio of land area to street area.

E. HOUSING CONDITIONS

1. Substandard Housing

The quality of housing within an area is one of the major measures of deterioration. Inspections were made in the Project Area in 1957 and again in 1959-1960 to determine the extent of substandard

housing. Qualified inspectors from the Providence Family and Business Relocation Service used an objective schedule prepared by the American Public Health Association and recommended for use by the United States Public Health Service.

The area covered by the sample survey does not include the area south of the brook. In the part of the Project Area from Huntington Avenue to the brook, there are 337 residential structures. Fifty-six percent, or 188, were inspected in the survey, and 166 inspections, or 49 percent, were completed. Inspections were carried out in 305 dwelling units in these structures, of which 260 inspections were completed. Based on this sample, it is estimated that there are 500 dwelling units in the survey area. The following findings were made:

a. 37.5 percent of the structures inspected were found to be substandard. This percentage is almost twice the federal minimum of twenty percent.

b. 1.5 percent of the dwelling units have no private toilet.

c. 8.8 percent have no bath.

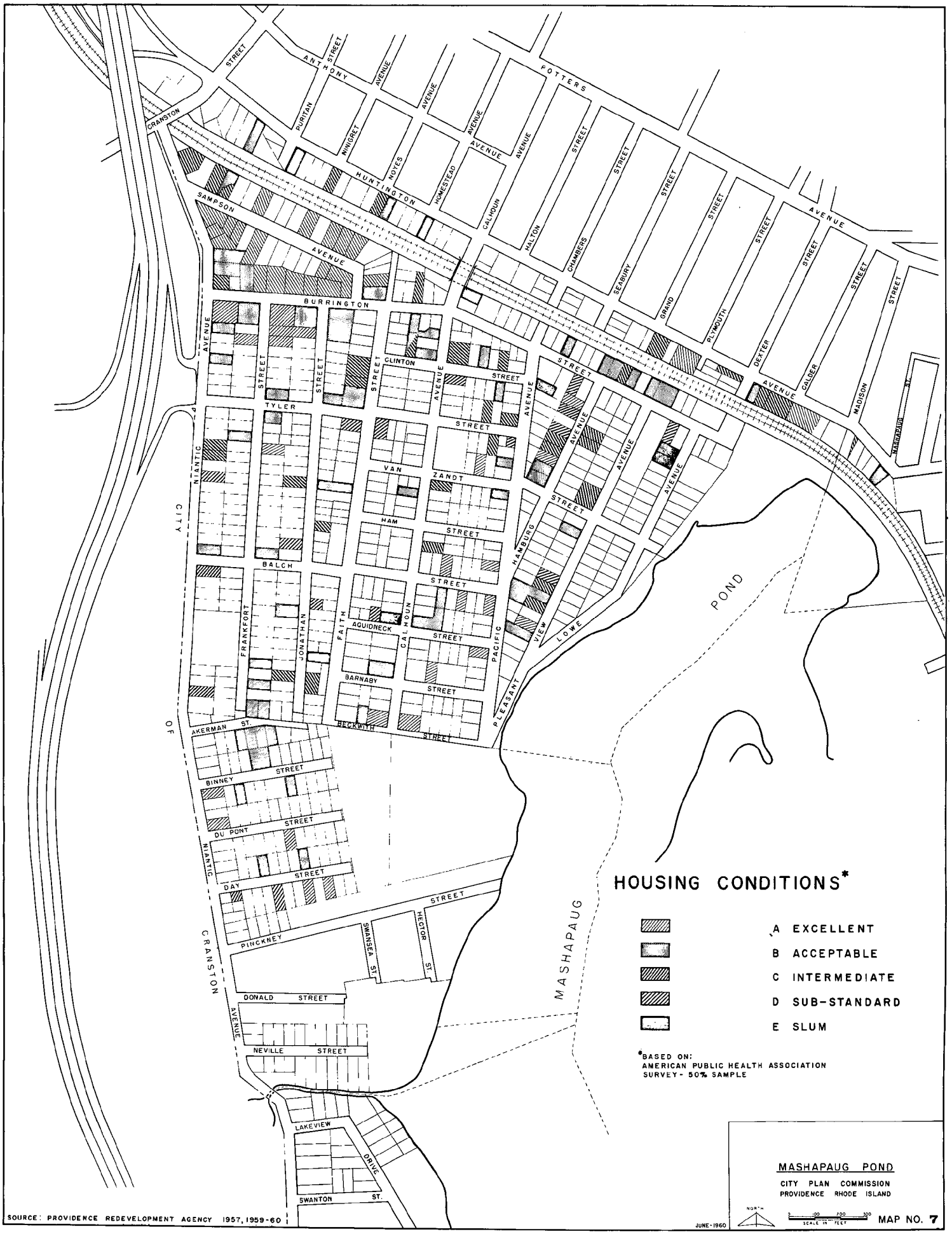
d. 26.9 percent of the dwelling units are in structures with no inside piped hot water.

e. 46 percent of the dwelling units are in structures with no central heating.

f. The survey included special evaluation of certain essential physical facilities:

50 percent of the dwelling units are considerably lacking facilities,*
18 percent of the dwelling units are seriously lacking facilities,
7 percent of the dwelling units are extremely lacking facilities.

* Lacking facilities means the existence of a combination of deficiencies in one or more essential heating, lighting, ventilation, sanitation and electrical facilities. The terms "considerably", "seriously", and "extremely" refer to numerical scores based on the American Public Health Association survey.


HOUSING CONDITIONS*
A EXCELLENT
B ACCEPTABLE
C INTERMEDIATE
D SUB-STANDARD
E SLUM
*BASED ON:
AMERICAN PUBLIC HEALTH ASSOCIATION
SURVEY - 50% SAMPLE
MASHAPAUG POND
CITY PLAN COMMISSION
PROVIDENCE RHODE ISLAND
JUNE-1960
MAP NO. 7
SOURCE: PROVIDENCE REDEVELOPMENT AGENCY 1957, 1959-60
POTTERS AVENUE
CRANSTON STREET
ANTHONY STREET
PURITAN AVENUE
MINGRET AVENUE
NOTES AVENUE
HOMESTEAD AVENUE
CALHOUN AVENUE
MALTON STREET
CHAMBERS STREET
SEABURY STREET
GRAND STREET
PLYMOUTH STREET
DEXTER STREET
CALDER STREET
MADISON STREET
MASHAPAUG ST.
HUNTINGTON AVENUE
SAMPSON AVENUE
BURRINGTON AVENUE
CLINTON STREET
TYLER STREET
VAN ZANDT STREET
HAM STREET
BALCH STREET
AQUIDNECK STREET
BARNABY STREET
BECKWITH STREET
AKERMAN ST.
BINNEY STREET
DU PONT STREET
DAY STREET
PINCKNEY STREET
DONALD STREET
NEVILLE STREET
LAKEVIEW DRIVE
SWANTON ST.
SWANSEA ST.
HECTOR ST.
NIANTIC AVENUE
FRANKFORT STREET
JONATHAN STREET
FAITH STREET
CALHOUN STREET
PACIFIC STREET
HAMBURG STREET
PLEASANT VIEW AVENUE
LOWE AVENUE
CITY OF CRANSTON
POND
MASHAPAUG

g. On a deterioration index, which refers to the maintenance of the structure, the survey shows that of the dwelling units inspected:

13.8 per cent are considerably deteriorated,
42.3 per cent are seriously deteriorated,
32.3 per cent are extremely deteriorated.

h. A basic deficiency is a lack of toilet facilities, disrepair, or a degree of overcrowding so serious that it would ordinarily require great expense to correct. Examples are lack of dual egress or a toilet outside the structure. The survey found that:

57% of the units had one basic deficiency,
10% of the units had two basic deficiencies,
5% of the units had three basic deficiencies.

2. General Housing Characteristics

The census of Housing enumerates certain housing characteristics which give a picture of the quality of housing in an area. The following chart sums up the 1950 General Housing Characteristics from the Census of Housing, comparing characteristics in the Project Area with the City of Providence and with the West Elmwood neighborhood, of which the Project Area is a part.

COMPARISON OF GENERAL HOUSING CHARACTERISTICS, 1950

	City of Providence	West Elmwood Neighborhood	Mashapaug Project Area
TOTAL DWELLINGS	74,212	1275	462
Dwellings/net res. acre	19	12.6	17.3
% Renter Occupied	66.4%	44.0%	50.2%
Average Rent	$27.20	$30.80	$21.60
Age (1940 Census)			
% pre-1919	77.3%	56.0%	92.7%
% Overcrowding (+1.51 persons/room)	2.5%	1.1%	3.4%
% No private bath or dilapidated	20%	7.2%	18.5%
% No running water or dilapidated	5.3%	2.2%	7.6%

Source: U. S. Census of Housing, General Housing Characteristics, 1950

a. Age of housing is an index of possible deterioration.

(1) Older houses are not suited to many needs of modern living without extensive repairs.

(2) Wiring and plumbing in old houses are not usually adequate for the demands of modern applicances.

(3) Old houses are often too large for efficient one-family use, yet are expensive to remodel adequately for multi-family use.

(4) Mortgages are hard to get on old houses, which discourages possible buyers.

(5) In the Project Area, in 1940, 92.7 per cent of the dwelling units were in structures built before 1919 and 69.2 per cent of the dwelling units were in structures built before 1900. It is estimated that in 1960, more than 60 per cent of all structures were built before 1900.

b. Density of dwellings per net residential acre shows how much space each family has for living purposes.

(1) In 1946, the Master Plan for Redevelopment of Residential Areas called for a net residential density, in the project area, of 12.4 dwellings per acre.

(2) The project area has a net residential density of 17.3 dwellings per acre. Although the great amount of open space mitigates the effect of such density, this would be quite high density and a considerable overcrowding of the land and utilities if the area were fully developed.

c. Overcrowding in dwellings is an indication of inadequate housing. In 1950, 3.4 per cent of the dwelling units in the Project Area had over 1.51 persons per room. This figure is higher than the per cent of overcrowding for the whole city and for the West Elmwood Neighborhood of which the Project Area is a part.

F. ENVIRONMENTAL CONDITIONS

1. External

The environment surrounding the Project Area is unfavorable to sound residential development.

a. The main line of the New York, New Haven and Hartford Railroad runs at grade across the northern boundary of the area for a distance of 1,200 feet. Since there is no school within the area, children must cross this railroad track to attend school. There are only two railroad crossings in the project area, of which one is a grade crossing.

b. To the east, the City of Cranston has established an industrial district, which is growing rapidly. Traffic serving industries uses Niantic Avenue, a boundary street of the Project Area. There is no buffer between the industries in Cranston and the residences of the project area.

2. Internal

Internal conditions within the area are not conducive to the development of a good residential neighborhood.

a. Many of the vacant lots which are scattered throughout the project area are overgrown with weeds and filled with trash.

b. Yards are unkempt and often used for junk piles.

c. Open storage of industrial products detracts from attractive neighborhood appearance.

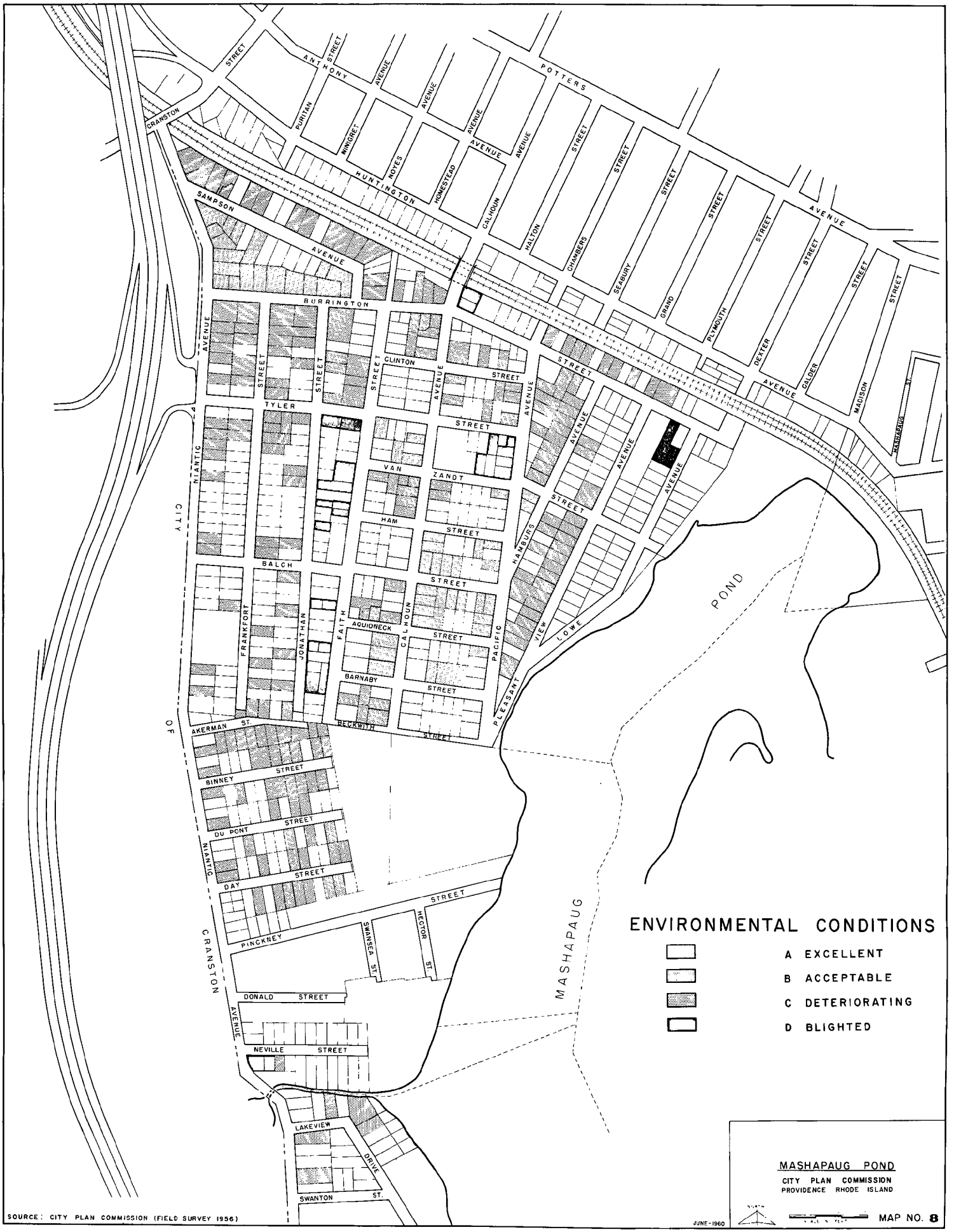
d. Open dumping takes place in the southern portion of the project area, between Hector and Swansea Streets.

e. The dirt streets are in such poor condition that many are no more than a series of ruts.

f. The project area has the general appearance of a run-down, semi-rural area.

3. Survey Findings

To some extent, adverse environmental effects can be objectively measured. In 1956, the City Planning Commission made a study of external structural and environmental quality of the project area (exclusive of the strip north of the railroad). The survey evaluated the structure, the foundation, exterior walls and roof, stair, porch and garage, condition of yard or vacant lot, parking, topography, street condition, traffic and railroad influences. The rating of each lot is shown on Map number Eight. The table below sums up the findings of the study.


CRANSTON STREET
ANTHONY STREET
PURITAN AVENUE
MINGREY AVENUE
NOYES AVENUE
HOMESTEAD AVENUE
CALHOUN AVENUE
HALTON STREET
CHAMBERS STREET
SEABURY STREET
GRAND STREET
PLYMOUTH STREET
DEXTER STREET
CALDER STREET
MADISON STREET
POTTERS AVENUE
HUNTINGTON AVENUE
SAMPSON AVENUE
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DU PONT STREET
DAY STREET
PINCKNEY STREET
SWANSEA ST.
HECTOR ST.
DONALD STREET
NEVILLE STREET
LAKEVIEW DRIVE
SWANTON ST.
NIANTIC AVENUE
FRANKFORT STREET
JONATHAN STREET
FAITH STREET
CALHOUN STREET
PACIFIC STREET
HAMBURG STREET
PLEASANT VIEW AVENUE
LOWE AVENUE
CITY OF CRANSTON
MASHAPAUG POND
ENVIRONMENTAL CONDITIONS
A EXCELLENT
B ACCEPTABLE
C DETERIORATING
D BLIGHTED
MASHAPAUG POND
CITY PLAN COMMISSION
PROVIDENCE RHODE ISLAND
NORTH
SCALE IN FEET
MAP NO. 8
JUNE-1960
SOURCE: CITY PLAN COMMISSION (FIELD SURVEY 1956)

RATING OF RESIDENTIAL LOTS IN THE MASHAPAUG POND REDEVELOPMENT AREA

Rating	Percent
Excellent	0.7
Acceptable	16.6
Deteriorating	71.8
Blighted	10.9
	100.0

Source: City Plan Commission Staff Survey

G. SOCIAL CONDITIONS

The Mashapaug Pond Project Area shows evidences of social disturbance which could result in social breakdown. On three criteria reflecting health, morals and welfare, the project area had a rate higher than the city as a whole. On one index only, the Project Area had a lower rate than the city as a whole. The following table compares the incidence of welfare cases, tuberculosis cases, venereal disease and juvenile delinquency in the entire City of Providence and in the Mashapaug Pond Project Area.

INDICES OF SOCIAL CONDITIONS: 1954 through 1958 (Comparison between City of Providence and Mashapaug Pond Project Area*)

Case Type		Number of Cases	Cases per 1000**
Welfare	city	8,356	37.5
	area*	69	44.5
Tuberculosis	city	740	3.3
	area*	5	3.2
Venereal Disease	city	1,706	7.7
	area*	30	19.4
Juvenile Delinquency	city	920	4.2
	area*	10	6.5

* Cases are reported for area between railroad and brook.

** Assumed average population for the city for the period 1954 through 1958 is 223,000, estimated on basis of a straight

line graph between the 1950 census figures of 249,000 and a 1960 estimate of 206,000.

Assumed average population for the Project Area north of the brook is 1,550, based on 1960 survey by the Relocation Service showing 430 families with an estimated average family size of 3.5 persons. The 1954-1958 average was assumed to be the same as 1960 population.

The project area had 19% more welfare cases per 1,000 population than the city as a whole, 3% fewer tuberculosis cases per 1,000 population, 152% more incidence of venereal disease per 1,000 population and 55% more juvenile delinquencies per 1,000 population than the whole city. In each case, the figure for the project area represents only the area bounded by the railroad and by the brook. The sources of information are the various public agencies concerned with treatment of the types of social trouble noted. The information on juvenile delinquency relates to boys only.

H. OTHER FACTORS

1. Tax Delinquency

Tax delinquencies in an area create a loss of revenue to the city, and indicate the undesirability and unmarketability of an area. The following table compares tax delinquencies up to 1959 in the Mashapaug Pond Project Area and the City of Providence:

TAX DELINQUENCIES: City of Providence and Project Area

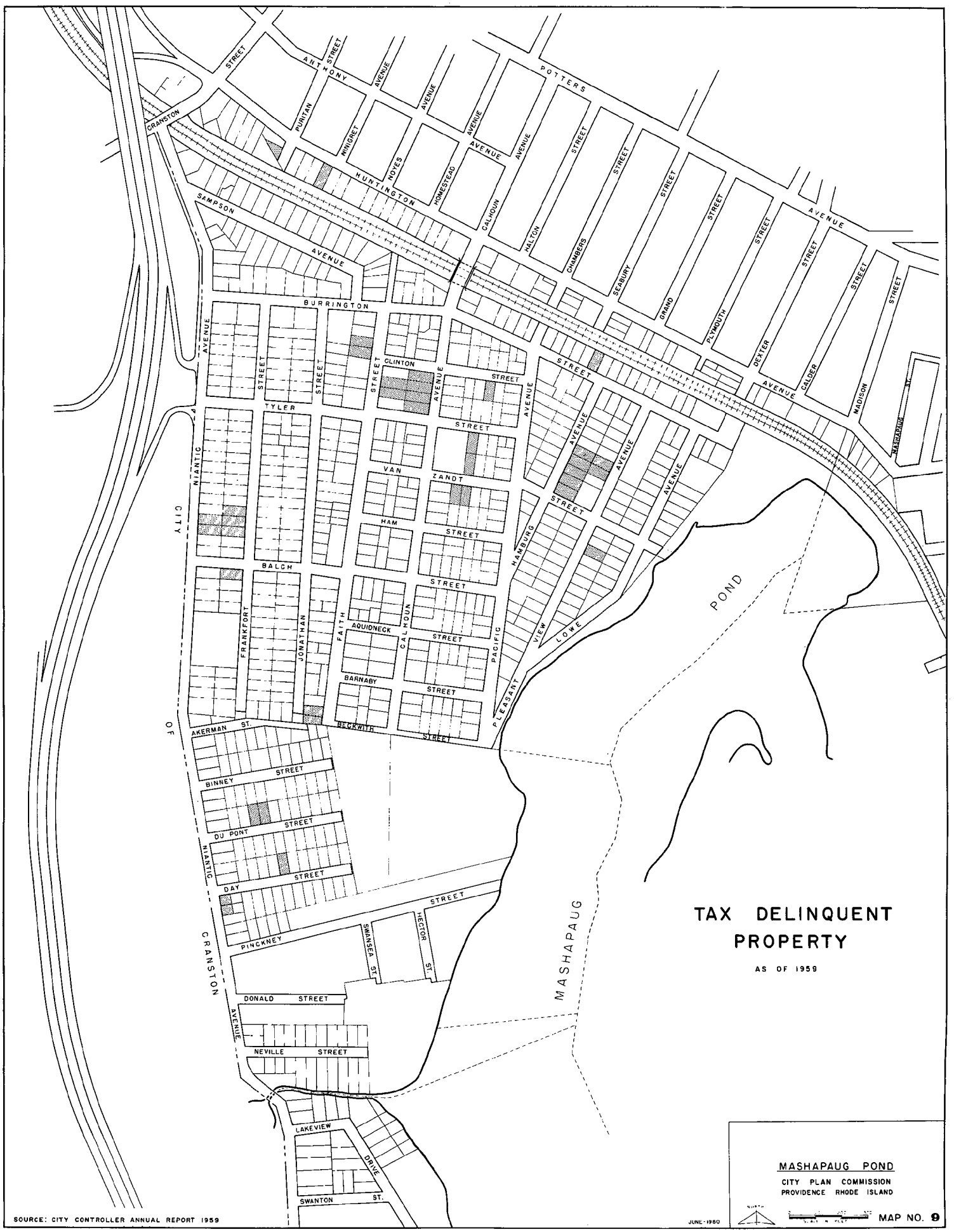
	City	Project Area
Total Lots	48,533	804
Total Delinquencies	275	40
Per Cent Delinquent	0.57%	5.0%

Source: Providence Tax Assessor

The Project Area has 1.6% of all lots in the city but 14.5% of all tax delinquent lots. The high percentage of tax delinquent lots in the area, in comparison to the city, shows that tax delinquencies run nearly eight times higher in the study area than in the city as a whole. Many of these lots have been delinquent for a long time, including 26 lots listed as delinquent which have been held by the city since 1940 and before.

2. Diversity of Ownership

If there are many owners in an area private development is not feasible. There are 804 lots in the Project Area and 415 land owners. The ratio of owners to lots is 1:1.94. This is so low as to make ordinary operations of private enterprise unlikely to initiate redevelopment within the area.


TAX DELINQUENT PROPERTY
AS OF 1959
MASHAPAUG POND
CITY PLAN COMMISSION
PROVIDENCE RHODE ISLAND
MAP NO. 9
JUNE-1960
SOURCE: CITY CONTROLLER ANNUAL REPORT 1959
MASHAPAUG
POND
CRANSTON
CITY OF
POTTERS AVENUE
ANTHONY STREET
PURITAN AVENUE
WINIGRET AVENUE
NOYES AVENUE
HOMESTEAD AVENUE
CALHOUN AVENUE
HALTON STREET
CHAMBERS STREET
SEABURY STREET
GRAND STREET
PLYMOUTH STREET
DEXTER STREET
CALDER AVENUE
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SAMPSON AVENUE
BURRINGTON AVENUE
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FAITH STREET
CALHOUN STREET
PACIFIC STREET
HAMBURG STREET
VIEW AVENUE
LOWE AVENUE
PLEASANT STREET
BINNEY STREET
DU PONT STREET
DAY STREET
PINCKNEY STREET
SWANSEA ST.
HECTOR ST.
DONALD STREET
NEVILLE STREET
LAKEVIEW DRIVE
SWANTON ST.

SUMMARY OF FINDINGS

The Mashapaug Pond Project Area is a "blighted and substandard area" as defined in Sections 8(2), 8(4), and 8(5) of Chapter 31, Title 45 of the General Laws of Rhode Island - 1956, known as the Redevelopment Act of 1956. A combination of factors and characteristics makes the Project Area both a "deteriorated blighted area" and an "arrested blighted area" within the meaning of that act. Conditions exist which are conducive to its becoming a "slum blighted area" and are detrimental to the public health, safety, morals, and general welfare of the community. The Project Area is unduly costly to develop soundly through the ordinary operations of private enterprise and as it now exists, the Project Area is an obstacle to the sound growth of the City.

1. As a DETERIORATED BLIGHTED AREA, the Project Area shows the following characteristics:

   a. Housing Quality: 37.5 per cent of the structures in the Project Area are classified as substandard, based upon objective standards established by the American Public Health Association.

   b. Deterioration: On a deterioration index, which refers to maintenance of the structure, of 260 dwelling units inspected:

      13.8 per cent are considerably deteriorated,
      42.2 per cent are seriously deteriorated,
      32.3 per cent are extremely deteriorated.

   c. Age: In 1940, 92.7 per cent of the dwelling units were in structures built before 1919 and 69.2 per cent of the dwelling units were in structures built before 1900. It is estimated that today, 60 per cent of all structures in the area were built before 1900.

   d. Obsolescence: 46 per cent of the dwelling units are in structures that have no central heating.

   e. Overcrowding: 3.4 per cent of the dwelling units have more than 1.51 persons per room, according to 1950 Census data. This is a higher rate of overcrowding than for the city as a whole and for the West Elmwood neighborhood of which the Project Area is a part.

   f. Defective design or insanitary or unsafe character or conditions of physical construction: Of 260 dwelling units inspected:

50 per cent are considerably lacking facilities,
18 per cent are seriously lacking facilities,
7 per cent are extremely lacking facilities.

g. Sanitation: Of the dwelling units inspected in the 50 per cent sample survey:

1.5 per cent have no private toilet,
26.9 per cent have no inside piped hot water,
8.8 per cent have no bath,
27.0 per cent lack connections to the public sanitary sewer system.

h. Defective and inadequate street layout: There are 4 2/3 miles of streets, of which 3.2 miles or 68.5 per cent are unpaved.

There are 840 feet of streets platted with a right-of-way of only 20 feet.

There are 28 blocks less than 500 feet long.

i. Defective or inadequate lot layout: 87.8 per cent of the lots are under 5,000 square feet. There are 24 lots of unusual shape or size, or without access to public streets.

j. Mixed character or shifting uses: Commercial uses dropped from slightly over two acres to slightly over one acre in the period 1946-1960, the changes occurring generally in the closing of neighborhood businesses and in a shift to industrial uses. Over the same period, industrial uses increased one acre. All industrial uses, except one, are located in the same blocks with residential uses.

k. Indices of potential social breakdown:

Welfare cases:	1.19 times the city's incidence of public assistance receipts,
Venereal Disease:	2.52 times the city's incidence of venereal disease,
Juvenile Delinquency:	1.55 times the city's incidence of boys confined.

It is not any one of the factors listed above, but their combination which indicates that an area is substandard and which is conducive to its continuing decline until it will become a slum blighted area.

2. As an ARRESTED BLIGHTED AREA, the Project Area has the following characteristics:

a. Topography requiring unduly expensive grading: There are steep slopes from Lakeview Drive to the brook and Pond, steep slopes from Pleasant View and Lowe Avenues to the Pond, a considerable depression around Balch Street and steep slopes south of Pinckney Street. Construction of the platted street network at statutary or proposed grades to provide proper drainage and utilities would require costly structural changes to 60 buildings.

b. Obsolete, faulty and inappropriate platting: Most of the platting took place between 1856 and 1900. There are many instances of obsolete, faulty and inappropriate platting:

The area devoted to platted streets is unduly large by modern platting standards.
There are 24 instances where one small lot faces on two parallel streets.
There are some platted streets which have not been opened, due to topography.
There are 4 intersections at extremely acute angles.
There are 3 intersections offset less than 125 feet.
There are 16 dead-end streets.

c. Deterioration of site improvements: Of 7,761 linear feet of paved streets, 2,297 feet (30 per cent) should be re-surfaced over the existing pavement and 1,480 linear feet (19 per cent) should be torn up and completely rebuilt.

d. Inadequacy of utilities: To bring the Project Area up to reasonable service standards observed in Providence for a residential development, there will be needed:

17,444 feet of new lines of sanitary sewers,
1,356 feet of force main,
5,490 feet of new water lines,
10,500 feet of storm sewers,
20 new street lights,
66,998 square yards of new paving.

e. Diversity of ownership of plats: There are 804 lots and 415 land owners, or 1.9 lots per owner. This ratio is so low as to make ordinary operations of private enterprise unlikely to initiate redevelopment within the area.

f. Tax Delinquencies: 14.5 per cent of all tax delinquent lots in the city occur in the Project Area. 26 lots listed as delinquent have been held by the city since 1940 and before. The rate of tax delinquencies in the Project Area is 8.8 times as high as the rate for the entire city.

The combination of all these factors shows conclusively that the Project Area constitutes an impairment to the sound growth of the city and that the Project Area would be unduly expensive for redevelopment by private enterprise.

GA 1-4300
GA 1-4350

Peter A. Laudati & Son REALTORS

PROVIDING COMPLETE REAL ESTATE SERVICE SINCE 1910
49 WEYBOSSET ST., PROVIDENCE 3, R. I.

July 19, 1960

Mr. James F. Reynolds
Executive Director
Prov. Redevelopment Agency
10 Dorrance Street, Rm. 410
Providence 3, Rhode Island

Dear Sir:

In accordance with your request I have studied the Mashapaug Pond Project Area with respect to the fair market value of existing residential unimproved land. This study assumes that an expenditure of $1,276,000. will be made for regrading and paving streets and the installation of sewers, water lines, curbing and sidewalks.

An analysis of the existing real estate market in the subject area previously made by this appraiser indicated that two factors would limit the cost of any new residential improvements; #1. The relatively old, obsolete and deteriorating dwellings which are scattered throughout the neighborhood; and #2. The relatively low income bracket of residents of the area.

The existing old dwellings constitute a severe adverse influence on the aesthetic desirability for new homesites, a very important factor in residential development. A survey of any residential neighborhood quickly indicates a generally similar income bracket among its residents. In this stead it is reasonable to assume that only individuals from an income bracket fairly similar to that of residents of the subject area would have any interest in locating there. In the opinion of this appraiser, these two factors rather conclusively limit any anticipated new residential development in the Mashapaug Pond area to dwellings in the $9,000. to $12,000. range.

Carrying this analysis one step further, the limitation on cost of any new dwellings also limits the acquisition cost a developer will expend for a homesite. It is commonly accepted in the construction and real estate fields that the cost of a homesite should be approximately one-tenth of the cost of the anticipated improvements. This, then, indicates that the fair market value of homesites in the Mashapaug Pond Project Area would range from $900. to $1,200. About

5,000 square feet would be the minimum desirable lot size for a new dwelling, indicating a unit price of from 18¢ to 24¢ per square foot. The neighborhood is generally platted into lots with an area of 4,000 square feet which infers a need for assemblage. If this is not possible the unit prices quoted above would be applied to the smaller area.

There has been practically no new residential development in the subject area for the past 30 years. This fact appears incongruous when one considers the tremendous demand for lower cost homesites existing in the City of Providence. Undoubtedly, the lack of utilities and improved streets has been a strong contributing factor. The assumed expenditure of $1,276,000. would eliminate this factor. If the expenditure was made, it is likely that new dwellings would be erected in the area. The expenditure does not, however, affect the two limits to anticipated cost which were described earlier in this report.

This appraiser, therefore, believes the only conclusions possible are: 1.) that the said expenditure would foster residential development in the subject area of dwellings in the $9,000. to $12,000. price range; 2.) that land in the area would sell at a unit price ranging from 18¢ to 24¢ per square foot.

The higher prices could be expected from portions of the area least affected by existing old dwellings. These are the southern and eastern portions of the subject area, with the southern the most desirable. About 2/5 of the unimproved land area is in the southern portion, 1/5 in the eastern portion and the remaining 2/5 scattered throughout the balance of the area. There is a total of 1,916,000 square feet of unimproved residential land within the proposed project area. Based on the above analysis this appraiser has determined that the following return could be anticipated from the various portions:

Southern Section	766,400 sq. ft. @ 24¢	=	$183,936.
Eastern Section	383,200 sq. ft. @ 20¢	=	76,640.
Balance	766,400 sq. ft. @ 18¢	=	137,952.
TOTAL :		=	$398,528., which
can be rounded to			$400,000.

The total fair market of the unimproved residential land after the assumed expenditure is only $400,000. The fair market value of improved land would remain relatively unchanged. The necessity and cost of removing existing improvements would offset any value the improved sites may have for new development.

It is obvious then that the expenditure of $1,276,000. for the enhancement of land which could attain a value of only $400,000. would not be economically feasible. Any enhancement of existing dwellings would be negligible. Their values are primarily predicated by their obsolete style and construction and deterioration.

You have also requested the construction cost index change in this area during the period 1952 to 1960. The change has been plus 23%.

If you desire any further information or clarification, please let me know.

Very truly yours,

Peter A. Laudati, Jr.

Peter A. Laudati, Jr.

P:a

APPENDIX B

PERFORMANCE STANDARDS FOR THE REGULATION OF INDUSTRIAL PROCESSES

Noise

Noise shall be measured at any property line. At the specified points of measurement the sound-pressure level of noise radiated continuously from a facility at nighttime shall not exceed the values given in Table I in any octave band of frequency. The sound-pressure level shall be measured with a Sound Level Meter and an Octave Band Analyzer that conform to specifications published by the American Standards Association. (American Standard Sound Level Meters for Measurement of Noise and Other Sounds, Z24.3-1944, American Standard Specification for an Octave-Band Filter Set for the analysis of Noise and Other Sounds, Z24.10-1953, American Standards Association, Inc., New York, New York, shall be used.)

TABLE I

Maximum permissible sound-pressure levels at specified points of measurement for noise radiated continuously from a facility between the hours of 11 P.M. and 7 A.M.

Frequency Band: Cycles per second	Sound Pressure Level: Decibels[a]
20-75	69
75-150	54
150-300	47
300-600	41
600-1,200	37
1,200-2,400	34
2,400-4,800	31
4,800-10,000	28

[a]According to the following formula

$$\text{Sound Pressure Level In Decibels} \quad \text{equals } 10 \log \frac{P_1}{P_2}$$

where P_2 equals 0.0002 dynes/cm^2

If the noise is not smooth and continuous and is not radiated between the hours of 11 P.M. and 7 A.M., one or more of the corrections in Table II below shall be added to or subtracted from each of the decibel levels given above in Table I.

TABLE II

Type of Operation or Character of Noise	Correction in Decibels
Daytime operation only	plus 5
Noise source operates less than 20% of any one-hour period	plus 5*
Noise source operates less than 5% of any one-hour period	plus 10*
Noise source operates less than 1% of any one-hour period	plus 15*
Noise of impulsive character (hammering, etc.)	minus 5
Noise of periodic character (hum, screech, etc.)	minus 5

*Apply one of these corrections only.

Vibration

1. Vibration shall be measured at any property line.

2. No vibration is permitted which is discernible to the human sense of feeling for three minutes or more duration in any one hour of the day between the hours of 7 A.M. and 7 P.M., or of 30 seconds or more duration in any one hour between the hours of 7 P.M. and 7 A.M. No vibration at any time shall produce an acceleration of more than 0.1g or shall result in any combination of amplitudes and frequencies beyond the "safe" range of Table 7, U. S. Bureau of Mines Bulletin No. 442, "Seismic Effects of Quarry Blasting," on any structure. The methods and equations of said Bulletin No. 442 shall be used to compute all values for the enforcement of this regulation.

Smoke

Measurement shall be taken at the point of emission. The Ringelmann Smoke Chart published by the U. S. Bureau of Mines in August 1955 as Information Circular 7718 (Revision of I.C. 6888) shall be used for the measurement of smoke. Gray smoke not darker than No. 1 on said charts may be emitted, except that gray smoke not darker than No. 2 on said charts may be emitted for periods aggregating not longer than 4 minutes in any 30 minutes. These provisions shall apply also to smoke of a different color but of equivalent apparent opacity.

Liquid or Solid Wastes

1. Effluent from any plant which is discharged into the ground shall at all times comply with the following standards:

Maximum 5 day biochemical oxgeny demand - 20 parts per million.

Maximum total solids - 5,000 parts per million.

Maximum phenol - 0.01 parts per million.

2. No liquid or solid wastes treated or untreated shall be emptied into any stream, river, pond or other body of water.

3. A septic tank, tile field or other disposal place for any waste shall be located at least 150 feet from the nearest point of any river, pond, swampy area, or any district boundary of a residential, agricultural, or commercial zone, or any drinking water supply.

4. No effluent shall contain any other acids, oils, dust, toxic metals, corrosive or other toxic substance in solution or suspension which would create odors, discolor, poison, or otherwise pollute any stream or water shed in any way.

5. Uncontaminated cooling water shall not be considered a waste product.

Odors

Odors shall be measured at any lot line. No emission of odorous gases or other odorous matter shall be permitted in such quantities as to be offensive or that are a detriment to the property of others or that are a nuisance to any persons beyond lot lines of owner. Table III (Odor Tresholds) in Chapter 5, "Air Pollution Abatement Manual," copyright 1951 by Manufacturing Chemists' Association, Inc., Washington, D. C. shall be used as a standard. In each case, the smallest value given shall be the maximum odor permitted.

Fly, Ash, Dust, Fumes, Vapors, Gases and other Forms of Air Pollution

Measurement shall be taken at the point of emission. No emission shall be permitted which can cause any damage to health, to animals or vegetation, or other forms of property, or which can cause any excessive soiling. In no event shall any emission be allowed of any solid or liquid particles in concentrations exceeding 0.3 grains per cubic foot of the conveying gas or air at any point. For measurement of the amount of particles in gases resulting from combustion, standard corrections shall be applied to correct to a stack temperature of 500 degrees Fahrenheit and to correct to the assumption that 50% excess air is present at the time of measurement and should be deducted from the measured volume before computing the grains per cubic foot to compare with the standard.

Toxic Gases

Industrial uses shall emit no noxious, toxic or corrosive fumes or gases in excess of maximum allowable concentrations listed in the following source:

> "Table I, Industrial Hygiene Standards, Maximum Allowable Concentration," Chapter 5 of the Air Pollution Abatement Manual Manufacturing Chemists' Association, Washington, D. C., 1951.

Where minimum allowable concentrations of toxic gases are lower than the odor threshold, then the company, at its expense, must provide continuous checks at its property lines.

Heat and Glare

No industrial use shall carry on any operation that would produce heat or glare beyond the property line that will cause injury or discomfort to human beings, fish and wild life, or vegetation.

A copy of each reference work mentioned in these standards shall be kept on file in the office of the Department of Building Inspection of the City of Providence.