

City of Providence

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

CHAPTER 1984-23

No. 168 **AN ORDINANCE** APPROVING AND ADOPTING THE
OFFICIAL REDEVELOPMENT PLAN FOR THE PORT PROJECT

Approved March 23, 1984

Be it ordained by the City of Providence:

WHEREAS, the Providence Redevelopment Agency (hereinafter sometimes called "Local Public Agency") pursuant to the provisions of Title 45, Chapter 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 January 19, 1984, for its consideration, an Urban Renewal Plan approved by the Local Public Agency, for an Urban Renewal Area, which said Urban Renewal Plan is entitled, "Port Project" and comprises a report consisting of a text, 2 exhibits and 2 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 Urban Renewal Plan concerns itself with areas which have been designated Redevelopment Areas 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 to date, in conformity with the provisions of Section 22 of Chapter 1802 of the Public Laws of Rhode Island 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 Urban Renewal Plan was transmitted to the City Plan Commission.

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 Urban Renewal Plan for the Port Project and has certified that said Urban Renewal Plan conforms to the said General plan for the City as a whole, and the City Council has duly considered said report, recommendations and certification of the planning body; and

WHEREAS, the plan as submitted contains a finding that the area included in the proposed Urban Renewal Plan qualified as a deteriorated blighted area within the meaning of the "Redevelopment Act of 1956" as amended to date, because there exist in the area buildings or improvements, used or intended to be used for living, commercial, industrial or other purposes, which by reason of (1) dilapidation, deterioration, age or obsolescence, (2) inadequate provisions for ventilation, light, sanitation, open spaces and recreation facilities, (3) defective design or unsanitary or unsafe character of condition, (4) defective or inadequate street and lot layout, (5) mixed character, deterioration or

shifting of uses to which they are put, or any combination of such factors and characteristics are conducive to the further deterioration and decline of the area and injuriously affect the entire area; and

WHEREAS, a structural quality survey was conducted by the City of Providence, Department of Planning and Urban Development and the results of that survey as set forth in the Urban Renewal Plan indicated that some of the structures have deficiencies that include serious deterioration; lack of sanitary facilities; and serious inadequacies in lighting and ventilation. The Port Project Area is not restricted to, nor does it consist entirely of lands, buildings, or improvements which of themselves are detrimental, but is an area in which such conditions exist and injuriously affect the entire area; and

WHEREAS, there has also been presented to the City Council information and data respecting Urban Renewal Plans for the Urban Renewal 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, 1959-1965, 1960-1966, and 1961-1967, 1962-1968, 1963-1969, 1964-1970, 1965-1971, 1966-1972, 1967-1973, 1968-1974, 1979-1985, 1980-1986, 1983-1988, and the Annual Reports of the Providence Redevelopment Agency for 1948 through 1981 (inclusive); and

WHEREAS, at a public hearing held following notice of the date, time, place and purposes of such hearing, the City Council Committee on Urban Redevelopment, Renewal and Planning duly considered the Urban Renewal 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 Urban Renewal Plan for the Project Area prescribes certain land uses for the Port Project Area and will require, if required to implement the objectives of this Plan, among other things, but not by way of limitation, property acquisition clearance and demolition, rehabilitation and reconstruction of certain streets, curbs and sidewalks, grading and other public improvements and other public actions; and

NOW, THEREFORE, BE IT ORDAINED BY THE CITY OF PROVIDENCE:

1. The Project is hereby designated as "Port Project".
2. It is hereby found and determined that for the purpose of the Urban Renewal Plan, the Port Project comprises that certain tract of land situated in the City of Providence and State of Rhode Island, which is bounded as described in Exhibit A of the Plan 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 Port Project on the basis of the facts set forth in the report 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 Port Project Area some of the structures are substandard or seriously deficient or unsafe in that these structures contain serious deterioration, and
 - (b) Within the Port Project Area there exists the following environmental deficiencies:

- a. Defective or Inadequate Street and/or Lot Layout.
- b. Incompatible or Shifting Uses.
- c. Obsolete or Aged Buildings, Not Suitable for Improvement or Conversion.
- d. Inadequate Provision for Ventilation, Light Sanitation, Open Space and Recreation Facilities.
- e. Defective Design or Unsanitary or Unsafe Character or Condition of Physical Construction.

4. It be and hereby is found and determined that because of a predominance of conditions of dilapidation, deterioration, obsolescence, inadequate provision for light and sanitation, unsanitary and unsafe character and condition of physical construction, mixed character of uses injuriously affect the entire area and constitute a menace to the public health, safety and welfare of the inhabitants of the area and of the community generally, said Urban Renewal Area is a deteriorated and blighted area within the meaning of Sections 2-8 inclusive of Chapter 31 of the "Redevelopment Act of 1956", as amended, and that said Port Project Area is hereby determined to be a deteriorated blighted area.

5. It be and hereby is found that the Port Project Area requires clearance, replanning, redevelopment, and improvement and rehabilitation 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 deteriorated and substandard conditions existing in the Port Project 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".

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

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

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

(c) Adequate provision for payment for property which may be acquired by the exercise of eminent domain if made in the Urban Renewal Plan.

(d) The Urban Renewal Plan contains adequate safeguards to assure the carrying out of the work of redevelopment in accordance with the Urban Renewal Plan.

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

8. The Providence Redevelopment Agency shall sell, lease or dispose of land in the Port Project Area only in accordance with the terms of the Redevelopment Plan and subject to the restrictions, covenants and conditions set forth herein 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 relates to adoption of an Urban Renewal Plan for an approved Urban Renewal Area so that the blighted and substandard conditions in this Urban Renewal Area can be eliminated and the Urban Renewal Area can be redeveloped in accordance with the Urban Renewal 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 of the people in the State as a whole and particularly the people of this City.

10. The Urban Renewal Plan for the Port Project consisting of a booklet containing a table of contents, a text, 2 exhibits and 2 maps, is hereby approved, adopted and designated as the Official Redevelopment Plan for the Port Project and is herein incorporated by reference and made a part hereof.

11. The Providence Redevelopment Agency is hereby fully authorized to carry out this Official Redevelopment Plan, however, that the Agency shall not enter into any contracts for disposition of property in the Urban Renewal 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 Urban Renewal Plan hereby approved, it is found and determined that certain official action must be taken by this Body.

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

(c) Declares that it will provide the City's share of the project cost of the redevelopment of the Urban Renewal Project Area, and hereby allocates a cash contribution of \$1,000,000 representing the estimated amount of the total Project cost.

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

13. 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.

IN CITY COUNCIL

FEB 16 1984

First Reading Read and Passed

Referred to Committee on
URBAN REDEVELOPMENT
RENEWAL & PLANNING

Rose M. Mendonca CLERK

IN CITY
COUNCIL
MAR 15 1984

FINAL READING
READ AND PASSED

[Signature]
PRESIDENT

Rose M. Mendonca
CLERK

APPROVED

MAR 23 1984

Vincent A. Cianci
MAYOR

Councilman - House and Councilman - Ellen Bay (Guest)

Green Meadows

IN CITY COUNCIL
JAN 19 1984
FIRST READING
REFERRED TO COMMITTEE ON

URBAN REDEVELOPMENT
RENEWAL & PLANNING

Green Meadows
Chairman

February 10, 1984

THE COMMITTEE ON
URBAN REDEVELOPMENT
RENEWAL & PLANNING
Approves Passage of
The Within Ordinance

THE COMMITTEE ON
URBAN REDEVELOPMENT
RENEWAL & PLANNING
Approves Passage of
The Within Ordinance, a second time
Chairman
March 7, 1984

IN CITY
COUNCIL
FINAL READING
READ AND PASSED

PRESIDENT

CLERK

STANLEY P. BLACHER
Chairman

FREDERICK LIPPITT
Vice Chairman

JOSEPH MOLlicONE

LESLIE A. HENSHAW

JOSEPH M. CERILLI

THOMAS M. GLAVIN

DAVID G. DILLON

STANLEY BERNSTEIN
*Executive Director
and Secretary*



PROVIDENCE REDEVELOPMENT AGENCY

January 18, 1984

MAYOR VINCENT A. CIANCI, JR.
Ex-Officio

Rose M. Mendonca, City Clerk
City Hall
Providence, RI 02903

Re: Ordinance Approving and Adopting the Official
Redevelopment Plan
Port Project

Dear Mrs. Mendonca:

Enclosed is an original and twenty (20) copies of an Ordinance Approving and Adopting the Official Redevelopment Plan for the Port Project. Twenty (20) copies of the Port Plan will be transmitted under separate cover.

The Port Project was developed through the cooperative efforts of the Port Authority, the City of Providence, Department of Planning and Urban Development, and the Providence Redevelopment Agency.

The Plan proposes the installation of bollards and fenders at berths 3, 4, 5 and 6 and the dredging of berths 3 and 4.

The maximum project cost is estimated at \$1,000,000 and will be funded from the sale of long-term general obligation bonds issued by the City of Providence for redevelopment purposes.

Since the State of Rhode Island enabling legislation requires a Public Hearing on the plan, and further requires that the notice of said Public Hearing be advertised once a week for three weeks, it would be appreciated if you would advise me of the date of the proposed Public Hearing in enough time so that we may insert the required notices in the newspaper.

It is respectfully requested that this matter be placed on the Docket for the January 19, 1984 meeting of the City Council. Your cooperation in this matter is greatly appreciated.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Stanley Bernstein', is written over a typed name and title. The signature is fluid and cursive, with a large, sweeping 'S' at the beginning.
Stanley Bernstein
Executive Director

SB/gl

Enclosures

PRESENTATION BY STANLEY BERNSTEIN, EXECUTIVE DIRECTOR
PROVIDENCE REDEVELOPMENT AGENCY
AT PUBLIC HEARING BEFORE CITY COUNCIL COMMITTEE ON
URBAN REDEVELOPMENT, RENEWAL AND PLANNING
ON MONDAY, FEBRUARY 6, 1984 AT 8:15 P. M.

The legal basis for Urban Renewal activity within the City of Providence is Title 45, Chapters 31-33 of the General Laws of Rhode Island, 1956, as amended.

Section 4 of Chapter 32 of that Legislation requires that the City Council must have designated by resolution or ordinance specific areas of the City as redevelopment areas, as the Providence Redevelopment Agency can only develop urban renewal projects within those approved areas. That action was undertaken at a Public Hearing on May 19, 1948, and on July 6, 1948 the City Council adopted an ordinance designating 17 redevelopment areas within the City of Providence.

In 1960 the total was increased to 18 redevelopment areas by the adding of the D-9 Downtown area, and in 1982 the City Council approved the D-10 Redevelopment Area to support the Washington Park Revitalization Project.

It is also noted that certain of the approved redevelopment areas were subsequently enlarged to accommodate urban renewal projects whose boundaries extended beyond the approved redevelopment area.

Because the Providence Redevelopment Agency can only develop renewal plans within an approved redevelopment area; because a portion of the proposed Port Project area extends beyond the D-1 Redevelopment area

PUBLIC HEARING
FEBRUARY 6, 1984, 8:30 P. M.
PORT PROJECT

Mr. Chairman, and Councilmanic Members of the Committee, we are here this evening to consider the proposed Port Project, a project of the Providence Redevelopment Agency, which was planned by the Department of Planning and Urban Development with its engineering consultant, and which throughout the planning process has had the active participation and approval of the Port Commission and its staff.

The 919 acre project area about one-half of which is within the Providence River, has a predominance of commercial and industrial uses.

No acquisition of land is proposed, but site improvements will be provided within the project area and will include dredging, the provision of a fender system, and the repair and installation of bollards along the shipping berths. These fundamental improvements are key to its revitalization as a major port facility and its imminent designation by the U. S. Department of Commerce as a duty free foreign trade zone.

The cost of the project, \$1,000,000 will be provided from the remaining balance of fund allocation from the June 26, 1979 \$25 Million Bond Referendum.

At this time and with the aproval of the Committee, Sam Shamoon, Chief of Planning of the Department of Planning and Urban Development, will present the details of the Port Project.

boundary; and because conditions within the proposed extension of the D-1 Redevelopment area require renewal treatment, the Providence Redevelopment Agency is requesting at this hearing that the City Council enlarge the approved D-1 Redevelopment area to include the area generally bounded by the Cranston City line on the south, Allens Avenue and Eddy Street on the west, Oxford Street on the north and the East Providence City Line on the east.

Thank you that concludes the presentation.

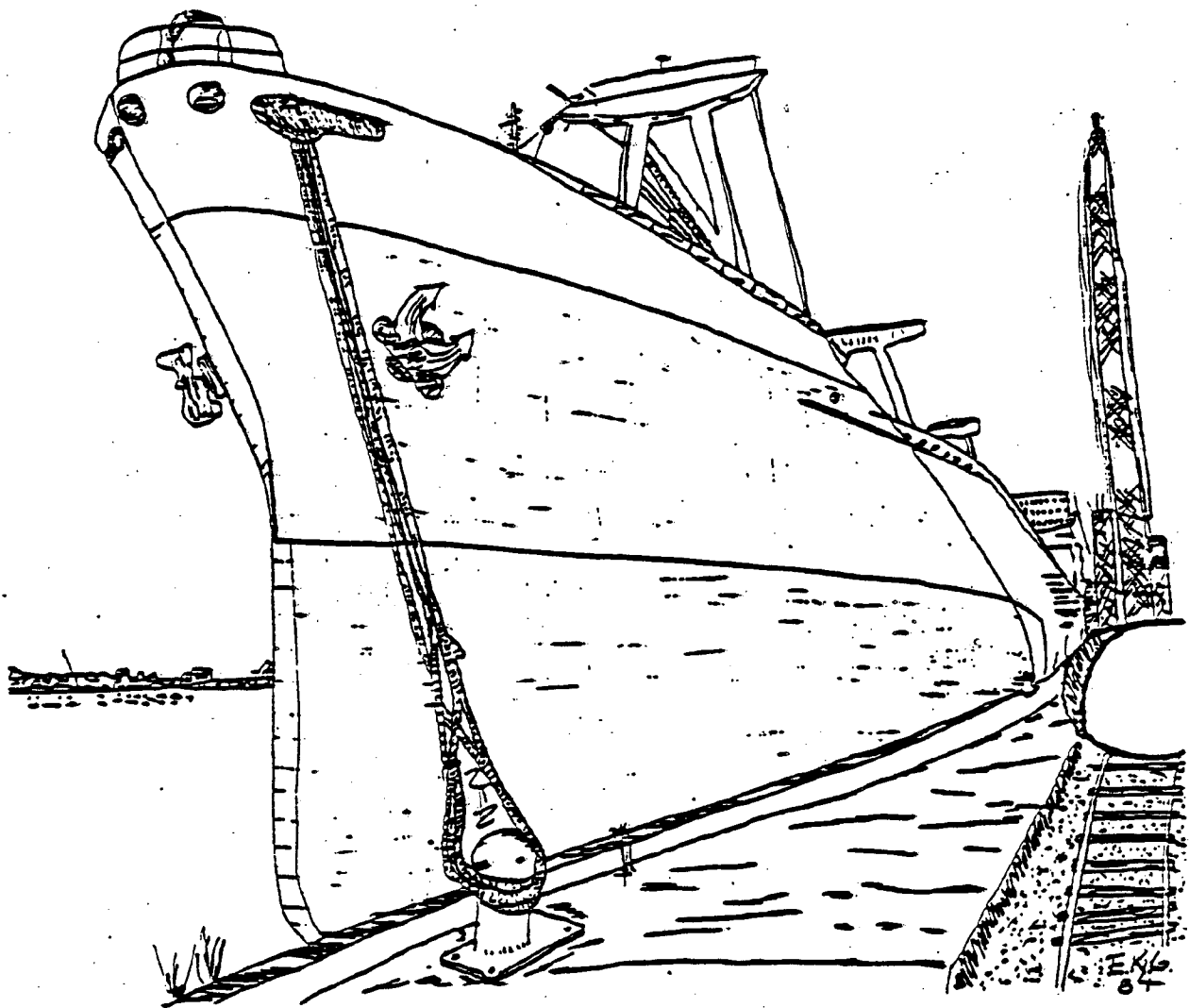
PORT PROJECT

The map shown here in detail shows Berths 3,4,5, and 6. Berths 3 and 4 will be dredged from its present depth of 35 ft. to 40 ft. Berths 3,4,5, and 6 will receive a new fender system and new bollards. The photograph shows an example of a damaged bollard. These are essential for the ships to tie up at the port.

This illustration shows the need for the fender system. The granite block bulk-head is not vertical but rather slopes at an angle that could damage the hulls of ships that approach the port. This was not a problem in the past because most ships' hulls were more sharply angled than today's ships which have ^{vertical}~~straight~~ hulls. The fender would guard against damage to these hulls. The next picture shows how the fenders would be arranged.

This concludes this presentation.

PORT PROJECT



PROPOSED REDEVELOPMENT PLAN 1984

PROVIDENCE REDEVELOPMENT AGENCY

PROVIDENCE RHODE ISLAND 02903

PROPOSED REDEVELOPMENT PLAN FOR THE PORT PROJECT 1984

PROVIDENCE REDEVELOPMENT AGENCY

PROVIDENCE, R.I.

TABLE OF CONTENTS

PAGE

INTRODUCTION

1. PLANNING PROCESS.....	1
2. OBJECTIVES AND OPPORTUNITIES.....	2
A. DESCRIPTION OF THE PROJECT AREA	
1. BOUNDARIES AND LOCATIONS OF PROJECT AREA.....	4
2. PHYSICAL CHARACTERISTICS.....	4
3. DATA ON BLIGHTED AND SUBSTANDARD CONDITIONS.....	8
B. STATEMENT OF DEVELOPMENT OBJECTIVES AND PROPOSED TREATMENT	
1. SITE IMPROVEMENTS.....	11
2. PROPERTY ACQUISITION.....	12
C. PROPOSED GENERAL LAND USE	
1. DESCRIPTION OF PREDOMINANT LAND USE.....	13
2. PLANNING CRITERIA.....	13
a. TYPE, LOCATION AND OTHER USES PERMITTED WITHIN PREDOMINANT LAND USE CATEGORIES.....	13
b. TYPE, LOCATION AND OTHER CHARACTERISTICS OF THE INTERNAL CIRCULATION SYSTEM.....	13
c. OTHER PUBLIC IMPROVEMENTS AND FACILITIES NOT IDENTIFIED ON THE PROPOSED GENERAL LAND USE MAP...	14
D. URBAN RENEWAL TECHNIQUES TO BE USED TO ACHIEVE PLAN OBJECTIVES	
1. ACQUISITION AND CLEARANCE.....	15
2. ADDITIONAL AGENCY FUNCTIONS.....	15

TABLE OF CONTENTS

PAGE

E. PLAN PROPOSALS

- 1. ZONING MODIFICATIONS.....17
- 2. PROPOSED ACQUISITION.....17
- 3. SITE IMPROVEMENTS.....17

F. LAND DISPOSITION

- 1. STANDARDS AND CONTROLS FOR LAND DEVELOPMENT.....18

G. OTHER PROVISIONS NECESSARY TO MEET LOCAL OBJECTIVES

- 1. CONFORMITY TO GENERAL PLANS.....19
- 2. METHOD OF RELOCATION.....19
- 3. ESTIMATED COST OF REDEVELOPMENT AND PROPOSED
METHOD OF FINANCING.....19

H. PROCEDURES FOR CHANGES IN APPROVED PLAN.....20

I. ABBREVIATIONS.....21

J. EXHIBITS

- A. LEGAL DESCRIPTION OF THE PROJECT BOUNDARIES..... 1a
- B. METHODOLOGY OF THE PHYSICAL SURVEY..... 1b

K. LIST OF ATTACHED MAPS

- 1. EXISTING LAND USE AND ZONING
- 2. PROPOSED SITE IMPROVEMENT

INTRODUCTION

1. PLANNING PROCESS

In accordance with the Providence Home Rule Charter of 1980, the Port Commission was established in January, 1983. One of its responsibilities is "to develop the Port of Providence through the planning, construction and maintenance of all needful berths, docks, structures and facilities, and through the encouragement to the maximum extent possible of use of the same by shippers and the maritime industry generally."

In view of the above, the Port Commission has submitted an application to the Rhode Island State Department of Economic Development for inclusion in the State's application to the U. S. Commerce Department for designation of a duty-free foreign trade zone at the Port of Providence. It is one of the major items in the Commission's ability to produce a credible development plan for the whole operation. In addition, the two gantry cranes for fast loading and unloading of cargo containers, which were purchased in 1982 and installed in 1983 as one of the elements intended to revitalize the Port, have significantly boosted the Port's capacity to handle cargo in containers.

In early 1983, the Commission conducted a preliminary feasibility study of the Port of Providence on proposed improvements for access to and other improvements within the Port.

With the assistance of City staff and consultants, field surveys

were undertaken, and a report of immediate needs with cost estimates was recommended by the Port Commission. While improved access remains an objective, the Commission's recommendation was to address deteriorating conditions within the existing berths.

On January 10, 1984, the site improvement plan based upon the immediate needs was presented to the Providence Redevelopment Agency and received its approval. This document represents the Redevelopment Plan for the Port and incorporates the required site improvements as a fundamental element of its revitalization as a major port facility. The issue of access will be addressed separately by the City in its pursuit of State and Federal highway funding to improve circulation.

2. OBJECTIVES AND OPPORTUNITIES

The main objectives of this Redevelopment Plan are to implement some of the recommendations of the proposed site improvement plan and to serve as a catalyst for further private and public reinvestment in the Project Area; to retain the industrial businesses currently located within the Port whose success and continuance are viable and essential to the Port and to the City; to support and encourage the expansion of these businesses within the Port; to attract new businesses to the Port by creating a cohesive and attractive environment and a most efficient port operation for the shippers and manufacturers; and to create a new dynamism in the Port itself, which could become the critical catalyst for the development of an industrial park adjacent to the Project Area.

It is expected that the proposed site improvements set forth in

this Redevelopment Plan plus other improvements within the Port with State and Federal Cooperation will encourage the development of port facilities not only in Providence but up and down Narragansett Bay, including Quonset-Davisville Complex on one side of the Bay and Newport-Middletown-Portsmouth on the other, and that the Port of Providence will become a major part of a total bay resource.

A. Description of the Project Area

1. Boundaries and Location of Project Area

The Port Project Area is located within the D-1 Redevelopment Area, which has been designated by Chapter 103 of the Ordinance of the City of Providence approved July 6, 1948, entitled, "An Ordinance Designating 17 Areas of Land in the City of Providence as Redevelopment Areas in accordance with the Provisions of Section 22 of Chapter 1802 of the Public Laws, 1946, known as the "Community Redevelopment Act" as amended to date, as an area containing blight and in need of redevelopment. This area is bounded generally by the City line of Providence and East Providence to the east, the City line of Providence and Cranston to the south, Michigan Avenue, Allens Avenue, Eddy Street to the west and Oxford Street to the north. The port Project Area is depicted on Map No. 1., "Existing Land Use and Zoning" for illustrative purposes. For purposes of specific activities contained herin, a description of the Project boundary is attached as Exhibit A of this Redevelopment Plan.

2. Physical Characteristics

a. Physical Setting

The Port of Providence occupies most of the land of the Project Area and is located at the southeasterly edge of the City of Providence at the head of Narragansett Bay some 27 miles north of the Atlantic Ocean. Within the Bay is abundant, safe, and natural anchorage areas for the deepest draft vessels. Approaches to the wharves are by natural deep water to North Point and

by channels through the Providence and Seekonk Rivers. Tidal currents in the approaches and channels are inconsequential except in the constricted parts of the Seekonk River. The mean tidal range in the Port is about 4.6 feet, although extreme combinations of wind and other natural causes have upon occasion increased this to eight feet or more. Except for powerful hurricane conditions, tidal action does not create difficulties for shipping. In general, wind is not a problem for commercial vessels at the Port of Providence, which is also fortunate in that hazards resulting from fog are rare. The Project Area includes a large portion of the Providence River, including its shipping channel. Above Fields Point, the channel is 35 ft. deep at mean low water with a width of up to 1,700 ft. for 2.6 miles up to Fox Point at the confluence of the Providence and Seekonk Rivers. At the Port itself, the berths have an average depth 30 ft. below mean low water.

b. Physical Character

The physical character of the project area is determined by the Providence River, as its single most important natural feature, its proximity to the Interstate highways to other major facilities and industrial users. The Providence River runs in a southerly direction through the easterly half of the project area and serves as a shipping channel for the Port and the private industrial terminals.

The westerly half of the project includes land which runs along the west bank of the Providence River from Oxford Street to Fields Point at the City line of Cranston. There are public and private industrial terminals along the water frontage of the Project--namely, the Port of Providence. The Port, which occupies the major portion of the project land, is used primarily for the receipt of industrial bulk cargos consumed by the manufacturing and distributing industries of Rhode Island and nearby states. Some of the Port's wharves and piers are privately operated facilities, most of which are used to handle the industrial cargos of their owners.

The principal commodities handled through the Port are foreign automobiles and trucks, bulk petroleum products which are piped across the wharves of the oil companies serving the Rhode Island area.

The public terminal facility of the Port is the Municipal Wharf at Fields Point, which has been owned and operated by the City since 1916. This terminal handles virtually all of the general cargo and lumber commerce of the Port. At the Municipal Wharf, the total area of City property allocated to marine terminal and related industrial and storage purposes is approximately 125 acres, including six (6) shipping berths and two (2) gantry cranes for cargo containers.

The Wharf is fronted by a masonry bulkhead approximately 4,300 feet in length, providing berthing spaces for seven large ships of the Liberty or Victory type.

The wharf apron, transit sheds and a portion of the open storage area are served by a network of terminal tracks which are connected to Amtrak.

The sewage disposal plant serving the entire city is located in the center of the project and adjacent to the Municipal Wharf. There are industrial and heavy commercial establishments within the southeast portion of the project at its westerly project boundary. Beyond the western boundary, the land use is residential. Beyond the northern project boundary, located along the waterfront, are additional wharves and piers, including State Pier I which was established in 1911 and has been leased to various tenants for many years.

The project area is primarily served by Allens Avenue with Shipyard and Eddy Streets providing north-south movements. Terminal Road and Harborside Boulevard provide the east-west movements. The Interstate Route 95 interchange at Thurbers Avenue is located within the Northern part of the project and provides the major entrance and access for the project area.

As indicated in Table 1, industrial uses predominate; however, there are significant amounts of commercial uses in the westerly part of the Project.

TABLE 1 LAND USE AND ACREAGE

<u>USE</u>	<u>ACREAGE</u>	<u>PERCENTAGES</u>
Residential	0.82	0.09
Commercial	186.88	20.33
Industrial	224.58	24.43
Institutional	0.80	0.09
Public	37.13	4.04
Street	23.61	2.57
Highway	10.58	1.15
Providence River	423.14	46.03
Vacant Land	8.60	0.94
Parking	<u>3.02</u>	<u>0.33</u>
TOTAL	919.16	100.00

3. Data on Blighted and Substandard Conditions

Base data was collected mainly from the City Wide Land Use and Building Condition Survey conducted by the Department, which together with recent departmental surveys and additions derived from the City of Providence Tax Assessor's Office, provided the basis for a comprehensive overview of the Project Area.* The condition of buildings within the Project can be found on Table II.

*See Exhibit B on Methodology

TABLE II BUILDING CONDITION

<u>BUILDING CONDITION</u>	<u>NUMBER</u>	<u>PERCENTAGE</u>
Excellent	0	0.00
Good	0	0.00
Satisfactory	73	76.04
Light Deterioration	2	2.08
Advanced Deterioration	16	16.67
Heavy Deterioration	0	0.00
Dilapidated	<u>5</u>	<u>5.21</u>
TOTAL	96	100.00

Of the total 96 structures in the Project Area, 9 structures or 9.38% are residential. 21.88% of the structures, both residential and non-residential have deficiencies that include advanced deterioration, heavy deterioration, and dilapidation. 23 structures or 23.96% have deficiencies that range from light deterioration to dilapidation.

The Project Area qualifies for urban renewal within the meaning of Section 45-31-8 of the General Laws of the State of Rhode Island, because some of the following conditions exist:

"There exists in the area buildings and improvements used or intended to be used for commercial, industrial, professional, residential, or other purposes which by reason of (1) dilapidation, deterioration, age and obsolescence, (2) inadequate provision for ventilation, light, sanitation, open spaces and recreation facilities, (3) defective design, unsanitary or unsafe character and conditions of physical construction, (4) defective and inadequate street and lot layout (5) mixed character and shifting of uses, (6) deterioration of site improvements and/or combinations of such factors and characteristics, are conducive to the further deterioration of the Area."

The Area is not restricted to, nor does it consist entirely of water, lands, buildings, and improvements which of themselves are detrimental, but it is the Area in which such conditions exist, and thereby injuriously affect the entire Area.

B. Statement of Development Objectives and Proposed Treatment

- o To improve the overall development climate such that existing companies and businesses would find it desirable to remain and expand within the Project Area and to encourage new enterprises to locate here.
- o To stimulate development opportunities on specific parcels which were designated by the Port Commission in the Foreign Trade Zone. Those parcels are currently underutilized in the Project Area.
- o To provide specific site improvements that will allow greater utilization and terminals of the Port in a safe and efficient manner.
- o To increase the Port's revenues and City's Tax base by the expansion of existing businesses and new investments within the project area.

1. Site Improvements

Site improvements proposed for this Project are specifically targeted towards the revitalization of the Port facilities. Berths 3 and 4 are proposed to be dredged to a level of 35 feet below mean low water (from existing 30 feet) so that adequate berthing space will be provided for any large cargo vessel. A fender system of sufficient capacity to absorb about 26 ton meters of berthing energy is also proposed to be installed for Berths 3 and 4. A fender system of sufficient capacity to absorb about 76 ton meters of berthing energy is also proposed to be installed at the masonry bulkhead wall for berths 5 and 6. The reason for the fender system is that the

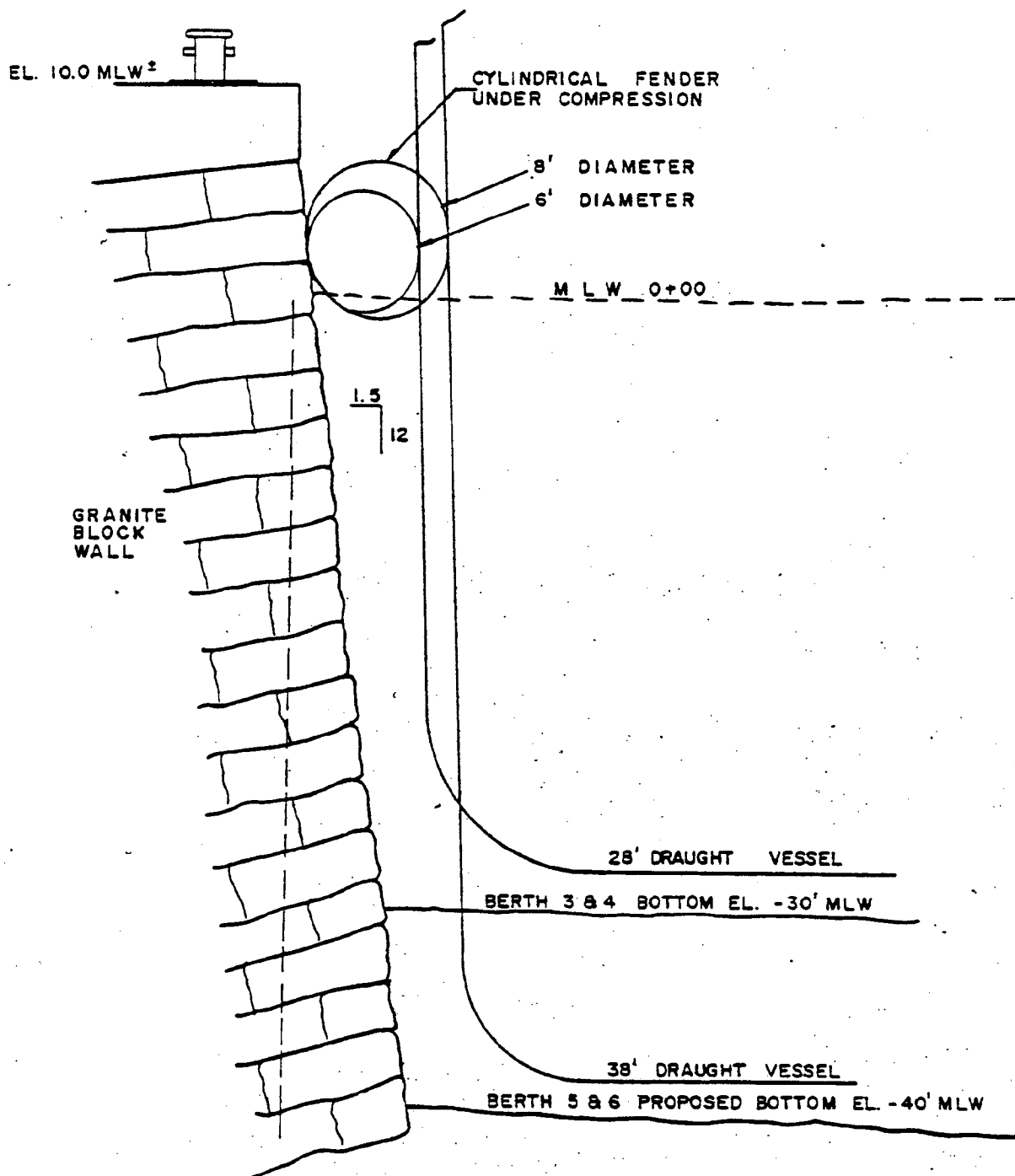
bulkhead is constructed at an angle. Modern ships with a straight hull have difficulty approaching the berth without damaging the hull. As a result, the fenders will keep the hull at a safe distance from the bottom of the bulkhead.

New bollards are proposed to be installed at Berths 3, 4, 5, and 6 in the locations of existing damaged bollards and at locations where bollards are missing along the wharf apron. These improvements are also set forth on Map No. 2 "Proposed Site Improvements." The bulkhead and fender system is illustrated in Figure A.

2. Property Acquisition

At the present time, no acquisition of property is contemplated in this plan. The major treatment for the Port Project is site improvements, rather than acquisition of property. However, if acquisition is required in the near future to further revitalize this project, this plan may be modified to include such treatment.

FIGURE 'A'



PROPOSED FENDER SYSTEM - PORT OF PROVIDENCE

C. Proposed General Land Use

1. Description of Predominant Land Use

It is intended that the project area remain mainly an industrial use. This plan does not presently propose any land use change or rezoning of the project area, but recognizes that such change of land use or rezoning may be necessary in the future, and, if so, will be proposed as a separate action by the City.

2. Planning Criteria

a. Type, Location and Other Uses Permitted Within
Predominant Land Use Categories:

1. Standards governing the type, intensity and location of secondary or auxiliary uses within predominant land use categories are contained in the Zoning Ordinance and in this Plan.

2. Criteria used to determine the type, intensity and location of auxiliary uses (such as public, institutional) within predominant land use categories are:

a. Demonstrations that there is a need for such a facility to serve the area.

b. Compatibility between auxiliary uses and predominant land use.

c. Economic feasibility and availability of land for the provision of adequate off-street parking and loading.

b. Type, Location and Other Characteristics of the Internal
Circulation System:

1. Alterations to the existing circulation systems within the Project will be determined by the following criteria:

- a. Proposed land use
- b. Existing land use
- c. Estimated traffic volume
- d. Existing or planned access to major thoroughfares.

2. The internal circulation system will ensure an effective separation between neighborhood traffic and through traffic.

3. Circulation amenities will alleviate existing traffic congestion and facilitate traffic flow to, from, and through the commercial district.

c. Other Public Improvements and Facilities Not Identified on the Proposed General Land Use Map

1. Site improvements will be provided within the Project Area as described further in this Plan. (See Map No. 2 "Proposed Site Improvements.")

2. Public improvements will be provided in support of land uses.

D. Urban Renewal Techniques To Be Used To Achieve Plan Objectives

1. Acquisition and Clearance

The major treatment for the Project Area is site improvements.

No acquisition or clearance is presently proposed. However, in the future, if required to implement the objectives of this Plan, it may be required by acquisition and clearance in those instances where there is a need to:

a. Remove blighting influences, such as:

1. Substandard buildings
2. Overcrowding or improper location of structures on the land
3. Obsolete building types
4. Detrimental land uses or conditions
5. Unsafe, congested, poorly designated or otherwise deficient streets
6. Significant environmental deficiencies.

b. Provide land for new development, or improvements to existing facilities

c. Promote historic and architectural preservation

d. Provide land for right-of-way adjustments

e. Provide land for other plan objectives as specified in this Plan.

2. Additional Agency Functions

Under the provisions of the Community Redevelopment Act, the Agency is empowered to undertake, in addition to project improvements the following redevelopment functions:

- a. Acquisition and clearance
- b. Relocation
- c. Installation and construction of site improvements
- d. Disposition
- e. Rehabilitation
- f. Acceptance from the City of donations of land, site improvements, supporting facilities, cash grants-in-aid, services and other cooperative activities necessary to the execution of this Plan, which the City, under the terms of the same statute, is empowered to contribute with or without consideration to the program undertaking.
- g. All other redevelopment activities provided for under the Act.

E. Renewal Plan Proposals

1. Zoning Modifications

Zoning changes may be proposed in the future, if required to implement objectives of this Plan.

2. Proposed Acquisition

Acquisition of property may be proposed in the future, if required to implement the objectives of this Plan.

3. Site Improvements

Within the areas designated for improvements, as outlined in Chapter B of this Plan and in Map No. 2 "Proposed Site Improvements," the following types of activities are proposed:

- o Waterfront improvements, such as dredging of berths
- o Installation of a fender system for Berths 3 through 6
- o Wharf-apron improvements, such as replacement of broken and missing bollards within berths 3 through 6.

These improvements are proposed in concept form and are not meant to be all inclusive. Upon passage of this Redevelopment Plan, detailed planning and engineering studies will be undertaken in consultation with Port Officials. Circulation improvements are being proposed to the Rhode Island Department of Transportation for State and Federal funding. At this time, no PRA funds are being proposed for circulation improvements.

F. Land Disposition

1. Standard and Controls for Land Development

No acquisition of property is proposed in this Plan; therefore, no disposition of land is proposed at the present. However, any new development or expansion of existing development will be governed by the applicable regulations and controls of the Zoning Ordinance of the City of Providence and the applicable standards of State and Federal Agencies.

Land Disposition with specific regulations and controls may be proposed in the future, if required to implement the objectives of this Plan.

This Redevelopment Plan 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.

G. Other Provisions Necessary to Meet Local Objectives

1. Conformity to General Plan

This Plan is in conformity with all elements of the Master Plan for the City. Proposed redevelopment activity in the Project Area is intended to implement local planning and development objectives.

2. Method of Relocation

No relocation activity is proposed in this Plan at the present. If such activity is to occur in the future, businesses and individuals to be displaced by Agency action within the Project Area will be offered the services of the Business and Family Relocation Divisions of the Department of Planning and Urban Development.

3. Estimated Cost of Redevelopment and Proposed Method of Financing

The estimated project cost of \$1,000,000.00 will be provided from proceeds from the sale of long-term general obligation bonds issued by the City of Providence for redevelopment purposes.

H. Procedure for Changes in Approved Plan

The City Council at its own discretion, or upon recommendation of the Agency, may modify this Plan at any time, and shall, where mandated by law, or may, at its discretion, hold a Public Hearing on such proposed modification, provided that if the Plan is modified after lease or sale by the Agency of real property in the Area, such modification shall be subject to such rights of law and in equity as the lessee or purchaser or his/her successor or successor's in interest may be entitled to assert.

I. Abbreviations

- a. "Agency": Providence Redevelopment Agency
- b. "Building Code": The Rhode Island State Building Code,
as amended
- c. "City": City of Providence
- d. "City Council": City Council of the City of Providence
- e. "Community Redevelopment Act": Redevelopment Act of 1956
of the General Laws of Rhode Island, 1956, as amended
- f. "Department": Department of Planning and Urban Development
of the City of Providence
- g. "Minimum Housing Code": Minimum Standards Housing Ordinance
of the City of Providence
- h. "Plan": Redevelopment Plan
- i. "Port": Port of Providence
- j. "Port Commission": The Providence Port Commission
- k. "Project Area": The Port Project Area
- l. "State": State of Rhode Island
- m. "Zoning Ordinance": Zoning Ordinance of the City of Provi-
dence, Chapter 54, approved September 21, 1951, as amended.
- n. "Zoning Board of Review": Zoning Board of Review of the
City of Providence

EXHIBIT A

DESCRIPTION OF THE BOUNDARIES OF THE PORT PROJECT

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

Beginning at a point, said point being the southwesterly corner of the tract herein described and being the intersection of the center line of Ernest and Eddy Streets as shown on A.P. 57;

thence running in a northerly direction along the said center line of Eddy Street to the extended southerly line of Lot 220 on A.P. 54;

thence turning and running in an easterly direction to the southeasterly corner of said Lot 220;

thence turning and running in a northerly direction bounded by the easterly line of said Lot 220 to the northeasterly corner of said Lot 220 and the southerly line of Lot 881;

thence turning and running in an easterly direction bounded northerly by the southerly line of Lot 881 on A.P. 54 to the southeasterly corner of said Lot 881;

thence turning and running in a northerly direction bounded westerly by the easterly lines, in part, of said Lot 881 and Lot 882 to the northeasterly corner of Lot 882 on said Plat 54 and the southerly line of Lot 129;

thence turning and running in an easterly direction bounded northerly by, in part, the southerly lines of Lots 129, 130, 131, and 132 on A.P. 54 and part of the southerly lines of Lots 421 and 412 on A.P. 55 to the southeasterly corner of said Lot 412;

thence turning and running in a northerly direction bounded westerly in part by the easterly lines of said Lot 412 and in part by Lot 420, across Haswell Street, in part by the easterly line of Lot 643 on A.P. 47, to the northeasterly corner of Lot 643;

thence turning and running in a westerly direction bounded southerly by the northerly line of said Lot 643 on A.P. 47 to the southeasterly corner of Lot 637 on A.P. 47;

thence turning and running in a northerly direction bounded westerly by the said easterly line of Lot 637 to the intersection of the said extended easterly line of said Lot 637 and the northerly line of Briggs Street;

thence turning and running in a westerly direction along the said northerly line of Briggs Street to the southeasterly corner of Lot 809 on said A.P. 47;

thence turning and running in a northerly direction bounded westerly by the easterly line of said Lot 809 to the southerly line of Lot 548 on A.P. 47;

thence turning and running in an easterly direction along the said southerly line of Lot 548 to the southeasterly corner of said lot 548;

thence turning and running in a northerly direction along the said easterly line of Lot 548 to the southerly line of Seymour Street;

thence turning and running in an easterly direction along the said southerly line of Seymour Street to the intersection of the extended easterly line of Lot 534 on A.P. 47;

thence turning and running in a northerly direction across Seymour Street and bounded westerly by the easterly line of said Lot 534 to the southerly line of Lot 363 on A.P. 47;

thence turning and running in an easterly direction along the said southerly line of Lot 363 to the southeasterly corner of said Lot 363;

thence turning and running in a northerly direction bounded westerly by the easterly line of said Lot 363 across Oxford Street to the southeasterly corner of Lot 380 on A.P. 47 located on the northerly line of Oxford Street;

thence turning and running in an easterly direction along the said northerly line of Oxford Street bounded northerly by in part of the southerly line of Lot 376 across Poe Street as the extended southerly line of Lot 376, the southerly line of Lot 319, across Allens Avenue as extended southerly line of said Lot 319 to the southwesterly corner of Lot 147 on A.P. 47;

thence turning and continuing in an easterly direction bounded northerly by the southerly line of said Lot 147 to the southeasterly line of said Lot 147;

thence continuing in an easterly direction to the intersection of the extended said southerly line of said Lot 147 and the limits of the City of East Providence;

thence turning and running in a general southerly direction along the said limits of the City of East Providence, R. I. to the intersection of the limits of East Providence, Cranston and Providence;

thence turning and running in a westerly direction bounded in part southerly by the limits of the City of Cranston and in part by the center line of Montgomery Avenue, to the southeasterly corner of Lot 1064 on A.P. 87;

thence turning and running in a northerly direction bounded westerly by, in part, the easterly lines of Lot 1064 on A.P. 87, across Mississippi Avenue, the easterly lines of Lots 1061, 1059 on said A.P. 87 to the southerly line of Lot 1036 on A.P. 87;

thence turning and running in an easterly direction bounded northerly by in part the southerly lines of Lots 1036 and 1037 to the southeasterly corner of Lot 1037;

thence turning and running in a southerly direction along the westerly line of Lot 1038 to the southwesterly corner of said Lot 1038;

thence turning and running in an easterly direction bounded northerly in part by the southerly lines of Lots 1038, 1040, 1041, 1043, 1044, 1045, 1046, 1008 to the intersection of the extended southerly line of Lots 1038, 1040, 1041, 1043, 1044, 1045, 1046, 1008 and the easterly line of Michigan Avenue;

thence turning and running in a northerly direction along the said easterly line of Michigan Avenue to the intersection of the said easterly line of Michigan Avenue and the southerly line of California Avenue;

thence turning and running in an easterly direction along the said southerly line of California Avenue to its termination;

thence turning and running in a northerly direction bounded westerly by the easterly limits of California Avenue to the southerly line of Lot 794 on A.P. 87;

thence turning and running in an easterly direction along the said southerly line of Lot 794 to the southeasterly corner of said Lot 794;

thence turning and running in a northerly direction bounded westerly by the easterly line of said Lot 794 to a point;

thence turning and running in a westerly direction bounded southerly by the northerly line of said Lot 794 to a point;

thence turning and running in a northerly direction bounded westerly in part by the easterly lines of Lot 794 and Lot 769 along the easterly termination of Ohio Avenue, the easterly lines of Lot 727, 697, the easterly termination of Indiana Avenue, easterly line of Lots 654, 620 on said Plat 87, also continuing in a northerly direction across New York Avenue bounded westerly by in part the easterly lines of Lots 205, 194 on A.P. 101 extending those lines across Carolina Avenue, continuing along the easterly lines of Lots 153, 142, extending those lines across Georgia Avenue, easterly lines of Lots 101, 90, and extending those lines to their intersection with the northerly line of Toronto Avenue;

thence turning and running in a westerly direction along the said line of Toronto Avenue to the southeasterly corner of Lot 41 on A.P. 101;

thence turning and running in a northerly direction bounded westerly in part by the easterly lines of Lots 51 and 36, extending those lines across Chapman Street and along the easterly line of Lot 8 on A.P. 101 to the northeasterly corner of said Lot 8;

thence turning and running in a westerly direction bounded southerly by the northerly lines of Lots 8, 572, 577, 16 and extending those lines to the center line of Allens Avenue;

thence turning and running in a northerly direction along the said center line of Allens Avenue to its intersection with the center line of Ernest Street;

thence turning and running in a westerly direction along the said center line of Ernest Street to the intersection with the center line of Eddy Street, said point being the point and place of beginning.

EXHIBIT B

METHODOLOGY OF THE PHYSICAL SURVEY

The exterior conditions of each structure was determined from a detailed examination of each visible element of the structure including foundation, exterior shell paint and structural condition, roof, chimney, gutters and downspouts, doors and windows. Three categories of exterior conditions were established for the non-residential structures:

1. Sound
2. Deteriorating
3. Dilapidated

Seven categories of exterior conditions were established for the residential structures:

1. Excellent
2. Good
3. Satisfactory
4. Light Deterioration
5. Advanced Deterioration
6. Heavy Deterioration
7. Dilapidated

Vacant land was divided into two categories: improved land and unimproved. Unimproved land refers to lots which are not used for any specific purpose, usually covered by grass or dirt. Improved vacant land refers to lots which have been landscaped, or have been fenced in, or used as a parking lot.

Streets and sidewalk conditions were recorded on the basis of visual observation and placed in three categories as follows:

STREET CONDITION

Good - no repair required
Fair - street in need of
partial resurfacing
Poor - street in need of
total resurfacing

SIDEWALK CONDITION

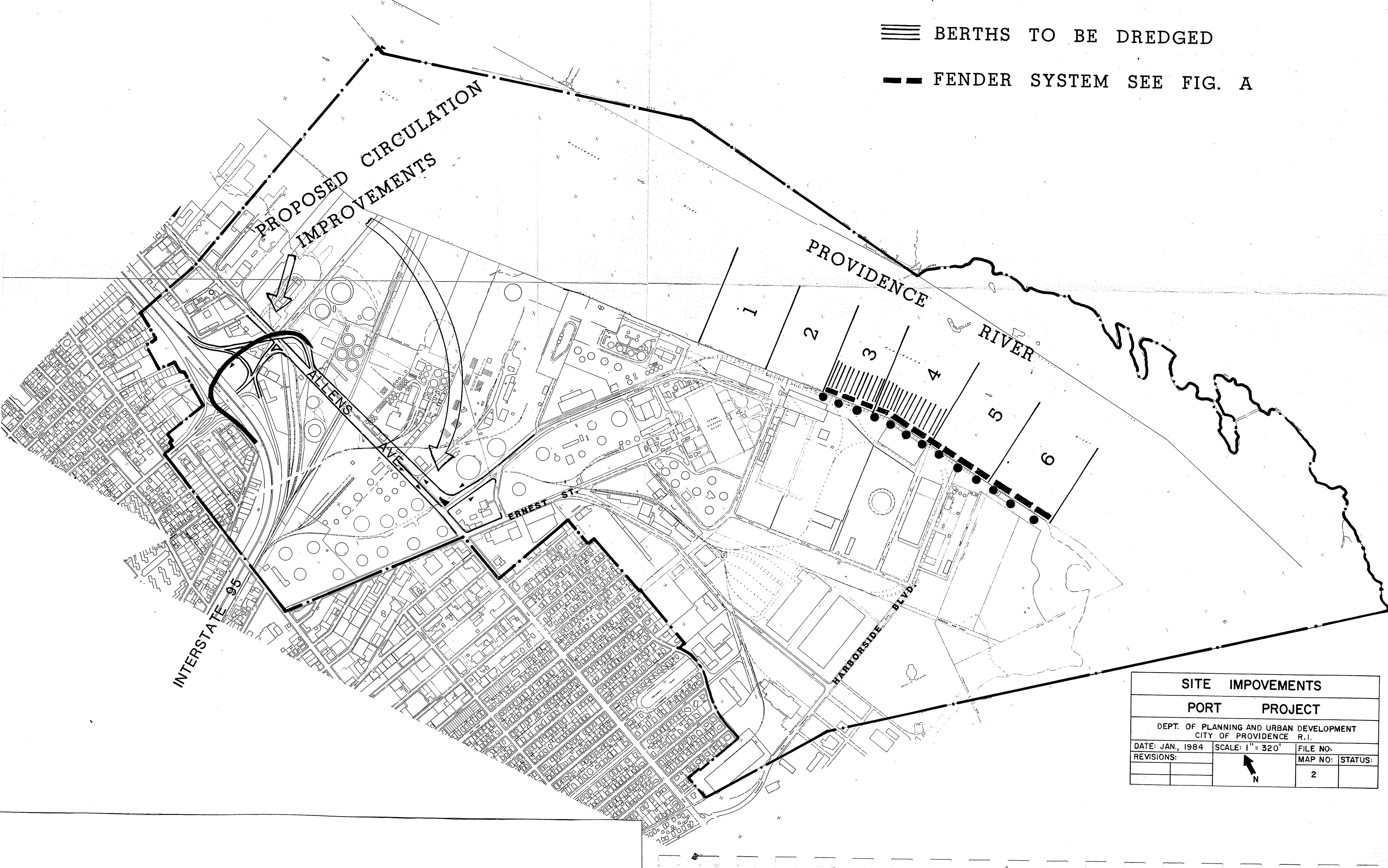
None - lack of sidewalk
Good - no repair required
Fair - minor repair work required
Poor - entire replacement required

-LEGEND-

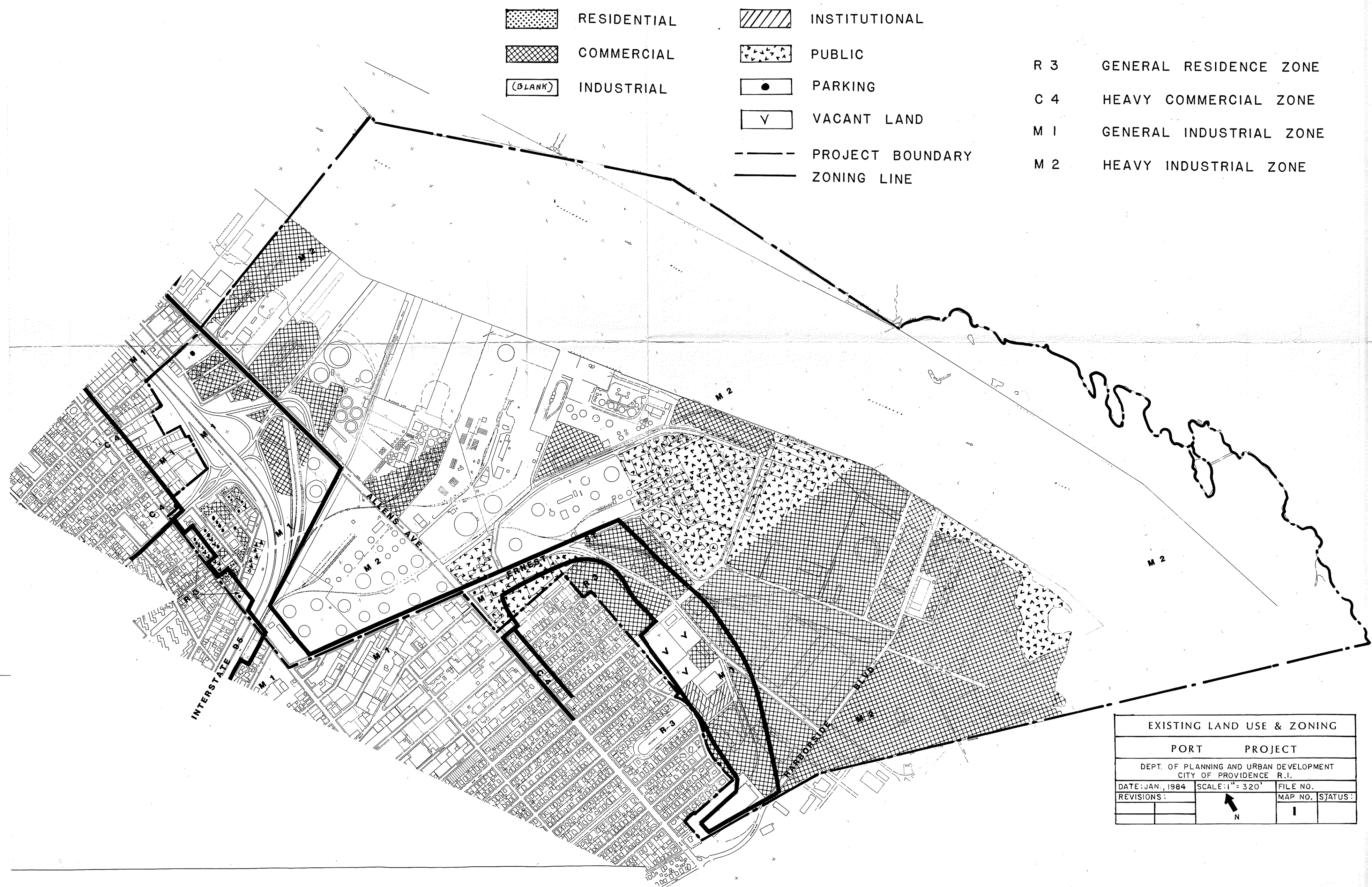
● REPLACE BOLLARDS AS NEEDED

≡ BERTHS TO BE DREDGED

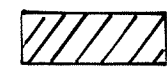
--- FENDER SYSTEM SEE FIG. A



SITE IMPOVEMENTS			
PORT PROJECT			
DEPT. OF PLANNING AND URBAN DEVELOPMENT CITY OF PROVIDENCE R.I.			
DATE: JAN, 1984	SCALE: 1" = 320'	FILE NO:	
REVISIONS:		MAP NO:	STATUS:
		2	



RESIDENTIAL



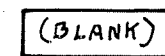
INSTITUTIONAL



COMMERCIAL



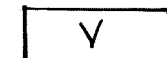
PUBLIC



INDUSTRIAL



PARKING



VACANT LAND

PROJECT BOUNDARY

ZONING LINE

R 3 GENERAL RESIDENCE ZONE

C 4 HEAVY COMMERCIAL ZONE

M 1 GENERAL INDUSTRIAL ZONE

M 2 HEAVY INDUSTRIAL ZONE

EXISTING LAND USE & ZONING

PORT PROJECT

DEPT. OF PLANNING AND URBAN DEVELOPMENT
CITY OF PROVIDENCE R.I.

DATE: JAN., 1984	SCALE: 1" = 320'	FILE NO.
REVISIONS:		MAP NO.
		I
		STATUS: