

Applications & Exhibits-

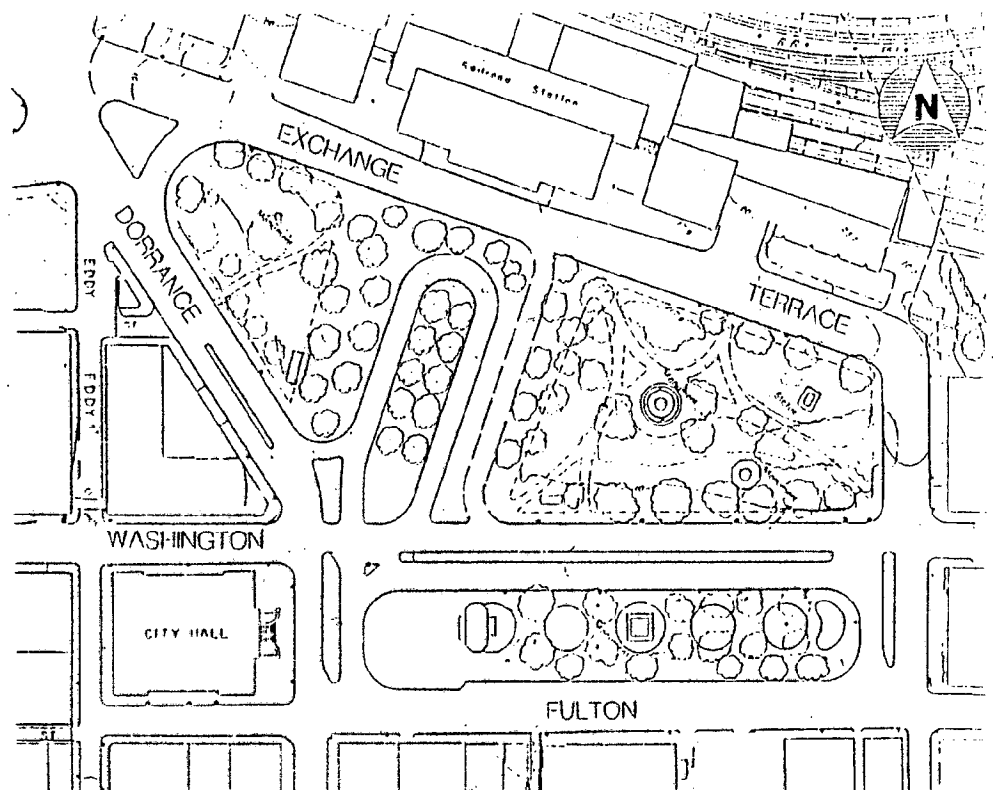
AMENDMENTS

MARCH, 1982

KENNEDY PLAZA

TRANSIT MALL and PEDESTRIAN IMPROVEMENT PROJECT

SUBMITTED FOR FUNDING UNDER :
URBAN MASS TRANSPORTATION ACT , SECTION 3 & SECTION 6
DEPARTMENT of TRANSPORTATION
BY: THE CITY OF PROVIDENCE - PROJECT NO. R. I. -03-007
DEPARTMENT OF PLANNING AND URBAN DEVELOPMENT
40 FOUNTAN STREET PROVIDENCE , R. I. 02903



INTRODUCTION

The purpose of this report is to accurately depict the plan for a Transit Mall and Pedestrian Improvements for Kennedy Plaza which was developed over a period from October 1981 to January 1982. This plan has several significant changes that necessitated an updating of the original Application and Exhibits that was submitted to UMTA in September of 1977.

Following the submission of the 1977 Application the City received approval from UMTA to proceed with final design of a plan that was developed by a design team headed by Moore-Héder, Urban Designers. In April of 1980, the City selected the firm of Albert Veri Associates to head up a new design team to proceed with final design. In addition, Mayor Cianci appointed the Kennedy Plaza Advisory Committee to work with the City and consultants in the final design. In the course of the design process, it became clear that the original Moore-Héder design was not acceptable to the majority of downtown interests and that a new concept had to be explored.

The Advisory Committee established a working subcommittee to work intensively with City staff and consultants to seek alternative design solutions. Six individual alternatives with nine variations were examined until one concept

emerged as the plan that would satisfy all the original UMTA/ARZ objectives, the City's downtown interests, transit operations, aesthetic concerns, and the historic role of Kennedy Plaza as the central civic and ceremonial space within Providence.

This report revises and updates the original application only where the latter is at variance with the current plan.

It includes the following:

- 1) Form 424, updated
- 2) Opinion of Counsel
- 3) Exhibit A - Project Description/Revised Budget
- 4) Exhibit C - Project Justification

All other elements of the original application, except where specially noted, will remain unchanged and will not be made part of the current submission.

EXHIBIT A: PROJECT DESCRIPTION

SUMMARY:

The project consists of a series of transit related Capital Improvements proposed for UMTA Capital Grants (Section 3 and of non-capital elements proposed for an UMTA demonstration grant (Section 6). These elements together form a coordinated program called the Kennedy Plaza Transit Mall and Pedestrian Improvement Project. The program was originally submitted to UMTA on September 29, 1977 as part of the UMTA sponsored Auto-Restricted Zone ARZ Study. The present proposal is submitted with significant revisions that are being proposed by the city in consultation with the Kennedy Plaza Advisory Committee. Since this is a unified program and gains its strength from the conjunction of capital and non-capital improvements, a description, justification, and protection of the environment exhibits contain many elements applicable to both grant categories. When sections of this application apply to only one of these categories they are especially noted.

In summary, the project contains the following elements:

Capital Improvements (Section 3)

1. Seven major project areas consisting of a continuous network of exclusive busway within Washington Street and Francis Street, bus terminals, improved pedestrian connections and pedestrians plazas related to the bus terminals.
2. Auxiliary elements consisting of signing information and shelters and other downtown bus stops, traffic signals and pavement markings at key traffic inter-

sections, direction signs for diverted traffic and for parking locations.

3. Advance design and engineering are required to further define the project, its cost and its coordination with other complex improvement programs now proceeding in Downtown Providence.

Non-Capital Demonstration Elements (Section 6)

- o Transit operation improvements consisting of through routing of bus lines and a mid-day downtown fare-free zone.
- o Environmental management elements consisting of improved enforcement of traffic regulations along busways, better maintenance and better communication between the downtown users and city departments.
- o Promotional elements to inform and attract new people to both transit and other downtown facilities.
- o Administrative support to the city staff during detailed planning, execution, and early operation of the project.
- o Outside technical assistance for planning, design for management of project elements that is not covered by Section 3.
- o Additional physical improvements -- a contingency for elements not covered under Section 3.
- o Data collection for evaluation

The following Part 1 of this Exhibit describes the location of the project and the proposed downtown circulation scheme. Part 2 describes in detail the proposed capital improvements. Part 3 describes the non-capital elements, and Part 4 provides cost estimates for both Section 3 and Section 6 elements.

For purposes of this submission, Parts 1 and 2 are being re-submitted with appropriate revisions to reflect the current Kennedy Plaza Plan.

Part 3 will not be re-submitted since the changes to the plan do not affect non-capital elements. Part 4 is being re-submitted with revised budget estimates in summary form.

Exhibit A: Part 1 -- Project Location and Downtown Circulation Scheme

The Downtown Area

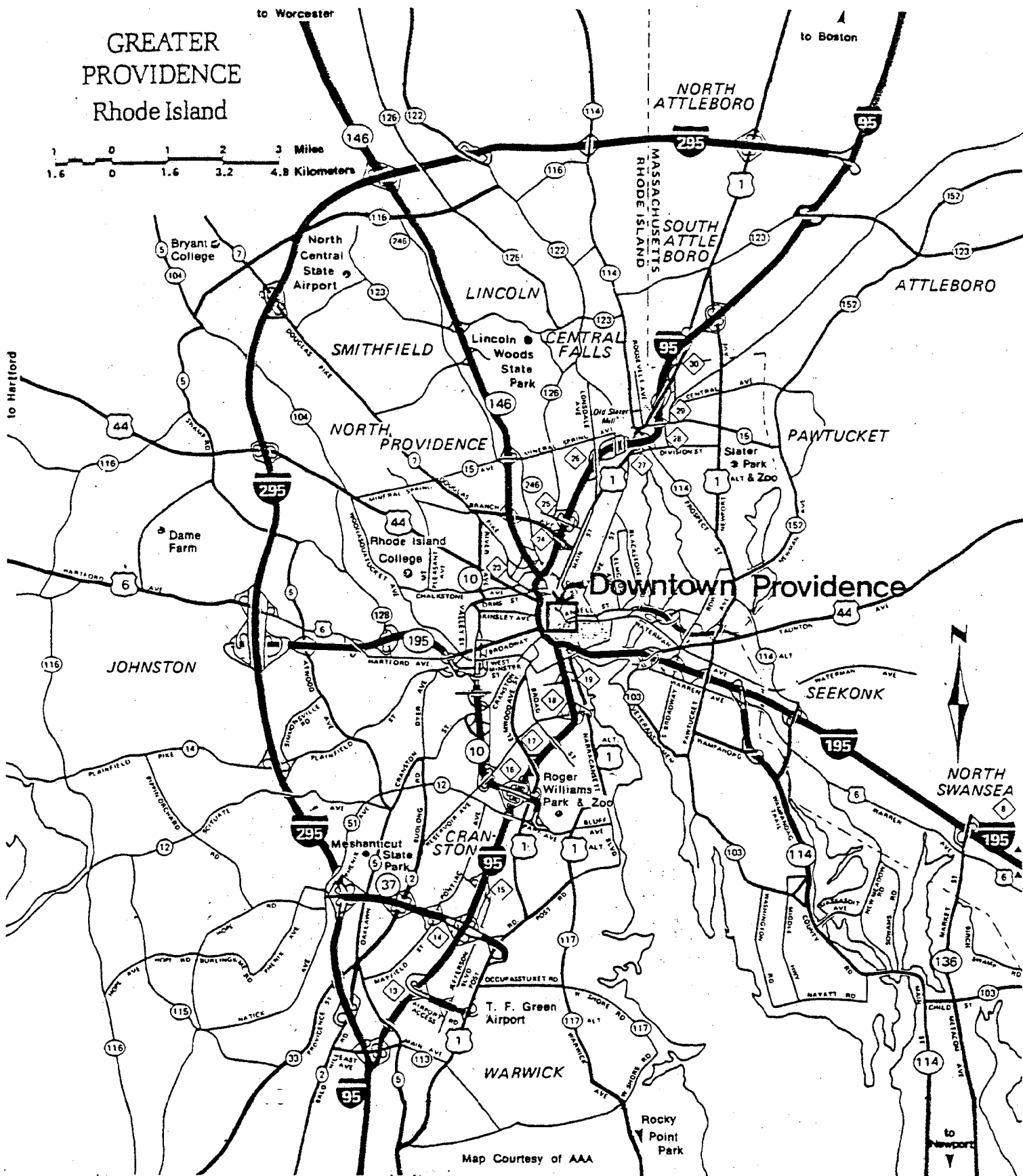
Providence, located at the head of Narragansett Bay, is the office, retail, and governmental center of Rhode Island. Having recently become the fourth largest city in New England with a metropolitan area population of 906,000, Providence serves many regional and statewide functions.

The compact 350 acre downtown is made up of distinct activity areas of special character and function with a variety of streets, older buildings, people, and activities. 32,000 people are employed in the Financial District -- a 3 to 5 minute walk from the Retail District and the 6 block long Westminster Mall.

The downtown area is easily reached by interstates 95 and 195 and the extensive RIPTA bus system. Both buses and automobiles do, however, experience up to 2½ minute average delays at gateway intersections on the fringes of the downtown (see figure 3). Illegal parking is commonplace on Dorrance, Weybosset, Washington Streets, and the Kennedy Plaza area. This further reduces the effective level of service on the major bus and auto access routes into the downtown.

There are presently approximately 13,900 curb and off-street parking spaces in downtown Providence, with a surplus of 2,400.

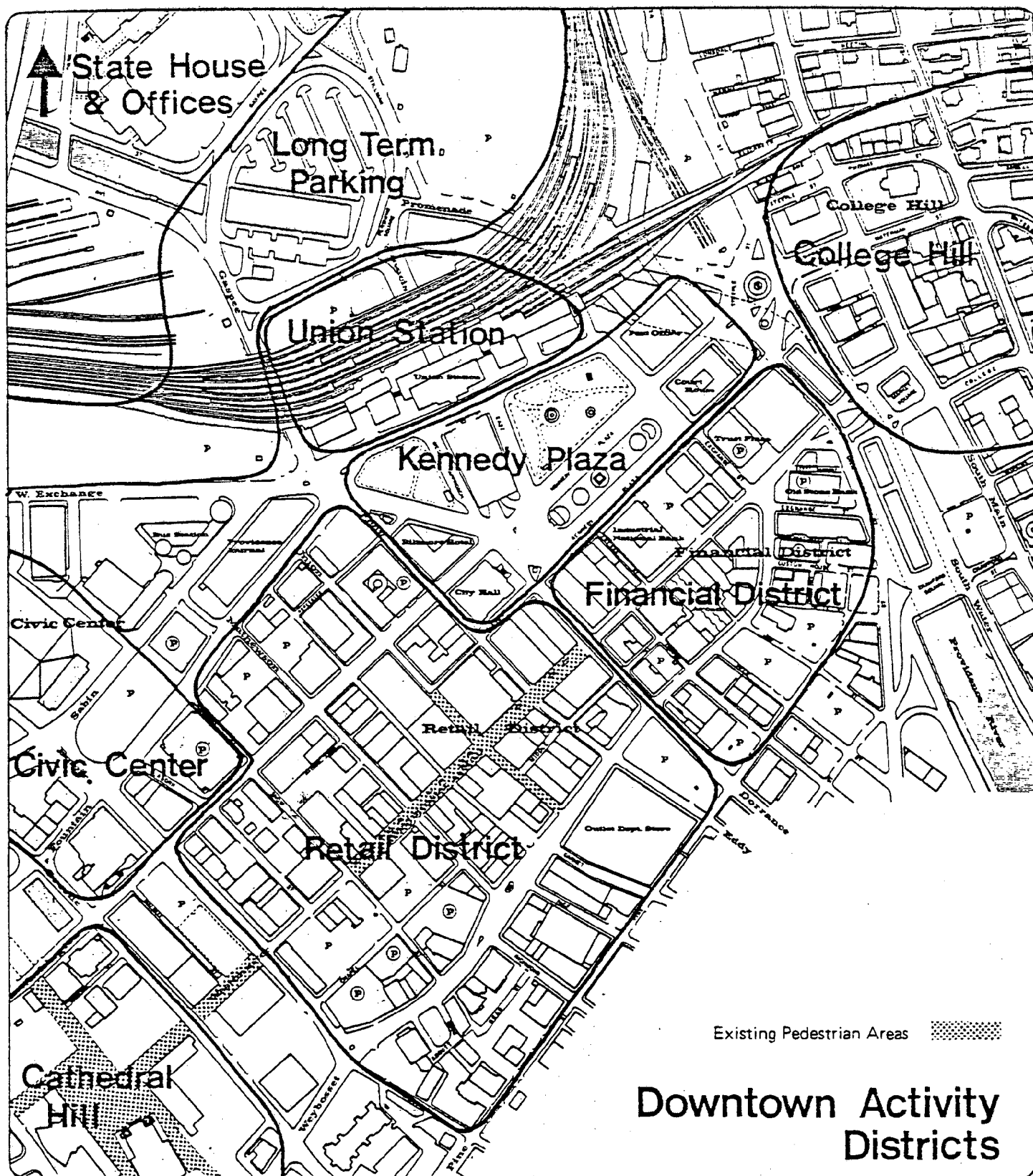
75 percent of this surplus is located in lots and garages



Providence R.I. Region



Photo 1: Kennedy Plaza and Downtown Providence
— 1940's photo — prior to erection of parking deck



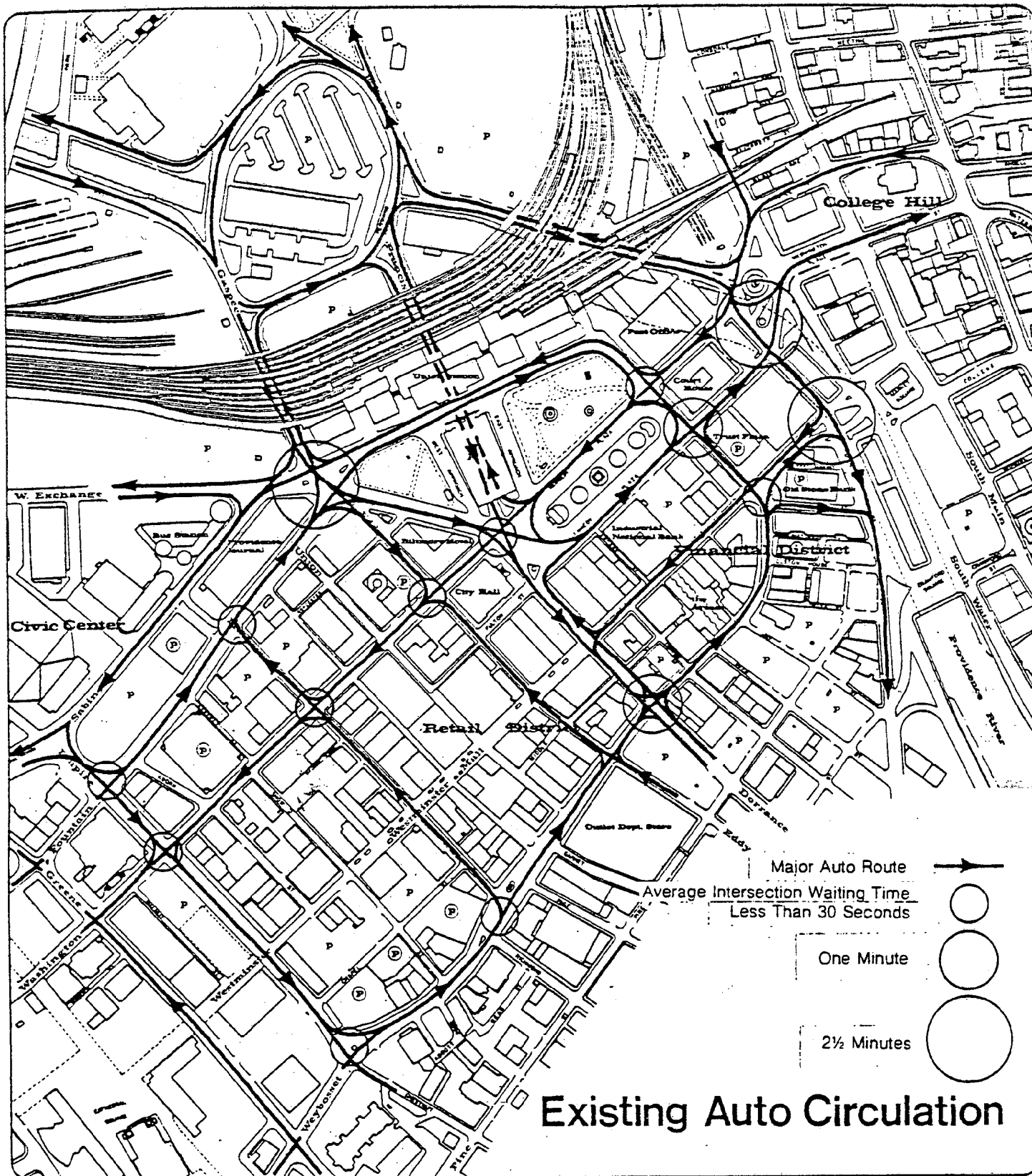
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City of Providence, Rhode Island
Moore-Héder, Urban Designers

Figure 2



Existing Auto Circulation

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City of Providence, Rhode Island
Moore-Héder, Urban Designers

Figure 3

that are an 8 to 12 minute walk from the retail and financial districts. 1200 of these spaces are further psychologically separated from the downtown by the railroad viaduct north of Kennedy Plaza.*

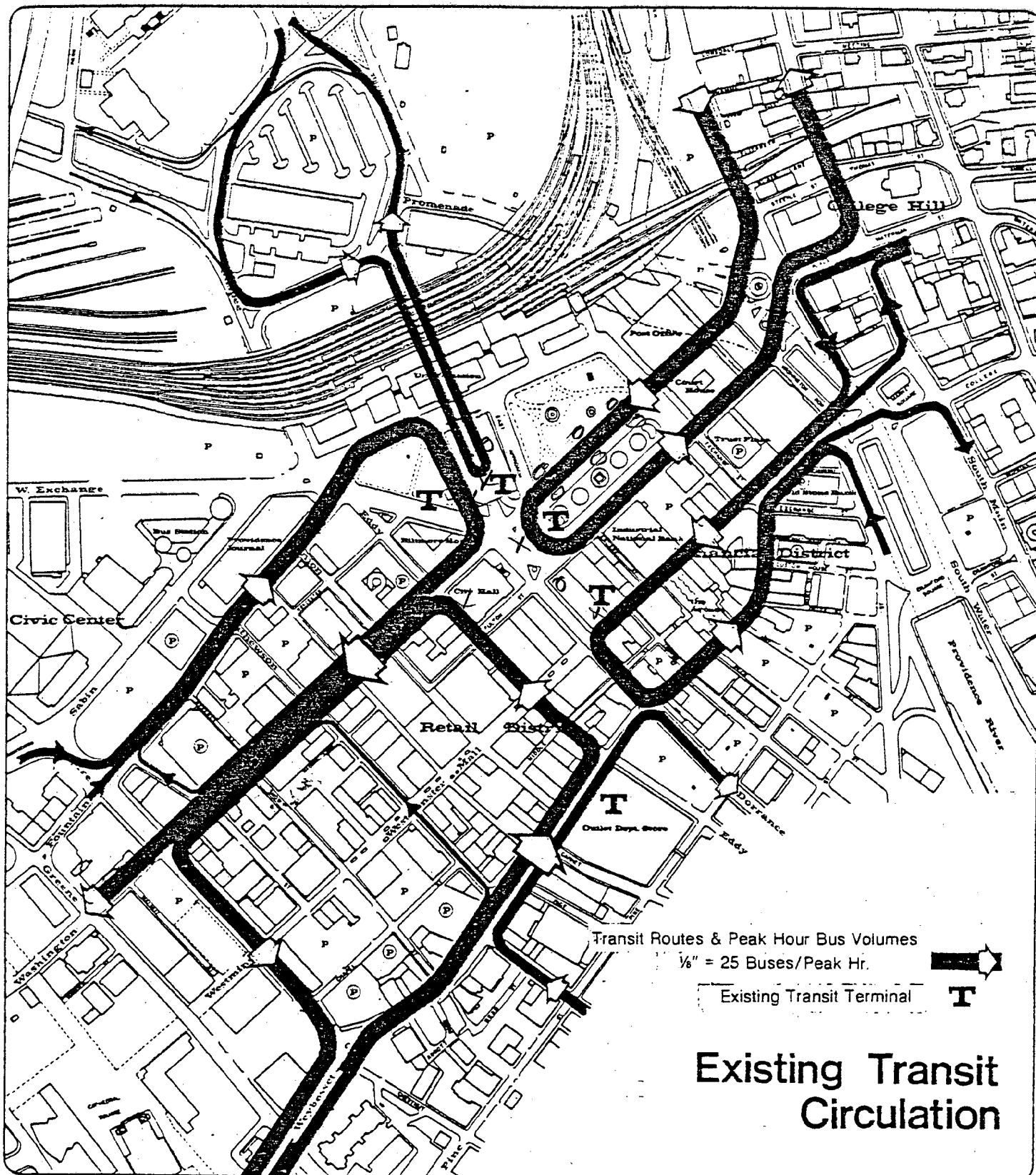
RIPTA bus routes currently terminate and layover at 5 different curbside locations scattered throughout the core (see figure 4). Thus, transfers between routes often require up to a 1500 foot walk.

Pedestrian volumes in the downtown are greatest during lunch time, with most movement along Westminster and across Dorrance between the retail and financial districts. In the morning and afternoon peaks there is significant pedestrian movement across Kennedy Plaza -- to the RIPTA terminals, Union Station, and under the railroad viaducts to parking areas. Off-peak volumes are shown in figure 5 .

In 1965, the city of Providence pedestrianized a 6-block portion of Westminster Street -- downtown's major shopping street. The Mall relied exclusively on physical pedestrian improvements to bolster sagging retail sales. No complementary management and promotional scheme was instituted. Although retail sales along the Mall have decreased by 1% since construction, the rest of Providence has experienced a 20% decrease during that same period.

For the last two years the City has been actively pursuing a revitalization strategy based on

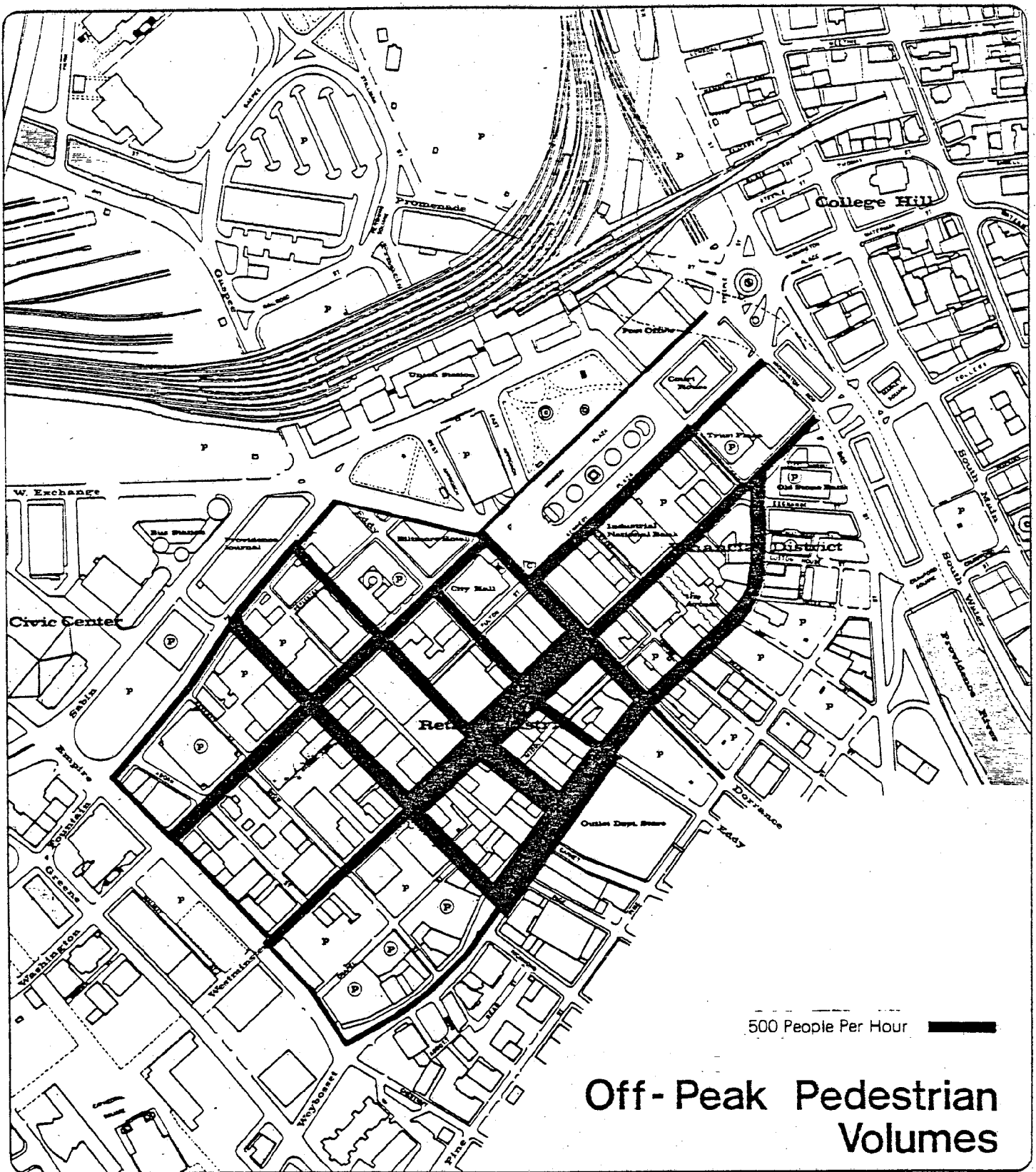
* Technical Memorandum #2, Wilbur Smith and Associates



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City of Providence, Rhode Island
 Moore-Héder, Urban Designers

Figure 4



KENNEDY PLAZA PROJECT

0 200 400



City of Providence, Rhode Island
Moore-Héder, Urban Designers

Figure 5

tying physical improvements to management and activity programming. Exhibit C: Part 1 illustrates that these efforts are now catalyzing a number of private and public improvements in the downtown area.

THE PROPOSED CIRCULATION FRAMEWORK

The circulation framework for the Downtown area developed by the transit mall plan is intended to separate automobile and bus circulation within Kennedy Plaza. Proposed exclusive busways and berthing areas are to be installed on Washington Street from Exchange Street to Dorrance Street and within the present Francis Street busway. Automobile traffic would be routed through a circular system around Kennedy Plaza utilizing Exchange Street, Exchange Terrace, Dorrance Street and Fulton Street as main connector avenues. Further changes in the circular system is required as a result of the Capital Center Plan which upon completion, will terminate Francis Street underneath Union Station, thereby allowing the Francis Street busway to be used exclusively for bus berthing. Moreover, it should be noted that the Capital Center Plan, whose major element is a relocation of the main line Amtrak tracks from its present site to a right-of-way just below the State House, will also include the extension of Route 6 behind Union Station to connect to Memorial Square. The proposed circulation system for the Capital Center Project is uniquely suited to the proposed circulator plan being proposed for

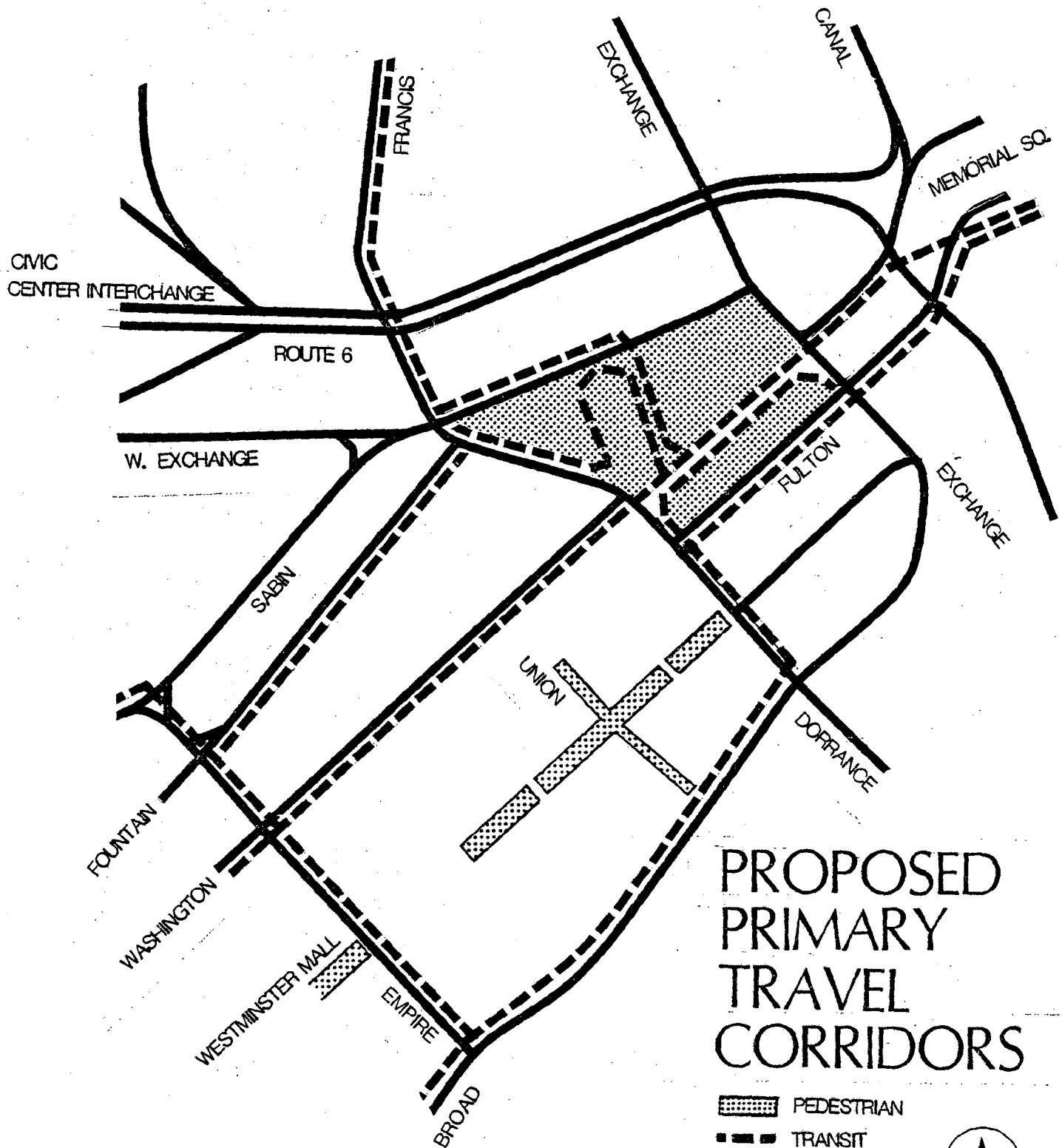
Kennedy Plaza (see Figure 6: Primary travel corridors, and Figures 7,8, and 9 depicting transit, pedestrian and auto circulation). The improvements to different circulation element occur exclusively on city owned streets, adjacent sidewalks and properties. No land taking from private sources is necessary to achieve these extensive improvements, although a taking will be necessitated from the city-owned Burnside Park at Emmett Square to improve traffic for the circulator.

EXHIBIT A PART 2 PROPOSED CAPITAL IMPROVEMENTS (sec. 3)




This part describes the physical improvements proposed for the Kennedy Plaza Transit and Pedestrian Improvement Project which consists of:

- o 7 Major project elements
 - 1. Main Transit Mall
 - 2. Francis Street Busway
 - 3. Circulator
 - 4. Kennedy Plaza/Center Island
 - 5. Dorrance Street Bus Lane
 - 6. Washington Street Bus Lane
 - 7. City Hall and Burnside Park Improvements
- o Auxiliary elements
 - 1. Signing, traffic signalization information, and shelters at other downtown bus stops
 - 2. Directional signs for diverted traffic and parking locations

CAPITAL CENTER PROJECT

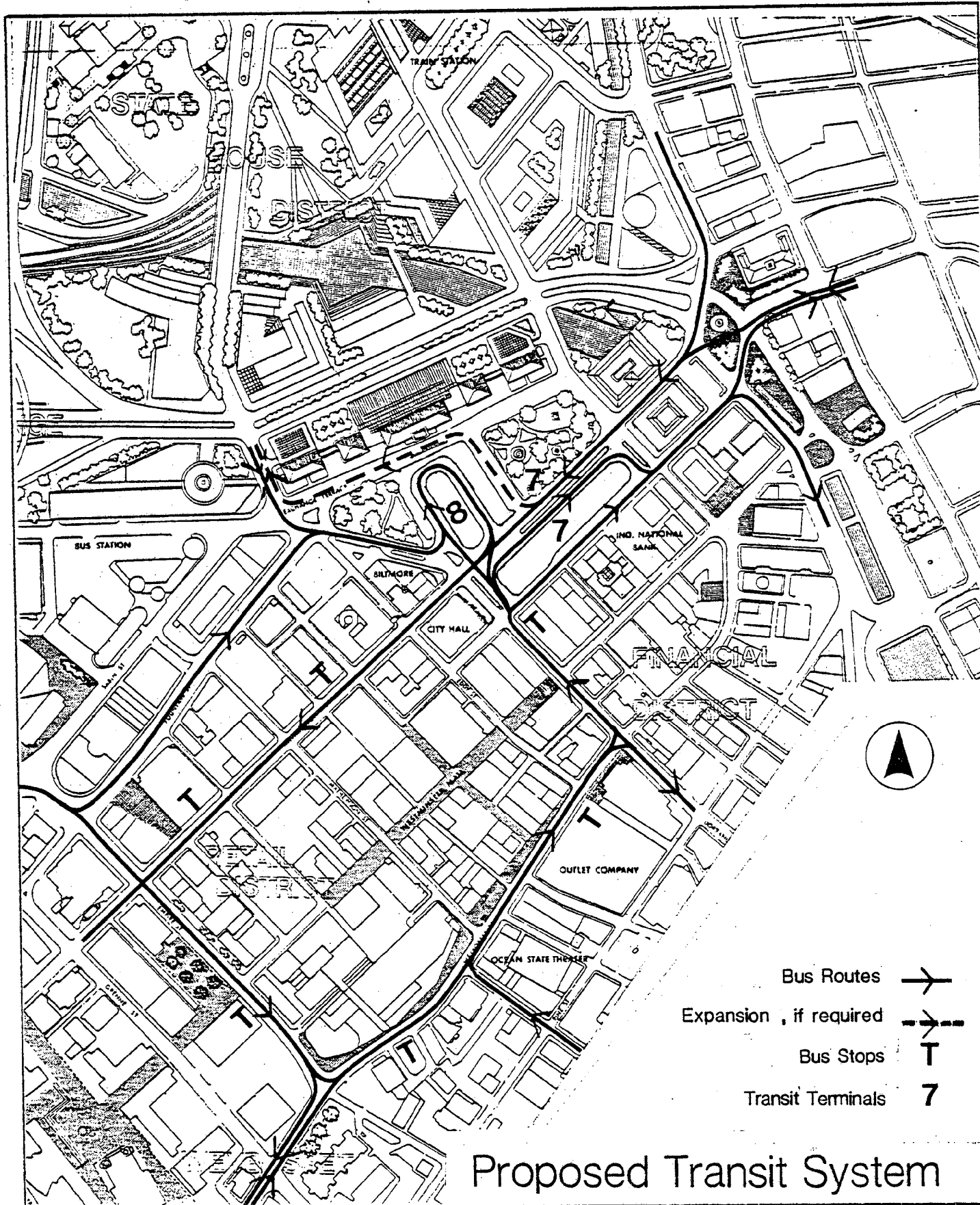


PROPOSED PRIMARY TRAVEL CORRIDORS

-  PEDESTRIAN
-  TRANSIT
-  AUTO



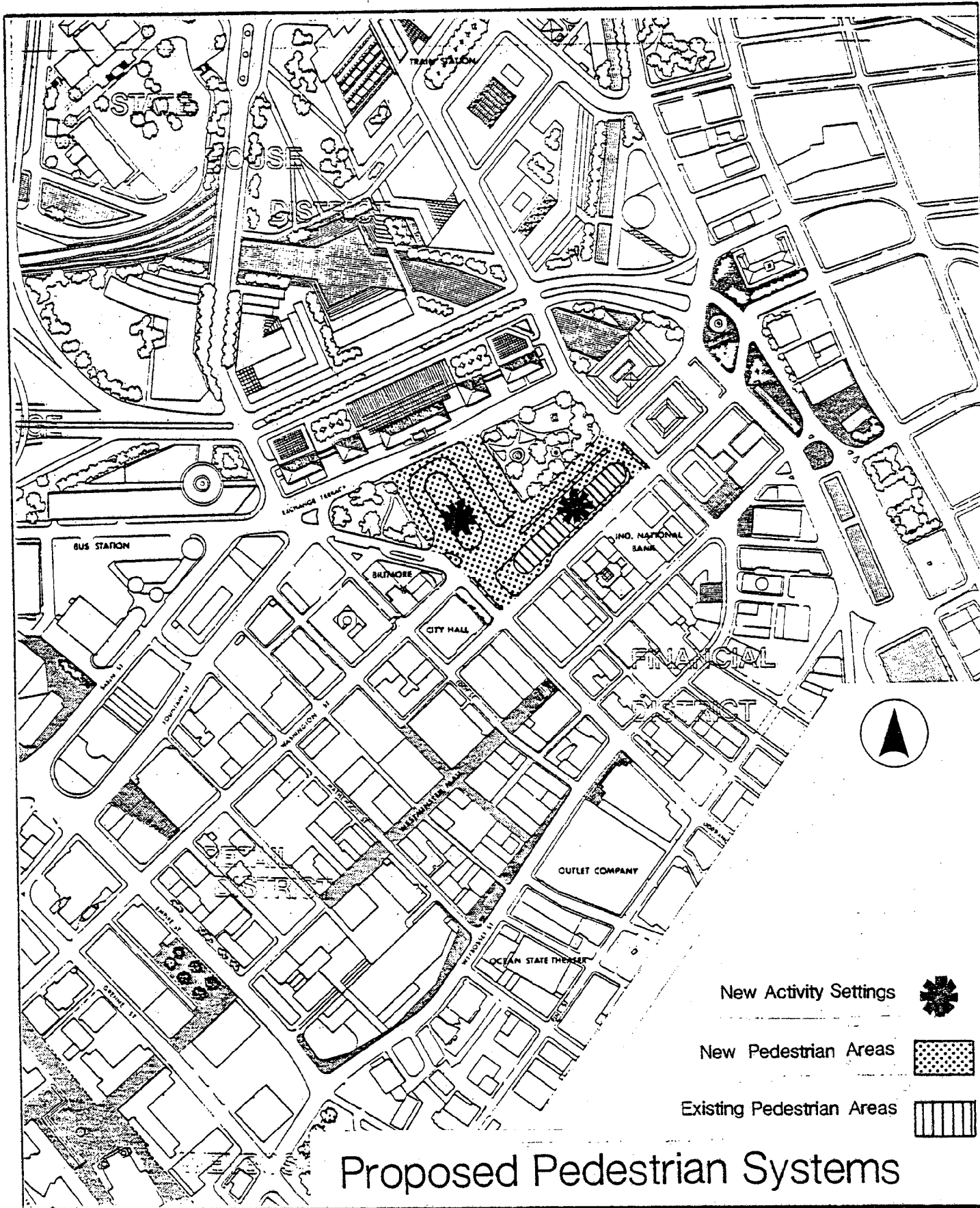
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Proposed Transit System

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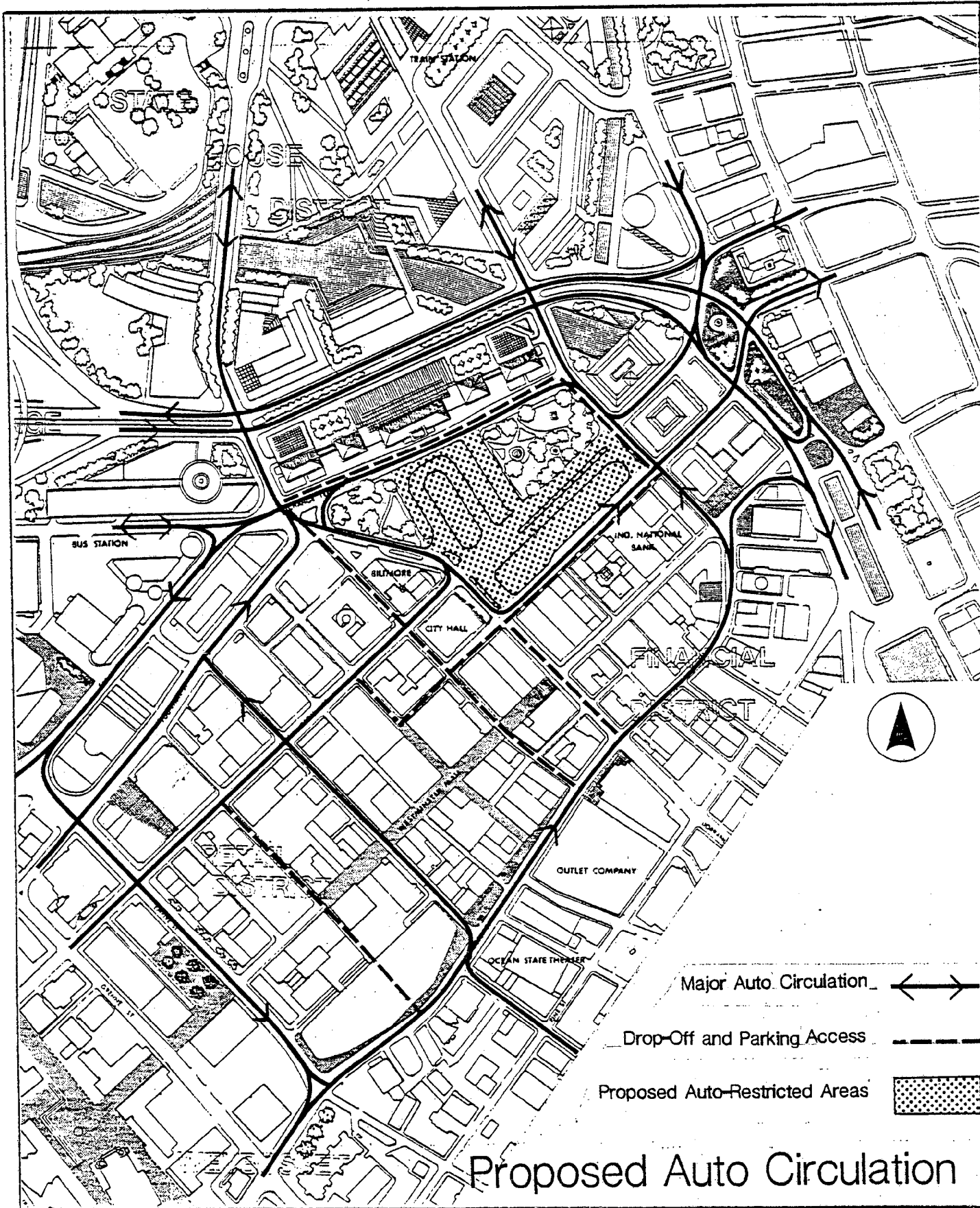
Department of Planning and Urban Development



Proposed Pedestrian Systems

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- o Advance design and engineering work
- o Project Administration (City)

1. MAIN TRANSIT MALL

Washington Street from Exchange Street westerly to Dorrance Street will be an exclusive two-way busway. This will be an auto-restricted area. Buses will berth along the northerly side of Washington Street adjacent to Burnside Park and along the southerly side of Washington Street adjacent to the center island park. Exclusive bus travel lanes for entering or exiting Washington Street busway will be constructed at the east and west end of the busway, that being Exchange Street and Dorrance Street. Improvements within the main transit mall which will be required are as follows:

- a) New transit shelters with seating, information, weather protection, etc. for transit users.
- b) Construction of a new kiosk/information center for transit service center. The kiosk will serve as the main information desk, supervisor's station and headquarters for elderly and handicapped photo ID program (RIPTA), and other related RIPTA information programs.
- c) Rehabilitation of landscaped and paved pedestrian areas at the center island park and adjacent to Burnside Park which will be used for passenger waiting areas.

- d) Signage and graphic improvements to help designate the area for buses only, bus routing information and other related pedestrian information needs.
- e) Site furnishings, amenities and lighting in relation to transit area improvements.

2. FRANCIS STREET BUSWAY

Francis Street from Washington Street to the Exchange Terrace bridge at Union Station will become an exclusive busway/ pedestrian area. This will be an auto restricted zone. The exclusive busway will permit one way clockwise circulation and berthing of buses within the Francis Street area. The roadways to the east and west of Francis Street, known as east and west approach roads, will be abandoned and will be redeveloped as part of the pedestrian area to complement the Francis Street busway. A pedestrian area will be developed in the center of the semi-circular Francis Street busway primarily as a passenger waiting area and as a plaza for downtown events. The entire Francis Street busway area will be developed in a manner that will link the two parks to the east and west of the busway and to provide a total pedestrian space when buses are temporarily removed during special downtown events. The area presently known as the east approach road, while being developed as pedestrian space, will also be developed in such a manner as to allow expansion of the transit mall along the east approach road. The improvements included in this project element are as follows:

- a) Redevelopment of the present Francis Street area, including the enbankments to the east and west of the existing road and redevelopment of the east and west approach road into the new auto restricted Francis Street busway.
- b) Construction of new transit shelters with weather protections, seating, information and other related bus passenger amenities.
- c) Traffic signalization, crosswalks and other related traffic improvements.
- d) Pedestrian amenities, including lighting, landscaping, utility improvements, pavements and related improvements as may be required.

3. CIRCULATOR

Vehicles entering Kennedy Plaza area will be directed around the plaza in a one-way perimeter road system consisting of Exchange Street, Exchange Terrace, Dorrance Street, and Fulton Street. The circulation will be in a counterclockwise direction around the plaza. There will be a "taking" of the park property at the corner of Exchange Terrace and Dorrance Street in order to construct a roadway for easier left movement from Exchange Terrace onto Dorrance Street. Dorrance Street at City Hall, Fulton Street from Dorrance Street to Exchange Street and Exchange

Street will be reduced in roadway width. Delivery/loading areas along the southerly side of Fulton Street would remain as it presently exists. Parallel parking would be permitted on the northerly side of Fulton Street, adjacent to the curb of the widened center island park and along Exchange Street and Exchange Terrace, as it presently exists. Improvements that will be required as part of this element of the plan as follows:

- a) Repaving of portions of the circulator system as may be required.
- b) Roadway and curbing realignment, traffic signalization and signage at Emmett Square. Sidewalk and other related pedestrian improvements at Emmett Square in conjunction with roadway improvements.
- c) "Taking" of a portion of City Hall Park for the construction of a roadway from Exchange Terrace to Dorrance Street.
- d) Sidewalk and curbing reconstruction and renovations as may be required around the balance of the circulator, particularly at City Hall on Dorrance Street and the Federal Courthouse on Exchange Street.
- e) Traffic signalization and signage, parking and taxi stand designations, and other related traffic and pedestrian signage improvements as may be required.

4. KENNEDY PLAZA/CENTER ISLAND

The center island park between Washington and Fulton Streets will be widened to the north and south as allowed with the narrowing of Fulton Street and the redevelopment of Washington Street. Bus berths will be constructed on the northerly side of the center island to accommodate waiting bus passengers. The westerly side of the center island will be extended toward City Hall and redeveloped as a pedestrian plaza between the existing comfort station and Dorrance Street. This area will be known as City Hall Plaza. Improvements that will be included as part of this element are:

- a) Rehabilitation and redevelopment of landscaped and paved pedestrian areas within the center island park.
- b) Curbing and pavement installation at City Hall Plaza, including site furnishings, amenities, landscaping and other improvements to compliment the pedestrian space.
- c) Traffic signalization, crosswalks and other related pedestrian safety devices as may be required.
- d) Other amenities and safety improvements, including lighting, traffic signalization, and signage as may be required for public

safety.

5. DORRANCE STREET BUS LANE

Vehicles will be allowed to travel in both directions on Dorrance Street from Fulton to Weybosset Street and beyond. Circulation on Dorrance Street will consist of:

- a) One southerly travel lane, seventeen feet wide, which will also accommodate periodic loading on the westerly side of the road.
- b) Two northerly travel lanes totaling twenty-two feet in width, which will accommodate one eleven foot vehicular travel lane and one eleven foot exclusive bus lane adjacent to the easterly curb.

Buses will be allowed to stop along Dorrance Street adjacent to the Howard Building and/or Union Trust Building as part of regular route stops. This will not be a main terminal location. Improvements that will be included as part of this element are:

- a) Provisions for special pavings, graphics and signage to designate the exclusive bus lane along the easterly curb of Dorrance Street.
- b) Reconstruction of sidewalks and other pavements as may be required to construct the exclusive bus lane.

- c) Traffic signalization, signage and other related public safety improvements as may be required.

6. WASHINGTON STREET BUS LANE AND BUS STOP

This project element consists of minor capital improvements designed to improve operations on an already exclusive bus lane. Physical improvements include:

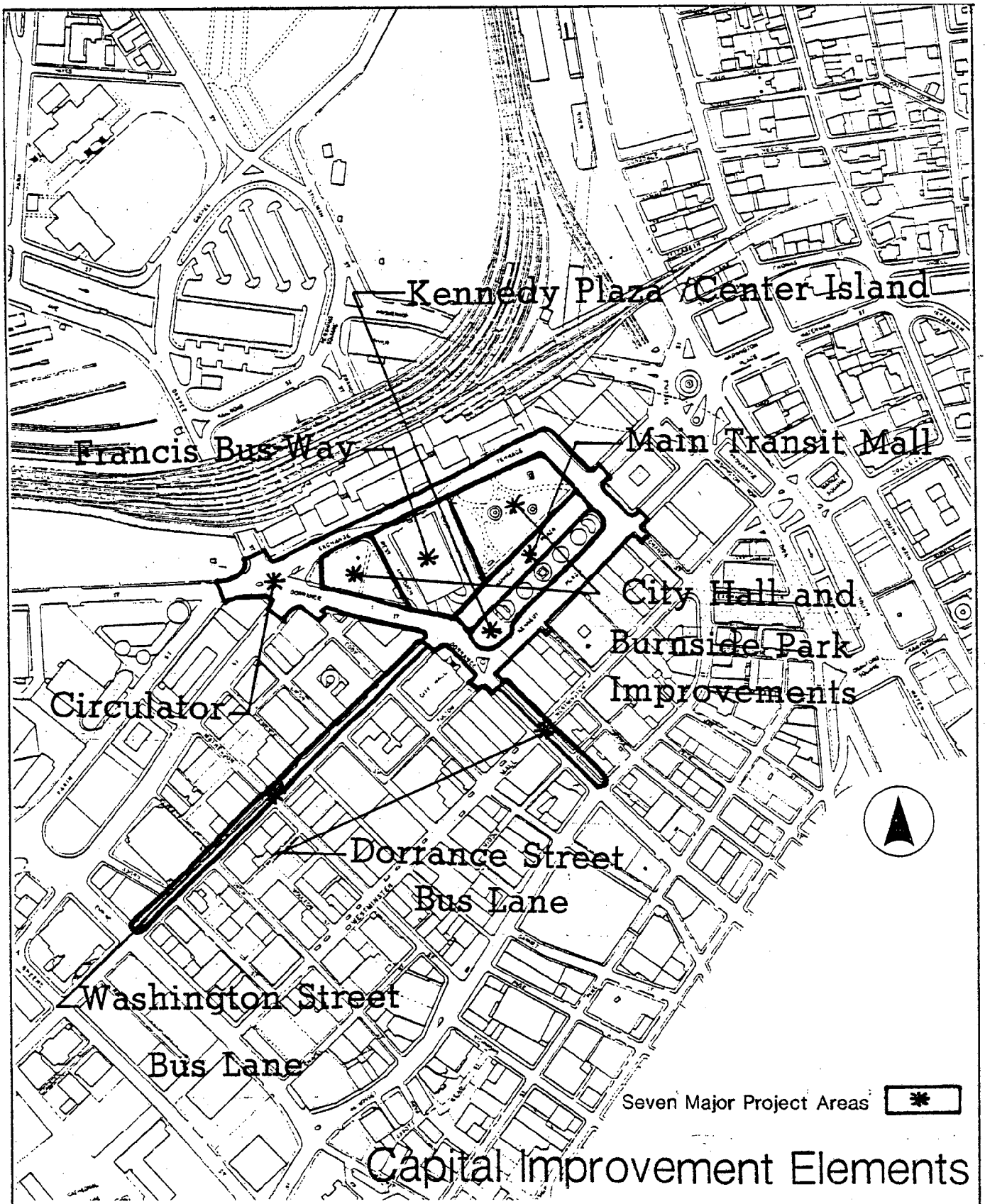
- a) Chatter strip barrier that can be crossed but would discourage traffic out of a bus lane on the north side of Washington, between the Biltmore Hotel and Beverly Street. Auto traffic will be allowed to cross the lane at Clemence and Mathewson Streets.
- b) Shelter, information, and waiting facilities at a major stop along Washington Street.

7. CITY HALL AND BURNSIDE PARK IMPROVEMENTS

City Hall Park and Burnside Park would be unified with the redevelopment of the east and west approach roads and the Francis Street busway. The construction of the main transit mall on Washington Street will also serve as a link between the center island park and Burnside Park. In total, the five elements consisting

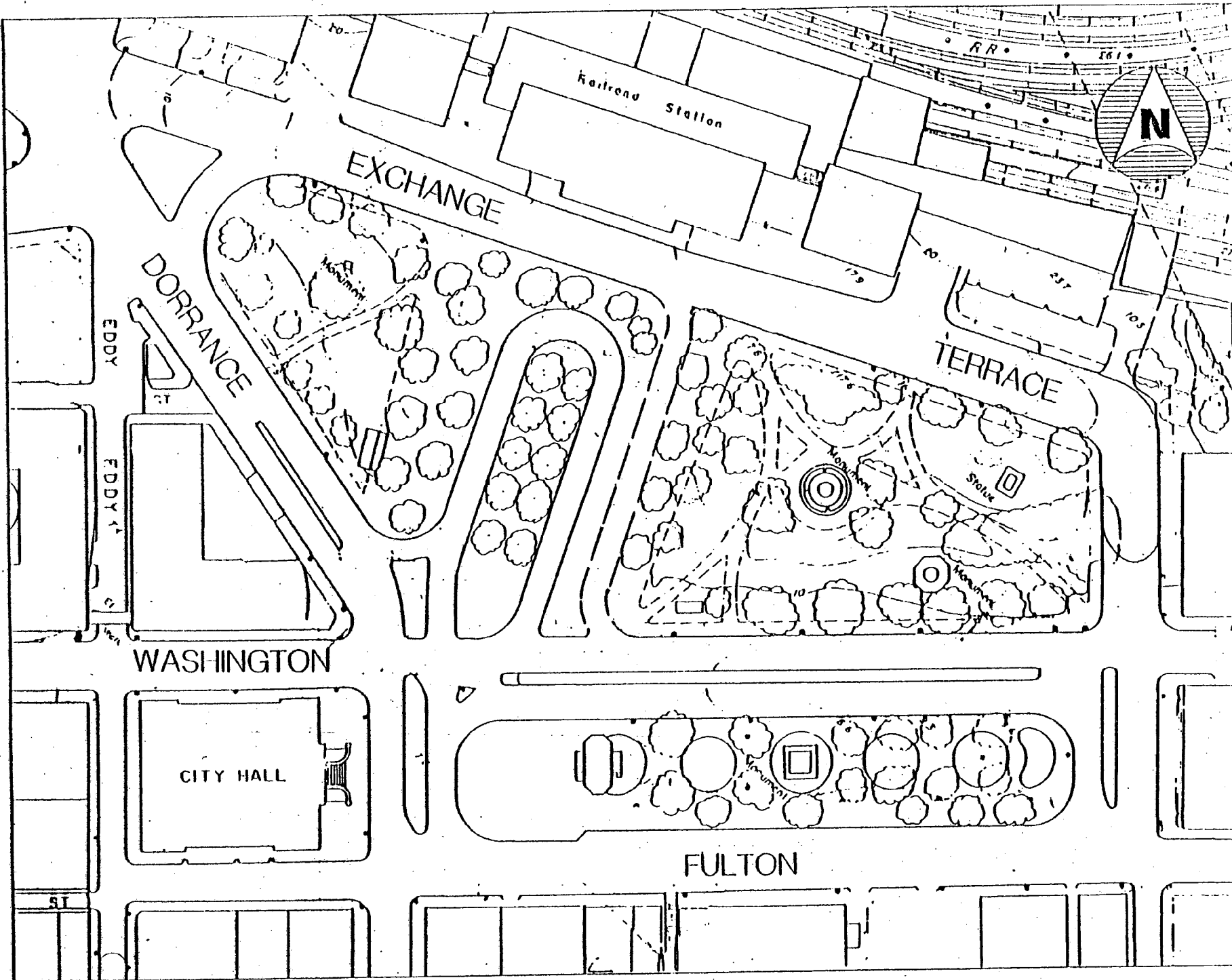
of the center island park, the main transit mall, Burnside Park, Francis Street busway and City Hall Park, will be developed as an auto restricted zone and a transit mall. Improvements that will be required as part of this element include:

- a) Rehabilitation of landscaped and paved areas in order to combine the theme of the transit mall with the two parks.
- b) Pedestrian amenities, including lighting, benches and other furnishings, focal elements and utility hookups as may be required.
- c) Pedestrian crosswalks, signage and information as may be required for public safety.



KENNEDY PLAZA PROJECT

Department of Planning and Urban Development



KENNEDY PLAZA PROJECT

Department of Planning and Urban Development

AUXILIARY CAPITAL ELEMENTS

Some smaller scale capital improvements are required outside of the 7 major project areas in order to insure the operation of the transit and auto circulation patterns.

- a) Auxiliary Transit Elements: signing, information, and shelter at other downtown transit stops within the projected free fare zone -- including the State House.
- b) Directional Signs for diverted traffic and major parking locations must be established at several entry points on the periphery and along primary routes.

ADVANCE DESIGN AND ENGINEERING

An Advance Design and Engineering grant is requested to cover following elements:

- a) A Site Survey Contract including a legal survey of lot lines, grades, utilities, and all other existing physical features and legal encumbrances.
- b) A Design and Engineering Contract including the following responsibilities:
 - o continued planning for community information and coordination on the more detailed level
 - o architectural preliminary designs for the 7 project sites and the auxiliary elements
 - o construction phasing, implementation, and traffic and business maintenance plan

- o design development and preliminary engineering including architectural, landscape architectural design, civil, structural, and electrical engineering
- o preparation of construction documents including working drawings and specifications
- o construction supervision
- c) Preparation of an Environmental Impact Statement and 4(b) Statement if required. The design and engineering contract will require funding at 10 percent of construction cost which is higher than the percentage for most transportation projects. This is due to the complexity of the project relative to its construction cost and is explained in detail in Exhibit C: Part 2.

PROJECT ADMINISTRATION

This category of requested grant funding will cover the City of Providence's costs in planning and constructing the capital improvements described earlier in this section. These funds will be required for both pre-construction and construction periods. It is now expected that the pre-construction period will last 6 to 9 months and the construction phase will take 18 months to 2 years.

- a) Pre-Construction Costs will include:
- o general administrative tasks (contracts, monitoring, accounting, etc.)
 - o preparation of presentation materials
 - o conducting public presentations and discussions
 - o advance media publicity
 - o legal fees
- b) Construction Administration Costs will include:
- o general project administration
 - o construction supervision -- engineer and field supervisor
 - o on-going public information
 - o miscellaneous expenses -- signs, diverters, etc.

The total anticipated budget for this element is \$231,000. Of this, \$75,000 will be required in the pre-construction phases. Administrative functions will be performed by the staff of the Providence Department of Planning and Urban Development.

Exhibit A: Part 4 -- Cost Estimates

The cost estimates presented here are based on estimating procedures described in the ARZ Urban Design Draft Report¹ with the following revisions:

- o Unit costs for pavement and other elements were increased to include contractor's overhead and profit which was then eliminated as a separate budget item
- o Project Scope was expanded to include the Francis Street Busway²
- o Minor improvements to the Washington Street Busway and an expanded pedestrian arcade system to facilitate transfer in inclement weather
- o Costs for Administration and Management were studied and defined by the city and are included in the budgets
- o An allowance was made for a formal Environmental Impact Study if one should be required

¹ See Appendix A, pp. 89-91

² When the ARZ Study was completed, plans for Union Station were still uncertain. Since then the Federal Railroad Administration decided to proceed with station renovations and a developer was selected for Union Station which made it possible and necessary to include this important link in the transit/pedestrian improvement plan.

KENNEDY PLAZA PROJECT BUDGET

CAPITAL IMPROVEMENTS (Section 3)

Cost Summary (Rounded to Nearest \$1,000)
80% UMTA, 20% Local Funding

7 Major Project Elements & Auxilliary Capital Elements	\$ 5,681,000
Advance Design Engineering and Surveys	489,000
Project Administration (City)	<u>231,000</u>
Total	<u>6,401,000</u>
+ Formal EIS (If Required)	50,000
Total Section 3 Budget (with EIS)	\$ <u>6,451,000</u>

DEMONSTRATION GRANT BUDGET (Section 6)

Cost Summary (Rounded to Nearest \$1,000)
100% UMTA Funding

Transit Operations	\$ 260,000
Management Office	120,000
Promotion	80,000
Physical Improvements	210,000
Administration (City)	100,000
Technical Assistance	40,000
Data Collection for UMTA	<u>60,000</u>
Sub Total	<u>870,000</u>
Contingency	<u>90,000</u>
Total Section 6	\$ 960,000

BUDGET SUMMARY FOR KENNEDY PLAZA PROJECT

UMTA Share of Section 3	\$ 5,161,000
Section 6 Budget	<u>960,000</u>
Total UMTA Funds Applied for	\$ 6,121,000
Total PRA Match Required	<u>1,290,000</u>
TOTAL KENNEDY PLAZA PROJECT BUDGET	\$ 7,411,000

EXHIBIT C: PROJECT JUSTIFICATION

SUMMARY

The justification of the Kennedy Plaza Transit Mall and Pedestrian Improvement Project rests on the UMTA long term goal to "improve urban life and the urban environment by means of mass transportation" and on the short term objectives and priority guidelines for capital grants set forth in the UMTA External Operating Manual (EOM). The following Exhibit will show in concrete detail that this project meets these goals and criteria exceptionally well.

The compact physical and activity patterns of downtown Providence and the substantial public and private funds now committed to related revitalization projects create the setting for a highly cost effective project that can achieve an unusual number of transit related and urban revitalization goals for Providence.

The project is expected to solve severe existing problems in transit operations, transfers, the impacts of buses on the environment, and the environmental conditions for transit riders. It will create a downtown distribution and internal circulation system where none now exists. It is projected to increase CBD-bound transit trips by 5 to 10% by the end of

the demonstration period. It will create a greatly improved environment for pedestrians waiting for buses, walking to and from terminals, or transferring between terminals. It will greatly assist RIPTA in establishing the image of the bus service as first-rate transportation.

The urban revitalization goals achieved by this project can be summarized as connecting a number of the most essential current activity and future development areas with an improved pedestrian environment. Major public projects such as the Capital Center Project which will involve construction costs of close to 100 million dollars and other completed downtown projects such as the \$5 million dollar Westminster Center project will add considerably to the improvement and revitalization of downtown. Private sector investment of over 30 million dollars has been committed to the general study area over the past few years. In addition, the projected 50 million dollar Industrial Bank Building and the projected 20 million dollar Old Stone Bank Office Building will add substantially to the investment within downtown Providence. The Kennedy Plaza Transit Mall project is at the physical and functional conjunction of most of these elements and is likely to become the major catalyst shaping their future. The project will insure the integration of bus transit into the central area; without it the bus operations will continue with their present problems

and may be even further displaced by other development forces.

The integration of capital and non-capital improvements is absolutely essential for this project. While the one sets the "stage" for improved operations and activities, the other produces the "play" and insures the implementation of improvements. While these two sets of components will always have to be considered in combination, some separate justifications for each will be summarized here and further described later in order to facilitate UMTA review.

CAPITAL IMPROVEMENTS (SECTION 3)

The major part of the proposed capital improvements will occur within Washington Street from Exchange Street to Dorrance Street, within the Francis Street busway, within the east and west approach roads, and within the extension and enlargement of the Kennedy Plaza/Center Island Park. While the proposed auto free zone within Washington and Francis Streets will accommodate no automobile traffic, it will be part of the through routing system for the Rhode Island Public Transit Authority and will set the tone for the whole Kennedy Plaza environment. (see figure 19)

The major capital improvement projects will improve the bus system in the following critical ways:

- I. Create continuous traffic-free routes and terminals for buses moving to and through the heart of the

Diagram of Proposed Capital Improvements

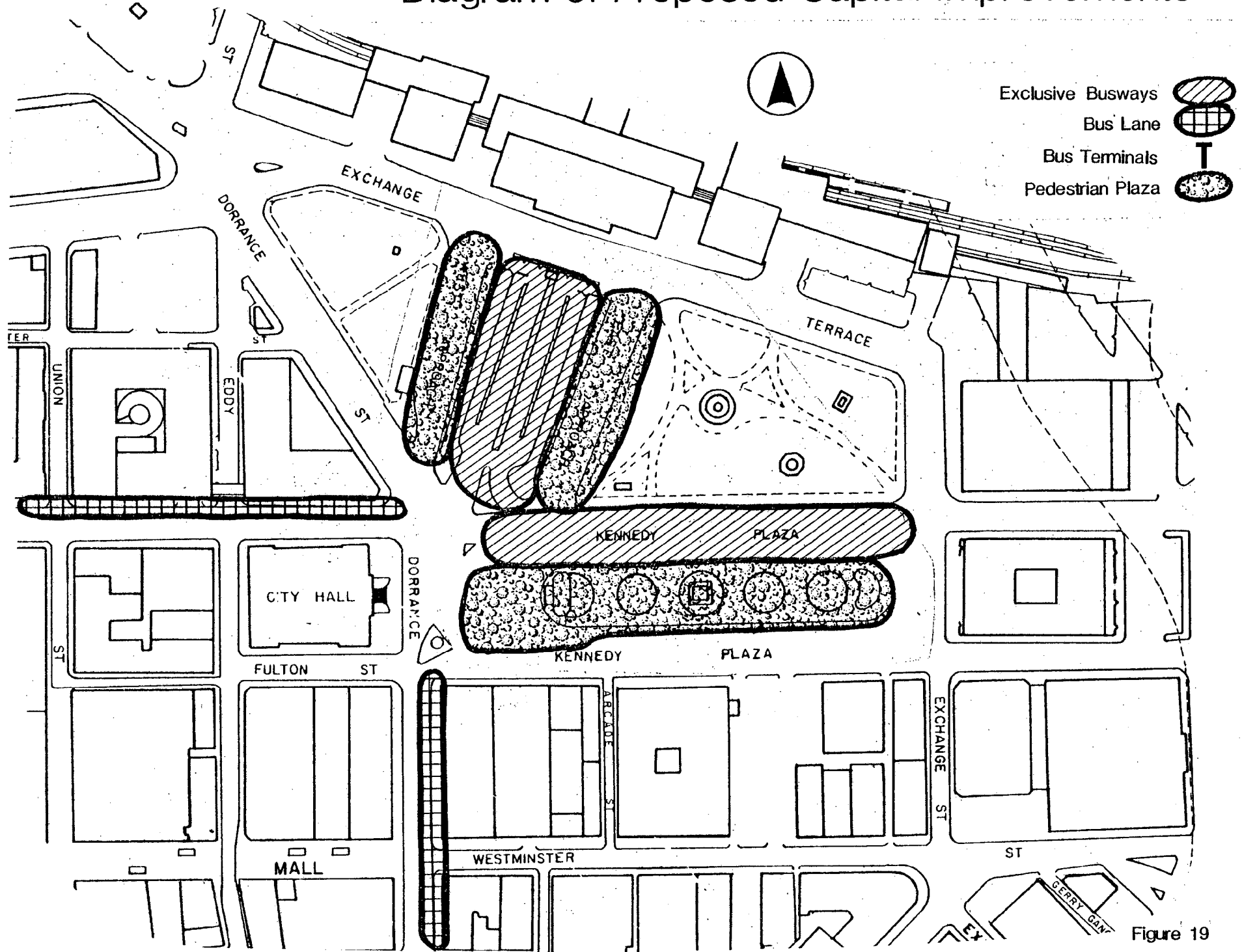


Figure 19

CBD.

2. Make physically possible the linkage of bus routes from east to west and north to south.
3. Integrate the buses and waiting bus passengers into the downtown environment in a way that enhances the environment for the bus-related activities as well as for other downtown users and eliminate the serious conflicts that now exist between them.
4. Remove congested private automobile traffic and reduce illegal on-street parking in a critical section of the CBD.

The auxiliary elements (shelters, signing, intersection improvements at other downtown locations) will provide information and promotion for the new transit services and will eliminate potential traffic congestion at key diversion points.

The advance design and engineering element is particularly critical due to the complex nature of planning and design issues. While this is a low capital, potentially highly cost effective program for providing downtown circulation (compared to new rail systems or Downtown People Mover Programs), it affects some of the most complex, important, and sensitive areas of the city. Thus planning, design, and engineering demand a higher percentage of capital costs than

in more capital intensive programs.

NON-CAPITAL IMPROVEMENTS (SECTION 6)

The non-capital improvements include transit operation, environmental management, promotional, administrative, and technical assistance elements. These elements taken together are particularly appropriate for demonstration funding since no other current mechanism exists for sponsoring them and because with a few years of "seed" funding they have a good chance of becoming self-supporting regular activities. The individual components of this program are justified in detail later in this exhibit. The main reasons for their inclusion are as follows:

1. The proposed operation improvements are projected to justify themselves in the long run and to be largely funded out of increased revenues, but an additional subsidy will be required in the first two years of operation before ridership can be built up fully.
2. Environmental management and promotional functions will be run from a storefront office in the area (a technique that has proved successful in many cities). This activity is essential before, during, and after construction and once proved successful, will be funded by a private downtown organization (after the demonstration period).
3. The complexity of the project will impose increased administrative workloads for the city and the need for outside technical assistance during planning,

implementation, and start-up operation. Without extra resources the city could not adequately meet these demands. Once operations are established, the regular city apparatus can assume administrative costs and responsibilities.

In the body of this Exhibit, Part 1 will provide further information on downtown Providence and the existing problems and opportunities that form the background to this project. Part 2 will provide detailed justification for the Capital (Section 3) elements while Part 3 will do the same for the non-capital (Section 6) components. Parts 1 and 2 in this submission reflect the recent changes to the project and updated information of other downtown projects. Part 3 is unchanged and therefore is not part of this submission. It will remain as presently written in the original application.

EXHIBIT C: PART 1 -- Existing Problems and Opportunities

The Kennedy Plaza Project will have an impact in the following three critical areas:

- 1) Catalyzing and connecting other major revitalization projects
- 2) Solving a series of specific transit-related problems
- 3) Solving serious pedestrian problems and greatly improving the image and convenience of the downtown for the non-driver

In clarification of the way this will be accomplished, this part of Exhibit C will discuss the existing problems and opportunities in these areas.

1. CURRENT REVITALIZATION PROJECTS

Presently within downtown Providence there are several projects, those that have been completed and those that are in planning stages. These include both public and private investments. The following will give a concise summary of those projects that are both completed and are now within the planning stages. (See Figure 20).

A. Public Improvements - completed

- o The Westminster Center project consists of street-scape improvements to the existing Westminster Mall and other nearby streets using a 5 million dollar public works grant

from the Economic Development Administration.

This project was completed in 1981.

B. Public Improvements - planning stages

- o Capital Center Project consists of the 100 million dollar public investment whose main feature will include the relocation of the main line AMTRAK tracks from its' present location to a new right-of-way approximately 600 feet north of the present tracks; a new FRA funded Railroad Station to serve Providence; a new eight movement Civic Center Interchange that will connect Route 95 with Route 6 and will connect an East-West Boulevard to Memorial Square; several new collector streets to connect the State House District with the present downtown; and a development plan calling for the orderly development of some sixty acres of presently vacant land, primarily for office use. While the public facilities will be funded through a joint venture of the federal government, the State of Rhode Island, the Providence Redevelopment Agency, the Providence and Worcester Railroad, it is expected that the private sector will develop the vacant land with a projected total of some 2½ million square feet of new office development.

The location of the Capital Center Project and the proposed East-West Boulevard north of the current Union Station provides added significance to the planned improvements within Kennedy Plaza.

- o Downtown Ring-Road consists of two one-way loops encircling downtown Providence. Major elements of the Ring-Road include existing rights-of-ways and are as follows: Fountain and Sabin Streets; Empire and Greene Streets; Pine and Friendship Streets; Memorial Square; and, in the interim, Pershing Square north of Union Station. Upon completion of the Capital Center Project, as noted above, the East-West Boulevard will serve as the northern tier of the downtown Ring-Road. The circulator system, as planned within Kennedy Plaza (as described in the project description, Exhibit A), will serve as an important auxiliary to the downtown Ring-Road. For example, automobiles heading from the east to the west via Kennedy Plaza would either be diverted on to the Ring-Road system or, in using the circulator around Kennedy Plaza, would use Emmett Square and Sabin Street which are part of the Ring-Road system. Planned activities for the Ring-Road include special signing, tracking signs,

timed signalization, and other special features to distinguish the Ring-Road from the rest of downtown Providence.

- o Memorial Square improvements include major traffic re-routing within Memorial Square which is just east of Kennedy Plaza. This important intersection is a link between downtown and the residential East Side. As noted above, it is also a connector through the Ring-Road system. Planned improvements include a traffic circulation system that would facilitate the use of the Ring-Road, and provision of pedestrian amenities to provide special links to Westminster Street and the Kennedy Plaza Transit Mall.

C. Private Developments - completed projects

- o Revitalization and recycling of significant downtown buildings - these include the re-opening of the Biltmore Plaza Hotel, the revitalization of the Ocean State Theater, the refurbishment and re-opening of the Providence Arcade, the refurbishment and re-opening of the former Union Trust Building (now Greater Providence Trust Company) and other recycling efforts of historically

significant buildings downtown.

o Construction of new office buildings -

These include the long awaited GSA Federal Building which broke ground in November 1981 and will provide 160,000 square feet of new office space at a cost of \$15 million. It is located on Westminster Street at Snow Street. Also included among the new construction projects is the One Empire Plaza Building on Empire Street at Washington Street, which also broke ground in 1981 and will provide 94,000 square feet of office space at a cost of \$8 million.

D. Private Developments - planned

In addition to the planned construction by the private sector within Capital Center, several significant new buildings are being planned within downtown Providence. These include the recently announced Industrial Bank Building which will call for 425,000 square feet of new office development on Fulton Street facing Kennedy Plaza at a cost of some 50 million dollars. And Old Stone Bank is planning to build a 200,000 square foot complex on South Main Street at a projected cost of 20 million

dollars. As part of the aforementioned office developments, the City is pursuing a UDAG grant to construct new parking garages in support of the new development.

E. Concurrent studies:

- o The Downtown master plan is presently being updated and will include Kennedy Plaza and Capital Center as major elements. It will also include the downtown Ring-Road and other public and private improvements for downtown. A major element of the downtown master plan is the downtown parking plan which will be completed by the middle of 1982.

The Role of the Kennedy Plaza Project

The project proposed here is in the extraordinary position of being the potential focal point and catalyst for all these other projects in a number of very specific ways. It can provide transit access to the whole city, transit circulation among downtown activity districts, pedestrian access among existing and new downtown activities, integration of buses with the pedestrian environment, and vastly improve environmental quality at the symbolic and functional center of Providence.

- o Transit Access from the Whole City to a
system of coordinated and convenient terminals
in the Kennedy Plaza area will insure that all
of these new projects as well as the existing
functions in the Financial and Retail Districts
will receive better transit service. In
coordination with the improved railroad facilities
the improved local bus and pedestrian facilities
will enable the city to base its new growth on
a balance of public transit and auto access
rather than on auto access alone.
- o Transit Circulation within Downtown Activity
Districts will be made possible by the proposed
through routing and free-fare zone. With the
frequent headways along these routes, mid-day
bus access from the State House area and Financial
District to all parts of the Retail District, or
between the Outlet Store and the Union Station
Shopping area, or from now underutilized parking
areas to all parts of the district, will become
both practical and convenient.
- o Pedestrian Access Among Downtown Activity Districts
will be made more direct, convenient, and attractive.
It has been demonstrated in many cities in Europe

and the U.S. that attractive and auto-free pedestrian streets can increase the distance people are willing to walk by 20 to 50 percent. The most significant improvements will occur through linking the compact and thriving Financial District to the now less prosperous Retail District through Westminster Mall and to Kennedy Plaza. Furthermore, pedestrian links through Capital Center and the State House district will also be available. The existing problems, to be eliminated by the Kennedy Plaza Project, severely inhibit these linkages. Improved pedestrian linkages will also improve transit potential by reducing the use of cars for internal circulation.

1. MAIN TRANSIT TERMINAL

The designation of Washington Street from Exchange Street to Dorrance Street as an exclusive two-way busway will provide the focus for a renewed downtown transit system.

As this would be an exclusive transit area with related elements for pedestrian and bus rider usage, the transit element of the Kennedy Plaza Plan will be enhanced. Detailed justification for the physical improvements of this element of the Project include:

- a) Busways in two directions with a center divider strip on Washington St. and provision of shelters for waiting passengers on the Center Island Park and within Burnside Park will alleviate existing transit problems of inadequate space for bus passenger waiting and the physical dominance of buses in Kennedy Plaza. As there would be no automobiles allowed within the busway, this transit area will avoid all the conflicts, congestions and resultant time delays associated with the sharing of space between automobile traffic and transit vehicles. Fulton Street will continue to be an automobile roadway with parking and loading on either side of the street and at least three lanes of moving traffic.

- b) Provision of bus shelters will provide weather protection, seating, and transit information in safe, supervised waiting areas reinforced by continuous and pleasant street activities.
- c) Provision of the transit kiosk will be a center for information and promotional materials for the transit system. Dispatchers accommodated here can insure smooth operation. Relocating the headquarters for RIPTA's elderly and handicapped photo ID program to this focus of the system will help make public transit more accessible to these groups. Auxiliary activities in the kiosk area, (vendors, outdoor cafe) will insure activity and continuing surveillance for the safety and attractiveness of the terminal area.
- d) Provision of appropriate landscaping and repaving of walks within the park area will facilitate circulation between the north and south sides of the terminal. Signage and lighting compatible with other bus and pedestrian areas will insure clarity, safety, and an inviting character.

2. FRANCIS STREET BUSWAY

Francis Street from Washington Street to Union Station will be an exclusive busway and will accommodate 7 or 8 bus berths. This will provide an important central terminal for "local" bus routes and transferring passengers.

The proposed abandonment for automobile traffic of the east and west approach roads will add considerably to the amount of space to be devoted for pedestrian usage. Proper treatment such as landscaping, new pavement, provision of street furniture and the like would link City Hall Park to Burnside Park and the Francis Street busway and pedestrian area into a single harmonious pedestrian space. It should be noted that the east approach will be treated in such a manner so as to permit additional berths, if required in the future.

The justification of the east and west approaches is that the proposed treatment is an essential element to the entire ARZ concept. With the establishment of Washington Street and Francis Street as a main transit area, the designation of the east and west approach for pedestrian uses unifies and gives coherence to the concept of the ARZ and a separation of automobile traffic from bus traffic and to improve pedestrian linkages within the CBD. If the east and west approaches were not to be treated as proposed, ie., be left in their present condition, it would be nearly impossible to achieve the objectives of the plan. Automobiles entering and exiting

the approaches would conflict with buses within the exclusive bus waiting areas and would further disrupt the planned circulator around Kennedy Plaza. Detailed justifications for the physical improvements of this project element include:

- a) The exclusive busway will provide for routing that is free of automobile conflict and congestion for bus routes currently experiencing delays due to blockage. The clockwise circulation within Francis Street with buses entering from Dorrance Street will allow north-south buses to use this area, allow for embarking and disembarking from buses from the center portion of Francis Street, and permit for a properly landscaped and/or treated pedestrian space within the center of Francis Street.
- b) Provision of transit shelters and appropriate street furniture and/or landscaping would make this center area of Francis Street a desirable pedestrian space during off-peak hours. During the peak hour of transit usage, the center space would provide safe, convenient, and pleasant surroundings for waiting passengers.

- c) The provision of special signing and markings make it convenient for both the pedestrian and bus users in the area.
- d) Pedestrian crosswalks improvements would add to the safety and convenience of pedestrians.

3. CIRCULATOR

Vehicles entering Kennedy Plaza would be diverted into a circular movement around the Plaza using Exchange Street, Exchange Terrace, Dorrance Street and Fulton Street. The counterclockwise circulation will encircle the main transit mall elements. This element of the plan takes into consideration the important factor that automobiles must have access into the CBD for vital downtown functions. The transit mall is not being designed to the detriment of automobile circulation. Therefore in order to make the transit mall work, it is essential for the City to establish the counterclockwise flow around Kennedy Plaza. The justification for these improvements which include repaving of certain portions of the circulator system; the "taking" of a corner at Emmett Square; additional sidewalk and curbing reconstruction; and traffic signalization, pedestrian signs, parking designations, taxi stand designations, and other similar traffic pedestrian directional signs, as required, can be made in light of the important interfacing of transit operations and traffic flow in and around Kennedy Plaza. In short, if these traffic improvements within the circulator are not implemented the Kennedy Plaza Transit Mall Plan would not work as intended. Existing two-way traffic on Exchange Terrace,

inadequate markings on Fulton Street and inadequate signalization at the key intersections of Dorrance Street and Washington Street, Dorrance Street and Fulton Street, and at Emmett Square would cause undue congestion and work to the detriment of the current plan.

4. KENNEDY PLAZA/CENTER ISLAND

The Center Island between Washington and Fulton Sts. will be widened to the north and south with the narrowing of Fulton Street and the designation of Washington Street as an exclusive busway. The Center Island is the central and ceremonial space within Kennedy Plaza. Over the years, smaller traffic islands within this space have been enlarged so as to form the present ellipse around which traffic now circulates via Fulton and Washington Streets. With the elimination of traffic on Washington Street and the creation of a wider and larger circulator around Kennedy Plaza, the Center Island becomes more significant as the southern edge of the auto-restricted zone. Its treatment will be a critical element to the success of the transit mall. The proposal to enlarge the Center Island both on Fulton Street and west of the present comfort station will create additional and much needed pedestrian space in Kennedy Plaza. This space is necessary in that a portion of the Center Island will be used for transit shelters. Moreover, the lease of the vacant comfort station for a new restaurant, will generate new pedestrian traffic and make this little used park into a busy and attractive element in downtown. Like

the east and west approaches, the enlargement of the Center Island, the new landscaping and pavement treatment that will be proposed will form an essential aesthetic element in this project.

5. DORRANCE STREET BUS LANE

The present plan calls for retention of two-way automobile traffic within Dorrance Street. In addition, buses entering Dorrance Street via Weybosset Street in an easterly direction will require special pavement markings to designate an exclusive bus lane. Without the special marking buses and cars would simply compete for the same lanes and thereby create further congestion at the intersection of Weybosset, Dorrance Sts. and along the northbound lane of Dorrance Street.

6. WASHINGTON STREET BUS LANE

The plan calls for retention of the one-way (west-bound) traffic and bus traffic on Washington Street from the intersection at Dorrance Street to Empire Street. A bus lane with distinctive features such as a chatter strip is necessary to distinguish a bus lane from Dorrance Street to Aborn Street. Without the distinguishing features, cars and buses would compete for the same lanes and increase the congestion along Washington Street.

7. CITY HALL AND BURNSIDE PARK IMPROVEMENTS

City Hall Park and the smaller Burnside Park is planned to be unified with the east and west approach roads and Francis St. as noted earlier. Since bus shelters will be erected on the edge of City Hall Park, sensitive treatment of both parks

will be required in order to unify them with the transit mall theme and to further enhance the parks in their own right.

JUSTIFICATION FOR AUXILIARY CAPITAL ELEMENTS

These elements are the minimum required to insure that the changed circulation patterns required with this project will function without congestion or confusion and that maximum benefit is realized from the proposed transit improvements.

1. Auxiliary Transit Elements

The additional transit stops are the main loading/unloading point in the downtown outside the proposed terminals. The treatments proposed for these areas insure that the operational improvements will be clear to the users and perceived as covering the greater downtown area.

- ##### 2. Directional Signs for diverted traffic and major parking locations must be installed to make the revised system intelligible. The lack of such signs at present is more responsible for present traffic congestion and confusion and for perceived lack of parking than any actual capacity problem. The relatively inexpensive installation of such signage can be used to a major perceived improvement and a better use of existing road and parking capacity.

JUSTIFICATION FOR ADVANCE DESIGN AND ENGINEERING REQUEST

The design and engineering requirements for this project differ from many transportations projects by the highly complex

requirements for planning, coordination, architectural design and site engineering relative to a modest capital cost.

1. The Site Survey requires an assessment of underground utilities as well as of surface conditions. Customarily the patterns of such utilities under older city streets are complex and poorly recorded. Unless this survey is complete and reliable, serious problems and delays will result during construction.
2. The design and engineering contract will require the participation of a team of professionals including architect, landscape architect, urban designer, traffic planner, civil, structural, and electrical engineers. The architectural design will have to respond to a very complex set of physical conditions and an extensive array of public agencies and private interests will play a role in the project and will need to be consulted on an on-going basis.

JUSTIFICATION FOR PROJECT ADMINISTRATION BUDGET

The administrative elements listed on pages A2-8 will be required to make capital improvements of this magnitude and complexity possible. Administrative, fiscal, and technical management of this construction program cannot be accomplished with existing city funds available. Because of the complex nature of both the technical and implementation process, the added administrative back-up is absolutely essential for a successful project.

City of Providence

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

CHAPTER 1983-7

RECEIVED
CITY CLERK
FEB 21 1983
CITY OF PROVIDENCE

No. 181 **AN ORDINANCE** IN AMENDMENT OF AND IN ADDITION TO CHAPTER 1977-5 OF THE ORDINANCE OF THE CITY OF PROVIDENCE APPROVED FEBRUARY 14, 1977 AND ENTITLED, "AN ORDINANCE APPROVING AND ADOPTING THE OFFICIAL REDEVELOPMENT PLAN FOR DOWNTOWN PROVIDENCE RENEWAL" FOR THE ADDITIONAL COST OF KENNEDY PLAZA PROJECT, REVISED CONCEPTUAL PLAN AND MANAGEMENT PROVISIONS.

Approved February 18, 1983

Be it ordained by the City of Providence:

1. That Chapter 1977-5 of the Ordinances of the City of Providence, approved February 14, 1977 and entitled, "An Ordinance Approving and Adopting the Official Redevelopment Plan for Downtown Providence Renewal" as amended by Chapter 1978-44 of the Ordinance of the City of Providence, approved November 24, 1978, as amended by Chapter 1981-26 of the Ordinance of the City of Providence, approved May 21, 1981 and as amended by Chapter 1981-50 of the Ordinance of the City of Providence, approved October 23, 1981, be and the same is hereby further amended as follows:

- A. Add the title "I. Maintenance of Public Improvements" following title "H. Procedure for Changes in Approved Plan" in the Table of Contents as contained in and set forth in that booklet entitled, "Downtown Providence Renewal, Official Redevelopment Plan, 1976" which is a part of the aforementioned ordinance.
- B. Paragraph numbered 7, entitled, "Estimated Cost of Redevelopment and Proposed Method of Finance" under Section G. entitled "Other Provisions Necessary to Meet Local Objectives" as contained in and set forth in Page 23 of that certain booklet entitled, "Downtown Providence Renewal, Official Redevelopment Plan, 1976" which is a part of the aforementioned ordinance be and the same is hereby deleted and the following substituted therefore:

7. Estimated Cost of Redevelopment and Proposed Method of Financing

- Line 1 \$1,200,000 - Cost of acquiring the parking deck fronting Union Station (\$500,000) and the former Journal Building at 205 Westminster Mall. (\$700,000)
- Line 2 \$6,675,720 - Kennedy Plaza Capital Improvements. (original cost \$4,906,000 plus additional cost \$1,769,720)
- Line 3 \$4,624,000 - Capital Center Improvement.
- Line 4 \$12,499,720 - Total Project Cost.
- Line 5 \$5,340,576 - (80% of Line 2) UMTA (Urban Mass Transit Administration financing of Kennedy Plaza Improvements)
- Line 6 \$7,159,144 - (100% of Line 1 and Line 3, and \$1,335,144 or 20% of Line 2) Total City share.

No.

2561

1024

11-15

CHAPTER

AN ORDINANCE

IN CITY COUNCIL

NOV 18 1982

FIRST READING

REFERRED TO COMMITTEE ON

**URBAN REDEVELOPMENT
RENEWAL & PLANNING**

Rose M. Mendez CLERK

Councilman Xavier and Councilman Flynn (By Request)

limited to cleaning of pavements, care of parks, snow removal and maintenance of mechanical equipment, shall be performed by the appropriate city departments and, in addition, the downtown management office*, which will be in existence at least until one year following completion of construction of the Kennedy Plaza Project, shall prepare a plan which, as a minimum, will coordinate the cleaning-up of public and private property within the Kennedy Plaza Project.

* As established by contract between the Department of Planning and Urban Development and the Greater Providence Chamber of Commerce.

D. The following maps of the aforementioned Official Redevelopment Plan, which is a part of the aforementioned ordinance, herein-after identified are deleted:

- (1) Map No. 3. "Proposed Acquisition" dated 4-80
- (2) Map No. 5. "Site Improvements in Major Activity Area" dated June 1978
- (3) Map No. 6. "Right-of-way Adjustments" dated 6-78
- (4) Map No. 7. "Disposition" dated 4-80

E. Insert the following maps in its stead:

- (1) Map No. 3. "Proposed Acquisition" dated 5-82
- (2) Map No. 5. "Kennedy Plaza Project" dated 5-82
- (3) Map No. 6. "Right-of-way Adjustments" dated 5-82
- (4) Map No. 7. "Disposition" dated 5-82

2. That said Chapter 1977-5 of the Ordinance of the City of Providence as adopted and as heretofore amended, be and the same is hereby ratified and affirmed in all other respects.

3. That the City Treasurer, acting under the direction of the Committee on Finance, be and hereby is authorized and directed to borrow from time to time, in such sums as may be necessary, not exceeding Three Hundred and Nine Thousand (\$309,000.00) Dollars in accordance with the provisions of Title 45, Chapter 32, Section 42, and Title 45, Chapter 33, Section 1,2,4, and 17 of the General Laws of Rhode Island 1956, entitled "Redevelopment

- C. Insert the following paragraphs as part of Page 24 and Section I, as Page 25, following the last paragraph of Section H. "Procedure of Changes in Approved Plan" as contained in and set forth in Page 24 of that booklet entitled, "Downtown Providence Renewal, Official Redevelopment Plan, 1976" which is a part of the aforementioned ordinance.

"With regards to changes affecting capital improvements provided by the Providence Redevelopment Agency and traffic or transit operation affecting the same, the Downtown Advisory Committee, which will be maintained throughout the life of the Downtown Providence Renewal Plan, shall meet with the Department of Planning and Urban Development when requested by either party to review desired changes.

Any recommendations for plan changes by both or either the Downtown Advisory Committee and the Department of Planning and Urban Development shall be supported by appropriate facts and figures and shall be consistent with the objectives of this plan. This information can include, but is not limited to traffic volumes, economic impacts and the ability of downtown travelers to reach desired destinations.

Any recommendations for changes resulting from said meeting shall be presented to the Providence Redevelopment Agency. If the Agency accepts the requested changes, they will be presented by the Providence Redevelopment Agency to the responsible City Department, or if required to the Providence City Council, for approval".

I. Maintenance of Public Improvement

All maintenance required under current ordinances and regulations for public improvements undertaken within the project area under this plan including, but not

Act of 1956", and to issue the City's notes therefor, signed by him and countersigned by the Mayor and the Chairman of the Committee on Finance and to renew any such notes from time to time as the same become due. The money thus obtained shall be used exclusively for carrying out the official Redevelopment Plan for Downtown Renewal Project.

4. That 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 thereof to the Providence Redevelopment Agency.

IN CITY COUNCIL

FEB 3 1983
FIRST READING
READ AND PASSED

R. M. Mendonca CLERK

IN CITY
COUNCIL
FEB 17 1983

FINAL READING
READ AND PASSED

Richard Kelly
PRESIDENT
R. M. Mendonca
CLERK

APPROVED

FEB 18 1983

Vincent A. Cianci
MAYOR

Councilman Krueger and Councilman Flynn (By Request)

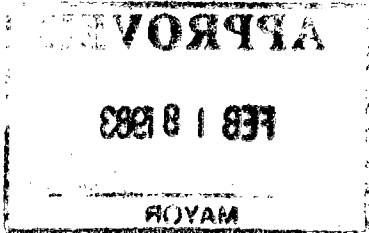
John M. Krueger
Chairman
January 24, 1983

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

READ AND PASSED
FINAL READING
FEB 1 1983
COUNCIL
IN CITY

PRESIDENT

CLERK



CLERK

READ AND PASSED
FIRST READING
FEB 3 1983
CITY COUNCIL

STANLEY P. BLACHER
Chairman

JOHN RAO, JR.
Vice Chairman

ROBERT J. BEVILACQUA

FREDRICK LIPPITT

JOSEPH MOLLICONE

EDWARD W. XAVIER

LAURENCE K. FLYNN

STANLEY BERNSTEIN
Executive Director
and Secretary



PROVIDENCE REDEVELOPMENT AGENCY

November 12, 1982

MAYOR VINCENT A. CIANCI, JR.
Ex-Officio

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

Re: Downtown Providence Official Redevelopment Plan

Dear Mrs. Mendonca:

On May 25, 1982, a proposed ordinance to amend the Official Redevelopment Plan for the Downtown Renewal Project was transmitted to your office. That Ordinance provides for the delineation of a new conceptual plan for the Kennedy Plaza Project, a budget increase from \$4,906,000 to \$6,451,000 for the Kennedy Plaza Project that increases the City's 20% local share from \$981,000 to \$1,290,000, procedures through which the Downtown Advisory Committee can request changes to the capital improvements provided by the plan, and a maintenance program for the project area.

It is requested that the aforesaid Ordinance be amended in committee to provide for a budget of \$1,355,144 (City share), rather than the \$1,290,000 originally requested. This is necessitated by the fact that the Federal funding agency, UMTA, has increased its commitment from \$5,161,000 to \$5,340,576 for the Kennedy Plaza Project.

It is noted that the increase in the City share of \$374,144 will be provided from the surplus monies made available by the close out of the East Side Renewal Project. To facilitate the proposed amendment, I am enclosing ten copies of a new Page 1 to the Ordinance that incorporates the requested changes.

Approval by the committee and recommendation of approval to the City Council at its earliest convenience would be greatly appreciated as the contract for Federal funds has been executed and the City's share should be approved.

Sincerely,

A handwritten signature in dark ink, appearing to read "Stanley Bernstein", is written over a printed name and title.
Stanley Bernstein
Executive Director

SB/gl

Enclosures

STANLEY P. BLACHER
Chairman

JOHN RAO, JR.
Vice Chairman

ROBERT J. BEVILACQUA

FREDRICK LIPPITT

JOSEPH MOLLICONE

EDWARD W. XAVIER

LAURENCE K. FLYNN

STANLEY BERNSTEIN
Executive Director
and Secretary



PROVIDENCE REDEVELOPMENT AGENCY

May 25, 1982

MAYOR VINCENT A. CIANCI, JR.
Ex-Officio

Mrs. Rose Mendonca
City Clerk
City Hall
Providence, R. I.

Re: Public Hearing
Downtown Providence Official Redevelopment Plan

Dear Mrs. Mendonca:

The attached copies of a proposed ordinance to amend the Official Redevelopment Plan for the Downtown Renewal Project is transmitted herewith by the Providence Redevelopment Agency. It provides for a change in the design concept for Kennedy Plaza, a budget revision, and management procedures for maintenance and changes to capital improvements.

The original Downtown Renewal Plan provided \$500,000 for the acquisition and demolition of the parking deck in front of Union Station; the first amendment provided an additional \$981,000 as the City's 20% local share of the Kennedy Plaza Capital Improvements \$4,906,000 Budget; the second amendment provided an additional \$700,000 for the acquisition of the Old Journal Building; and the third amendment of \$4,624,000 provided for site improvements required of the City as part of the Capital Center Project.

The enclosed proposed fourth amendment provides for the delineation of a new conceptual plan for the Kennedy Plaza Project; a budget increase from \$4,906,000 to \$6,451,000 for the Kennedy Plaza Project, which will increase the City's 20% local share from \$981,000 to \$1,290,000; the procedures through which the downtown advisory committee can request changes to the capital improvements provided by the plan; and a maintenance program for the project area.

This latest proposed amendment will require a hearing to satisfy the regulations of the Urban Mass Transportation Administration which is the Federal funding agency for the project; accordingly, the following dates are recommended for advertisement in the Providence Journal and Evening Bulletin:

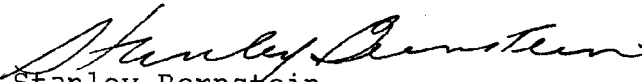
June 10, 17, 24 and July 1, 1982 with a public hearing to be held on July 14, 1982.

Mrs. Rose Mendonca
Page Two
May 25, 1982

If these dates are acceptable to the City Council Committee on Urban Redevelopment, Renewal and Planning, this department will place the ads and make the necessary arrangements for the hearing.

It is respectfully requested that this matter be placed on the agenda for the next City Council meeting.

Sincerely yours,


Stanley Bernstein
Executive Director

SB/gl
jd

Enclosures

cc: Councilman Laurence K. Flynn
Councilman Edward W. Xavier

FILED

MAY 26 3 15 PM '82

DEPT. OF CITY CLERK
PROVIDENCE, R.I.