

ANNUAL REPORT

1958

TRAFFIC ENGINEERING
DEPARTMENT
CITY OF PROVIDENCE



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Planned Activities for 1959

City of Providence

TRAFFIC ENGINEERING DEPARTMENT

147 Fountain Street



CITY OF PROVIDENCE • RHODE ISLAND • Walter H. Reynolds • Mayor

TRAFFIC ENGINEERING DEPARTMENT

ROGER T. CHANDLER
Traffic Engineer
EDWIN F. COLBY
Assistant Traffic Engineer

147 Fountain Street
Providence 3, R. I.

February 3, 1959

The Honorable Walter H. Reynolds
Mayor of Providence
The Honorable City Council
Providence, Rhode Island

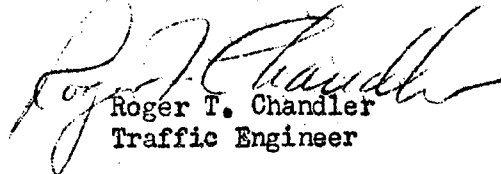
Gentlemen:

Submitted herewith is the Annual Report of your
Traffic Engineering Department for 1958.

The report reviews the activities of this
department with respect to physical changes that have been
made in the street system, changes in regulations, a review
of department organization, and a summary of expenditures
of the annual budget.

With your continued support, this department will
continue in its efforts to make the best possible use of
our existing streets and to minimize as much as possible
the traffic disruptions necessary as a result of the new
major construction now taking place.

Respectfully yours,


Roger T. Chandler
Traffic Engineer

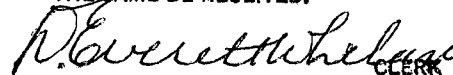
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IN CITY COUNCIL

MAR 5 - 1959

READ:

WHEREUPON IT IS ORDERED THAT
THE SAME BE RECEIVED.


CLERK

Part I
Introduction

New highways are coming to Providence!

During 1958 several major steps were taken to bring new highways to Providence and the surrounding Metropolitan area.

NORTH-SOUTH FREEWAY - The first stage was opened to traffic on June 13, 1958.

LOUISQUISSET PIKE - The section from Admiral-Charles Streets to Branch Avenue was opened to traffic early in July.

HUNTINGTON-NIANTIC EXPRESSWAY - The construction began during the summer of 1958.

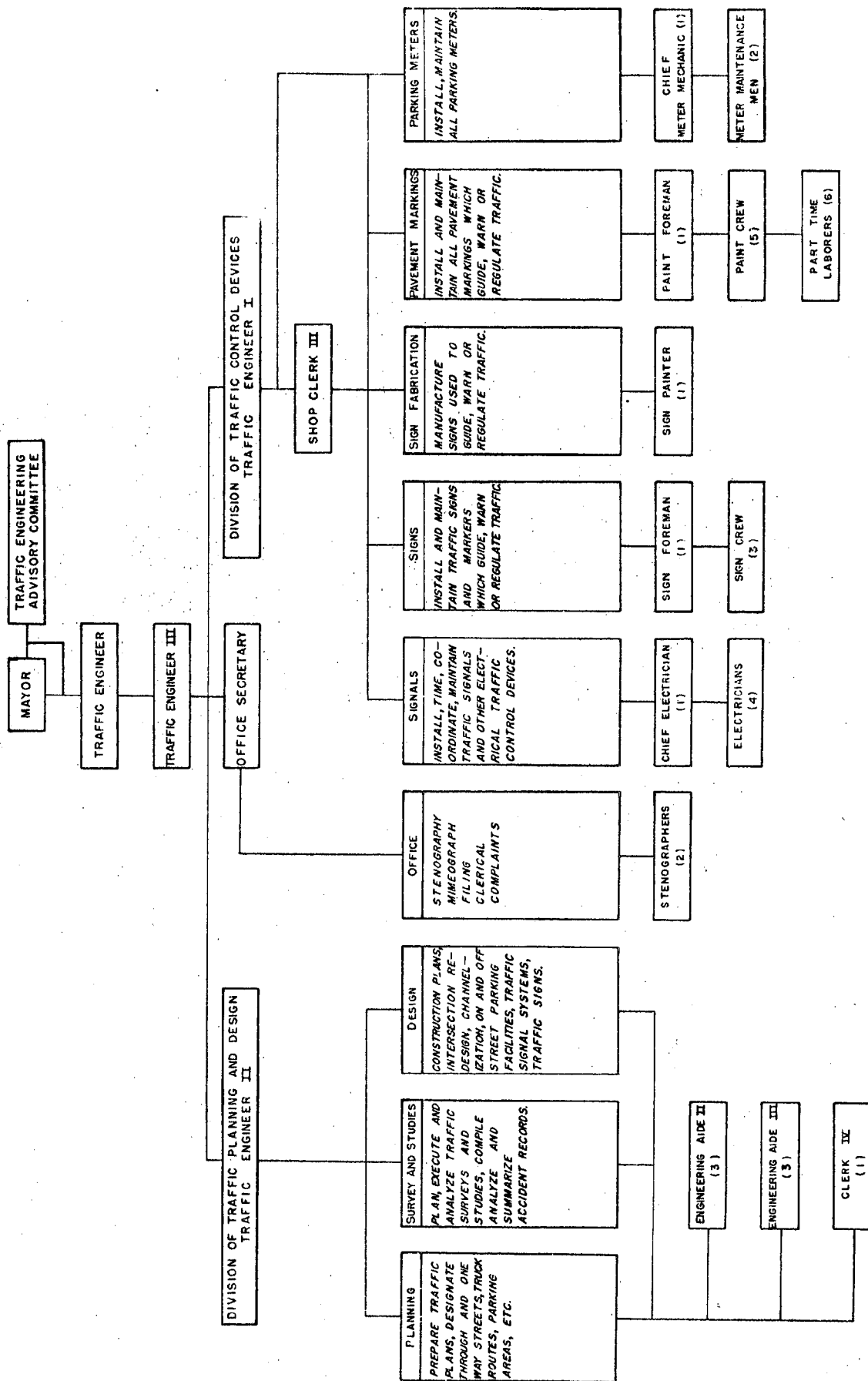
ELMWOOD AND RESERVOIR AVENUES - Both streets were reconstructed during the fall of 1958.

EAST PROVIDENCE EXPRESSWAY - Construction was begun on the connection to Cohan Boulevard and Stage I of the North-South Freeway.

NORTH-SOUTH FREEWAY - The land was condemned for the second stage to run between Hayward Park and Public Street.

It is expected that during 1959 construction will begin on the second stage of the Freeway, and that considerable progress will be made on the East Providence and Huntington-Niantic Expressways. Planning will also continue on further sections of the North-South Freeway.

CITY OF PROVIDENCE TRAFFIC ENGINEERING DEPARTMENT



Year	<u>Population</u>		<u>Vehicle Registration</u>		<u>Motor Fuel</u> <u>Purchased</u> (Gallons)	<u>Licensed</u> <u>Operators</u>
	State	Providence	State	Providence	State	
1800	69,122	7,614				
1850	147,545	41,513				
1900	428,556	175,597				
1910	542,610	224,326	5,970			7,608
1925	679,260	267,918	104,390			113,545
1930	687,497	252,981	138,573		86,606,700	155,000
1941	713,346	253,504	202,829		155,053,000	246,937
1943	---	---	177,396		89,197,000	206,093
1945	---	---	183,419		101,450,000	323,621
1950	791,896	248,674	254,400	64,000	172,155,000	325,586
1955	---	---	315,390	72,382	232,454,300	343,662
1956	---	---	323,947	74,817	236,500,000	402,228
1957	---	---	330,816	73,636	244,534,000	367,774
1958	---	---	336,000	72,469	245,901,500	391,737

*December estimated

	<u>Total Vehicles</u> <u>Entering and</u> <u>Leaving CBD</u> 8AM-6PM		<u>Passenger cars</u> <u>Entering and</u> <u>Leaving CBD</u> 8AM-6PM		<u>Number of Persons</u> <u>Entering and Leaving CBD</u>			<u>City Line</u> <u>Cordon Volume</u>
					Auto	Bus	Walking	24 Hours
1951								297,000
Aug-1955	176,163		146,947		232,790	66,338	23,174	---
Dec-1955	178,732		148,630		223,360	70,461	20,900	---
Aug-1957	181,696		152,578		245,935	62,843	27,227	---
Dec-1957	195,459		162,717		247,559	72,790	30,311	368,290
Oct-1958	189,068		158,333		234,343	62,185	30,921	331,230

PART II

TRAFFIC ENGINEERING DEPARTMENT ORGANIZATION

General Organization

The Traffic Engineering Department was authorized by City Council Ordinance in October, 1948, and the Department was activated on March 1, 1949 with the appointment of a Traffic Engineer, the reassignment of other maintenance personnel, and the use of a separate budget. The Traffic Engineer is appointed by the Mayor with confirmation of the City Council. To assist in forming advisory policy, the Ordinance established the Traffic Engineering Advisory Committee composed of the members of the official City family. The members include:

- Mayor Walter H. Reynolds, Chairman
- John J. Cashman, Finance Director
- William E. McCabe, City Solicitor
- John A. Murphy, Chief of Police
- Charles F. McElroy, Director of Public Works
- Ralph Matera, Chairman of the City Council's Committee on Public Works
- Frank H. Malley, Director, City Plan Commission
- Peter J. Hicks, Jr., Public Service Engineer

The Engineers comprising the staff of the department during 1958 were as follows:

- Roger T. Chandler, Traffic Engineer
- Edwin F. Colby, Assistant Traffic Engineer (Jan. to Oct.)
resigned to join a consulting engineering organization in Boston, Massachusetts
- John I. Logan, in charge of the Planning and Design Division,
appointed Assistant Traffic Engineer
- Clinton F. Adams, in charge of the Maintenance and Operations Division

Inter-Department Activities

It is essential to the efficient operation of the transportation system in the City that close cooperation be continued between all departments of City and State governments having some responsibility

in developing and maintaining the transportation system. The other departments most affected are the Police, Public Works, City Plan Commission, the Redevelopment Agency at the City level, and the Traffic Engineering Department of the Rhode Island Department of Public Works at the State level.

Civic and Business Organizations

One of the responsibilities of this department is to work closely with all business and civic organizations in operating the transportation system of the City. Organizations such as the United Transit Company, the Chamber of Commerce, the Retail Trade Board, the Automobile Club of Rhode Island, and the Rhode Island Truck Owners Association are only a few of the many groups with which the department has repeated contact. Other groups, such as the various businessmen's associations, are frequently contacted when they have some specific problem to discuss, or the department wants to acquaint the members with the details of some plan under consideration. This phase of the department's activities is important in expanding sound public relations among the various users of the transportation system. Newspaper releases, radio and television appearances have also been made to extend to the general public, as far as possible, all available information concerning the plans and proposals of the department.

Budget

The accompanying breakdown indicates the manner in which the money appropriated for this department's use during the past year has been spent.

Budget 1957-1958

<u>Item</u>	<u>Original</u> <u>Appropriation</u>	<u>Special</u> <u>Appropriation</u>	<u>Transfer</u>	<u>Spent</u>	<u>Returned</u> <u>General Fund</u>
O	\$146,102.02			\$140,360.64	\$2,741.38
I	29,670.00	\$3,500.00		30,351.33	2,818.67
II	38,200.00		\$3,000.00	40,468.22	731.78
V	4,400.00			4,348.97	51.03
	\$218,372.02	\$3,500.00	\$3,000.00	\$215,529.16	\$6,342.86

Breakdown of Operating Budget

Item O - Salaries \$140,360.64

Item I -- Services Other Than Personal

Narragansett Electric Company	\$22,004.81
Other	8,346.52
	<u>\$30,351.33</u>

Item II - Materials and Supplies

Maintenance Materials for Office and Shop	\$ 1,900.00
Repair Parts for Traffic Control Equipment	5,800.00
Materials for Sign Construction and Erection	10,000.00
Street Painting Materials	17,100.00
Repair Parts for Parking Meters	1,400.00
Other	4,268.22
	<u>\$40,468.22</u>

Item V - Plant Equipment

Carryall	\$1,593.74
Two-way Radio	498.50
Trafficcounters	760.00
Chassis-cab Utility Truck	1,496.73
	<u>\$4,348.97</u>

Traffic Signal Installation Loan Account

Original Amount of Loan Account	\$400,000.00
Rebate on Interest	3,227.47
	<u>\$403,227.47</u>

Amount Spent on Equipment for 1958 -	\$2,032.48
Interest	797.10
Total Spent in 1958	<u>\$2,829.58</u>

Amount Spent to December 31, 1958	<u>\$390,065.91</u>
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Balance	\$ 13,161.56
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Part III

1958 ACTIVITIES

1. Traffic Construction Program

The following list includes the major construction projects in which the Traffic Engineering Department became involved either in establishing detours or providing other planning, operational or construction services.

<u>Project</u>	<u>Construction Period</u>
North-South Freeway, Stage I	- January to June
Francis Street Parking Deck	- January 13 to June 27
Olneyville Square Water Main Break	- April 7 to May 3
Charles Street Reconstruction	- May
Louisquisset Pike Extension Opened	- July 18
Wickenden Street Reconstruction	- July to September
Point Street Bridge Resurfacing	- June 23 to August 15
Exchange Terrace, Dorrance Street, and East and West Approach Reconstruction	- July to August
Huntington-Niantic Expressway Started	- July 2
Huntington Service Road Opened	- December 10
East River Street Sewer Break	- December 8 to December 20

2. Freeway Progress

Construction of several sections of our freeway system advanced to the point where they could be opened to traffic service during 1958. On other sections, substantial progress was made either in the condemnation of land or in the letting of construction contracts. The list of the various specific projects has been given in the introduction. The significant thing to note is that continued progress is being made in terms of actual construction of these major highway facilities. It also means that progress continues to be made in the planning of these projects. This department has been working closely with the State Department of Public Works and their consultants in order to keep the planning of future sections continually progressing.

3. Sign, Signal, and Painting Maintenance

Traffic sign, signal, and pavement marking continue to be a major function of the department.

a. Traffic Signs

The following figures show a comparison of the signs manufactured and installed during the last four years.

<u>Sign Installation and Maintenance</u>	<u>1958</u>	<u>1957</u>	<u>1956</u>	<u>1955</u>
New Installations	1855	-	-	-
Signs Replaced	3864	-	-	-
Signs Repaired	453	-	-	-
TOTAL	6172	8601	7057	6129
Steel Sign Posts Installed	773	1031	1022	944
Movable Standards Placed	184	252	366	233
Parking Meter Posts Set or Replaced	143	154	203	206

Signs Manufactured

Reflectorized

Wood Blanks	1114	977	661	767
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Painted

Wood Blanks	3811	4437	3565	3147
Other(Steel, Plastic, etc.)	791	500	-	-
TOTAL	5716	5914	4226	3543

The members of the sign maintenance crews are responsible not only for the installation of new signing and the maintenance of the existing signing, but also for installation and maintenance of parking meter posts and pedestrian chains and barriers. They also assist in snow removal at the Municipal Parking Lot. Maintenance of existing signing continues to be the major time consumer with the repair or replacement of damaged signs given high priority. Maintenance also includes periodic sign-post painting and replacement of faded or illegible signs.

b. Traffic Signals

The following is a summary of the intersections controlled by signal installations in Providence during the last four years.

<u>Intersections Controlled By</u>	<u>1958</u>	<u>1957</u>	<u>1956</u>	<u>1955</u>
Vehicle-actuated equipment	55	56	55	58
Fixed-Time Equipment	108	104	105	99
	<u>163</u>	<u>160</u>	<u>160</u>	<u>157</u>

The amount of maintenance work required to keep the traffic signal system in good working order continues to increase, both because of the increase in the number of signalized intersections, and because of the increasing age of the control equipment. An indication of the amount of this maintenance work can be seen in comparing the number of trouble calls reported during the past four years.

	<u>1958</u>	<u>1957</u>	<u>1956</u>	<u>1955</u>
Mechanical or electrical	338	330	494	440
Lamps burned out	395	90	99	191
Damage to equipment	134	104	72	114
No trouble found	144	101	119	153
Total calls	<u>1011</u>	<u>625</u>	<u>784</u>	<u>898</u>
Total calls during non-working hours	452	252	256	341

It is desirable to keep the number of trouble calls received during non-working hours down to a minimum. This goal can only be achieved by an effective and continuing preventive maintenance program. The preventive maintenance program includes cleaning, lubricating, adjusting and repairing controllers in the shop, cleaning signal lenses and reflectors, painting poles and other equipment, group replacement of the signal lamps, and periodic checking of vehicle detectors. This preventive work is scheduled throughout the year and is adhered to as closely as crew time will permit. Other projects such as construction work required by new signal installations, highway repair, or repair

of accident damage come up so frequently as to interfere with some of the desired routine maintenance.

c. Painting

The marking of our streets continues to be an important function of the department. The following figures show a comparison of the work done in this category in the last four years.

	<u>1958</u>	<u>1957</u>	<u>1956</u>	<u>1955</u>
Gallons of reflectorized paint used	4814	4575	4446	4154
Miles of streets marked	105	98	96	94
Number of streets marked	138	137	133	124
Number of intersections marked with crosswalks	699	675	662	675

Street marking is limited to warm weather because of the inherent characteristics of the painting machine and marking material. In addition, most of the major arteries must be marked at night in order to minimize interference with the orderly flow of traffic. The street marking is scheduled according to a priority list, with the major streets and arterial routes given high priority. This year, in addition to our regular marking with reflectorized paint, 11,000 linear feet of crosswalks and stop lines were marked with Perma-Line, a thermo-plastic compound. This type of material, which was used at 22 downtown locations, will give year-round markings to guide pedestrians and motorists. The work was done under a contract with the Veon Chemical Corporation.

During the winter months the members of the paint crew prepare traffic sign blanks for further processing, and also assist the electrical and sign crews with their preventive maintenance programs.

4. Complaints and Requests

Complaints and requests originating from individual citizens constitute a major part of the field investigation work of the department. Upon receipt of either a complaint or request for some traffic control measure, a thorough field investigation is made, the results reviewed, and action taken, where necessary.

The following indicates the general classification of complaints and requests received:

	<u>1958</u>	<u>1957</u>	<u>1956</u>	<u>1955</u>
Parking Problem	186	197	218	241
Loading Zones	24	40	67	65
Intersection control	13)	17)	3)	10)
Stop control	55)	64)	43)	54)
Yield control	9)	13)	7)	12)
Traffic control	4)	7)	9)	19)
	81	101	62	95
One-way streets	7	12	7	8
Miscellaneous	<u>60</u>	<u>67</u>	<u>64</u>	<u>111</u>
	358	414	418	520

The disposition of these investigations is indicated in the following tabulation:

	<u>1958</u>	<u>1957</u>	<u>1956</u>	<u>1955</u>
Requests granted	56%	50%	40%	40%
Requests granted in part or alternate action	2%	2%	3%	3%
Requests denied	29%	34%	33%	40%
Requests pending	7%	10%	11%	7%
Closed by complainant	<u>6%</u>	<u>4%</u>	<u>13%</u>	<u>10%</u>
	100%	100%	100%	100%

5. Changes in Traffic Regulations

For 1958 a total of 464 traffic regulation changes were made on the City streets, as shown in the list on the following page. These changes were brought about by changes in the traffic flow, including temporary regulations during the construction periods, as well as regulations established as a result of complaints and requests.

Changes in Traffic Regulations

	<u>Established</u>	<u>Rescinded</u>
Parking Prohibited in Designated Places	85	35
No Parking 7AM to 6PM	2	1
No Parking 7AM to 4PM		1
No Parking 8AM to 6PM	2	1
No Parking 8AM to 4PM	8	7
No Parking 8AM to 10AM	2	5
No Parking 9AM to 1PM - Sundays		1
12 Minute Parking 8AM to 6PM	2	
30 Minute Parking 8AM to 6PM-or similar time limits	1	1
One Hour Parking 8AM to 6PM-or similar time limits	28	12
Two Hour Parking 8AM to 6PM-or similar time limits	9	4
No Parking to Corner	33	11
No Stopping, Standing to Corner	3	4
Yield Control	6	3
Stop Control	59	5
Traffic Signal Control	5	1
No Parking - Bus Stop	5	2
Loading Zones	18	5
No Standing Any Time	1	
No Standing 7AM to 9AM	7	2
No Standing 3PM to 6PM		2
No Standing 4PM to 6PM	14	7
One-Way Street	13	2
Emergency One-Way Street	5	8
Right Turn Only	2	1
Left Turn Only	1	
No Right Turn	1	
No Turns	1	
No U Turns	3	
No Parking Between Signs	15	3
30 Miles Per Hour Speed Limit	3	
35 Miles Per Hour Speed Limit	1	
Through Street	5	
	<u>340</u>	<u>124</u>
	<u>124</u>	
	<u>464</u>	

6. Parking Meters

Parking meter maintenance consists of meter winding, trouble calls, post straightening, and preventive maintenance. Trouble calls are usually the result of mechanism failures or, during the winter, of freeze-ups. These calls are serviced immediately, and repairs are completed in the field, if possible. The preventive maintenance program is designed to reduce these

trouble calls to a minimum by a periodic cleaning and overhaul of each meter mechanism.

During 1958, eleven metered spaces were lost due to changes in parking regulations; seventeen spaces lost because of new driveways and the installation of some plug-type fire hydrants, and a reduction of thirteen parking spaces resulted with the traffic change on the East Approach.

New or regained parking meter installations were made at twenty locations, resulting in a net loss of twenty-one metered spaces for 1958.

The following is a summary of yearly parking meter revenue:

<u>Year</u>	<u>Pershing Sq. Parking Lot</u>	<u>Street Meters</u>	<u>Number of Meters in Service</u>
1947	---	\$ 41,245.20	---
1948	---	\$125,055.92	---
1949	---	\$111,656.02	---
1950	---	\$110,799.77	1121
1951	---	\$132,384.14	1621
1952	\$19,113.22	\$158,345.64	1659
1953	\$26,063.83	\$179,344.83	1774
1954	\$26,229.93	\$185,996.66	1765
1955	\$27,492.23	\$188,145.46	1851
1956	\$28,673.41	\$187,724.62	1824
1957	\$29,593.03	\$184,713.15	1845
1958	\$28,021.73	\$173,094.76	1824
	\$185,187.38	\$1,778,506.17	

The City also derived income from the Park 'n Lock Lot and the Francis Street Parking Deck in the amounts indicated.

<u>Park 'n Lock</u>	<u>Francis St. Parking Deck</u>
1955 - \$12,829.66	
1956 - \$20,743.60	
1957 - \$24,069.57	
1958 - \$23,002.55	1958 - \$1,725.69

7. Traffic Accident Analysis

In order to establish a priority system for engineering studies of locations having unusually high accident frequencies, the Traffic Engineering Department assembles and analyzes all traffic accidents reported in the City. The sources of this accident material are the

Providence Police Department, the Rhode Island Department of Motor Vehicles, the United Transit Company, and the Yellow Cab Company. The action taken following the analysis of any particular area might take the form of additional traffic restrictions, added police enforcement of existing regulations, redesign of an intersection, or traffic signal control.

A comparison of the 1957 and 1958 totals of reported accidents shows a decrease of 159 in all accidents; a decrease of 507 in the number of personal injury accidents; and a total of 16 fatalities during 1957, as compared with 17 for the previous 12-month period.

	<u>1958</u>	<u>1957</u>	<u>1956</u>	<u>1955</u>
Personal Injury Accidents	1500	1473	1493	1625
Property Damage Accidents	6785	6971	7167	6825
Total Accidents	8285	8444	8660	8450
Pedestrians Injured	430	476	500	553
Riders Injured	1410	1348	1346	1413
Persons Injured - Total	1840	1824	1846	1966
Pedestrians (Fatalities)	8**	5*	12**	13***
Riders (Fatalities)	7	11	5	4
Total Fatalities	15	16	17	17
Cost	\$1,805,625	\$1,827,200	\$1,876,025	\$1,884,175

*One child under 10

**Two children under 10

***Five children under 10

Part IV

PLANNED ACTIVITIES FOR 1959

Traffic Planning

This department will continue to extend its full cooperation to all other agencies, particularly the Rhode Island Department of Public Works and their consultants, in the planning and construction of new major highway facilities within the City limits. The maintenance of traffic flows through the construction areas by means of detours and temporary roadways will continue to be an important phase of daily traffic operation since two major projects will be under construction at the same time-- namely, the North-South Freeway, and the Huntington-Niantic Expressway. The East Providence Expressway will also be under construction and can be expected to add to our traffic operational problems.

Traffic Signals

With the continued increase in traffic volumes, critical review will be made of those intersections having bad accident records to determine those locations where traffic signals should be installed. The accident records of intersections already controlled will continue to be reviewed for possible changes which may be made to improve the accident record.

Modern Bus Stops

In order to permit a free flow of traffic along our major arteries, it is necessary to assign curb space for buses to load and unload so that they can be removed from the traffic stream. Many locations have already had modern-type bus stops established. Additional main arteries will be included in the bus stop modernization program for 1959

Off-Street Parking Lots

The area adjacent to the North-South Freeway construction is being reviewed for the possible use of some of the land within the condemnation

area as off-street parking space. There are many problems in connection with such a development which have not been solved. It is hoped, however, that the solution to these problems can be found so that a maximum amount of off-street parking can be made available.

FEB 20 3 37 PM '59

CITY CLERK'S OFFICE
PROVIDENCE, R.I.



CITY PLAN COMMISSION

CITY OF PROVIDENCE

ANNUAL

REPORT

FISCAL YEAR ENDED • SEPTEMBER 30, 1958



City Plan Commission

EDWARD WINSOR, *Chairman*
JERRY LORENZO RALPH MATERA

WALTER H. REYNOLDS, *Mayor*
LUCIO E. CARLONE, *Secretary*

PAUL A. SAN SOUCL, *Vice Chairman*
RAYMOND J. NOTTAGE HARRY PINKERSON

FRANK H. MALLEY, *Director*
DIETER HAMMERSCHLAG, *Chief Planner*

*Suite 103, City Hall,
Providence 3, Rhode Island*

January 27, 1959

The Honorable Walter H. Reynolds, Mayor
The Honorable City Council
of the City of Providence
City Hall
Providence, Rhode Island

Gentlemen:

In accordance with the provisions of Section 11 of Chapter 329 of the General Laws of Rhode Island, 1938, and of Section 179 $\frac{1}{2}$ of Chapter 2 of the Revised Ordinances of the City of Providence, 1946, the City Plan Commission submits herewith its Annual Report for the fiscal year ending September 30, 1958.

Respectfully yours,

EDWARD WINSOR
CHAIRMAN
CITY PLAN COMMISSION

EW:MMH

IN CITY COUNCIL
MAR 5 - 1959

READ:
WHEREUPON IT IS ORDERED THAT
THE SAME BE RECEIVED.

CLERK

FOREWORD

A tremendous metamorphosis is taking place in the American city - both expansion in ever widening circles of suburban growth and disintegration at the core. This is accompanied by a decline in the effectiveness of the traditional social patterns on which city life depends to a great extent. City Planning for Providence is concerned with a reversal of this process in the core of the metropolitan area and we are pleased to point to two unusually significant efforts in this direction.

Both are demonstration grant studies - a very new and somewhat experimental combination of federal, municipal and private resources. The College Hill and Downtown Studies are discussed in considerable detail in the text of this report. While it is too early to draw definite conclusions, we are most hopeful, that in making this concentrated effort for the future of the City we are also contributing to the art and science of city planning

THE CITY PLAN COMMISSION

Mr. Edward Winsor, Chairman
Mr. Paul A. San Souci, Vice Chairman
Mr. Lucio E. Carlone, Secretary
Mayor Walter H. Reynolds (Ex Officio)
Councilman Jerry Lorenzo
Councilman Ralph Matera
Mr. Raymond J. Nottage
Mr. Harry Pinkerson

CITY PLAN COMMISSION STAFF

Mr. Frank H. Malley, Director
Mr. Dieter Hammerschlag, Chief Planner
Mr. Anthony A. Verrecchia, Planner IV
Mr. Anthony N. Meleo, Planner IV
Mr. Harold T. Stearns, Planner III
Mr. Thomas B. Marston, Jr., Planner III
Mr. Christos G. Jemorakos, Planner III
Miss Lorraine Sanderson, Planner II
Mr. G. John Terenzi, Planner II
Mr. Richard H. Piscione, Engineering Aide III
Mr. Benedetto Bianchi, Engineering Aide III*
Mr. William F. Lombardo, Engineering Aide III#
Miss Marjorie C. Olson, Engineering Aide III
Mrs. Mary M. Hannan, Secretary
Miss Janis L. Barth, Librarian-Stenographer*
Mrs. Sylvia M. Dougherty, Librarian-Stenographer

DOWNTOWN PROVIDENCE MASTER PLAN PROJECT STAFF

Mrs. Hanna K. Grossman, Planner III*
Mr. Murray D. Sabloff, Planner III
Mr. Jeremiah H. Cannon, Planner III
Mr. Julius S. Levine, Planner III
Mr. Arthur J. Field, Planner II
Mr. Louis S. Winn, Planner II
Mr. William F. Lombardo, Engineering Aide III
Mr. James T. Beattie, Engineering Aide III
Mrs. Marion Kaufman, Project Secretary

COLLEGE HILL PROJECT STAFF

Mr. William D. Warner, Planner IV
Mr. James L. Skerritt, Jr., Planner III*
Mr. Allen Frost Day, Planner III
Mrs. Antoinette Downing, Planner II
Mrs. Elizabeth S. Warren, Planner I*
Mr. Gerald S. Cross, Engineering Aide II
Miss Edith D'Iorio, Project Secretary

* resigned

transferred from Downtown Providence Master Plan Staff

ORGANIZATION AND FUNCTIONS

LEGAL BASIS

The City Plan Commission operates under two basic legal documents. The State Enabling Act and the Ordinance adopted by the Providence City Council in 1944. The first authorizes the cities and towns of the State of Rhode Island to establish planning agencies, and lists some of their powers and responsibilities. The second prescribes the organization and specific duties of the City Plan Commission.

MEMBERSHIP

The City Plan Commission consists of the Mayor (ex officio), five qualified citizens appointed by the Mayor, and two councilmanic members elected by the City Council.

STAFF

The technical work for the Commission is carried on by a staff headed by Director Frank H. Malley who is appointed by the Commission.

BUDGET

The Department operated under a budget of \$84,130. Expenditures for the fiscal year ending September 30, 1958 and for the previous year, 1956-1957, are tabulated in Appendix A.

OPERATIONS

1. The purpose of the Department is to give technical advice and assistance to the Mayor, the City Council, and the various departments and boards of the city administration, and to the people of the community.
2. The major role of the Department is the preparation and review of the various elements of a Master Plan of the City of Providence. These are developed by the staff and adopted by the Commission.
3. All matters which come before the City Council dealing with physical improvements within the city are required to be referred to the Commission for study and advisory opinions. The Director advises on all cases coming before the Zoning Board of Review.

Since the Department's inception in 1944, it has dealt with 1,040 Council Referrals, and 1,329 Board of Review Referrals. In Appendix B, Part I is a tabulation of the City Council Referrals for 1957-1958, and Part II is a tabulation of the Board of Review Referrals for the past fiscal year.

4. The Department publishes each element of the Master Plan as it is completed. A list of the Master Plans and special reports which have been published since 1944 will be found in Appendix C.

MAJOR WORK UNDERTAKEN, 1957-1958

DOWNTOWN PROVIDENCE MASTER PLAN PROJECT

1. The Need For A Master Plan

As reported in last year's Annual Report, the immediate active revitalization and renewal within the downtown area are of paramount concern to the people of Providence and their city government. This was manifested by the action of the Greater Providence Chamber of Commerce when in 1955 they organized the Downtown Business Coordinating Council to bring together the various business and professional interests for a common purpose - the stimulation and increase of activity within Downtown Providence. The results of the 1956 customer attitude study* for the Downtown Business Coordinating Council confirmed this and it indicated that a comprehensive study and Master Plan were necessary if the central business district were to prosper.

The first step toward a study and Master Plan came in December 1956 when the City Plan Commission and the Downtown Business Coordinating Council worked out a proposal for the present Downtown Providence Master Plan Project. The proposal was in the form of an application to the Urban Renewal Administration in Washington for a Demonstration Grant under Section 314 of the Housing Act of 1954. The project won approval in June of 1957 and after recruiting a staff work began the following August.

2. What Is The Downtown Project?

Being a Demonstration Grant Project, its purpose is to demonstrate "the extent to which the civic and business groups interested in the Downtown Area can participate practically and constructively with an official planning agency and the City Government in developing plans, policies, and programs for the renewal of the Downtown Area".

The financing of this project is being accomplished by a \$79,637 grant from the Federal Government, \$20,784 from funds raised through private subscription by the Downtown Business Coordinating Council, and \$19,035 in staff time and services contributed by the City of Providence.

3. What Does The Project Intend To Accomplish?

Two main goals have been set for the project: (1) a master plan for the Downtown Area and (2) the development of the plan with close association with and participation by downtown civic and business interests.

In order to accomplish the first goal of the project four phases for the study were established. Two of these phases have already been completed and are reported in more detail in paragraph 5 Progress Report. The phases are:

* Robert W. Pratt ATTITUDES AND PRACTICES OF RESIDENTS OF GREATER PROVIDENCE CONCERNING DOWNTOWN PROVIDENCE, (Green, R.I.) 1956.

(a) Fact finding or inventory - A comprehensive and detailed survey was conducted of the existing structures within the downtown area and their occupants. Extensive data on traffic, parking and population was also assembled and a financial evaluation of downtown real estate was made.

(b) Analysis - The data assembled during the first phase was systematically analyzed in order to determine from the inventory the needs of the Downtown Area.

The two phases remaining to be completed include:

(c) Design - Based on the analysis during phase two and the forthcoming report from the economic consultant engaged, a Master Plan for Downtown Providence will be developed. The plan will include recommendations for future land use and circulation patterns and will attempt to create an attractive atmosphere within downtown for the benefit of all.

(d) Implementation - The value of a master plan is determined only by how well it is effectuated and its enthusiastic reception by the general public and those it directly concerns. It is during this final phase of the project when the ways and means for launching and effectuating an action program will be determined. Needed for citizen participation and support are working committees of representatives from all groups and organizations to collaborate actively with the technical staff in program, policy, development and justification. Strong public relations, necessary legislation and combined effort are required for final implementation.

4. Citizen Participation

Following the approval of the Project, the Director of the City Plan Commission recommended to the Downtown Business Coordinating Council that they appoint a special committee from their membership to provide a formal advisory link between the Council and the Project Staff. In itself, the appointment of the Master Plan Advisory Committee was an important innovation in central business district planning. In June of 1957, the Chairman of the Council appointed an eight man committee (MPAC). The Master Plan Advisory Committee has met monthly since its appointment. In November 1957, in line with the Demonstration Grant agreement, the project staff proposed to the Master Plan Advisory Committee the creation of four task forces in the fields of (1) public relations, (2) design, (3) law and finance, and (4) human relations. The membership of these groups consists of key representatives of the community in these specific fields. These task forces were appointed and organized during January and February of 1958. To insure better coordination the Chairman of each task force was appointed to membership on the Master Plan Advisory Committee. There are also at least two staff members serving ex officio in all Master Plan Advisory and Task Force meetings.

The Public Relations Task Force, as one of its first projects, began exploring the kinds of programs needed to acquaint the public with the problems and prospects of a revitalized Downtown Area, and with the Master Plan for its renewal. The group decided to have prepared a slide-lecture type of presentation to be given be-

fore civic and fraternal organizations in the city. The message points out the problems of the Downtown Area, relates them to similar difficulties in other cities and shows what an effective Master Plan can do for the city and its residents. This program will begin during January 1959. In addition plans are being made for a radio and television campaign, suggestion boxes to be used with the display of the recently completed model of Downtown, and other types of general advertising such as billboards, car and tax cards, and Pitney Bowes postage meters.

During the third or design phase of the project the Design Task Force will play an important part. The thirteen points listed in paragraph 5 will be of prime concern to the Design Task Force.

In any planning project the first consideration should be the people living within and served by the area. In the downtown area there are residents in hotels, rooming houses, and in single and multi-family homes. There are also the cultural and recreational facilities which serve the people of the city and metropolitan area. The consideration and study of and recommendations concerning these problems have been assigned to the Human Relations Task Force. To insure a good cross section, religious, social welfare, and labor representatives as well as others were asked to serve. The response was indeed gratifying, for an excellent group of twelve agreed to membership.

The implementation of the final plan is the ultimate goal of the project. For this reason, it seemed most desirable to create a Task Force to advise on legal and financial matters as implementation will no doubt require recommendations on the problems of investment, taxation, business growth, and legislation.

During the coming year the project intends to solicit the active support and participation of all groups and organizations in the city, as the acceptance by all is necessary for the project's success.

5. Progress Report

The activities of the project during the first and second phases of the project will be reported at length in a 150 page progress report to be released in November, entitled "Downtown Providence". Copies of this report will be limited and available at all branches of the Providence Public Library and the City Plan Commission library.

To summarize briefly, the project began the fiscal year in the preparation of a structure and occupancy questionnaire which was used to obtain data for the fact-finding phase. Sections of the questionnaire were assigned to the Department of Building Inspection and City Assessor's Office as part of their contribution to the project. The occupancy questionnaire was mailed during November to all persons or firms residing, renting or using space within the project boundaries. A sustained effort was exerted by the Downtown Business Coordinating Council members, the press, radio and television stations and the project staff to encourage return of the questionnaire

with complete information. Fifty-three percent, after eliminating unusable returns, was received. This high percentage was considered extremely good for a survey of this type.

All of the data obtained from the various questionnaires were coded, put on punch cards and carefully analyzed. Fourteen large maps based on the inventory and analysis were prepared in order to show a graphic picture of the downtown area.

A preliminary report of the first phase was presented on May 14th at a joint meeting of the Master Plan Advisory Committee and the four Task Forces with the Downtown Business Coordinating Council. The meeting and report received a great deal of publicity in the local newspapers and on radio and television.

During June, July and August the efforts of the project were devoted to the completion of the analysis phase and in beginning the design phase. The points listed below are being considered in the design phase. Wherever possible, solutions will be developed based on these objectives. The proposed freeway loop coupled with the metropolitan highway system will provide fast and easy access to Downtown for the first time in a generation. The success of any downtown revitalization is largely dependent on this very access. This, then, is a major asset and its early completion will be an assumption on which the planning process will rely.

1. The proposed high-speed freeway loop which will ring the Downtown is taken as the outer boundary for the study area.
2. Radial arteries leading into the central business district are being examined to determine how well they connect with the interior street pattern.
3. The possibilities of establishing a slow-speed inner loop for vehicular distribution within the Downtown is being explored.
4. The contiguous areas of Market and Memorial Squares which are shared with the College Hill Study, are being studied jointly with a view toward arriving at a mutually acceptable solution for both areas concerned.
5. Intra-city transit terminal facilities are being considered with respect to convenient location within the various sub-centers of Downtown - (financial, retail, etc.).
6. A more adequate central inter-city bus terminal is under consideration.
7. Overall Downtown parking needs are being considered in an integrated system of parking facilities.
8. Retailers and planners have recently considered pedestrian shopping malls and agree that they are highly desirable. The feasibility of this feature and design solutions are under study.
9. Service access to major structures is being studied in an effort

to separate delivery vehicles as far as possible from all other traffic. Due to the extremely narrow streets, entirely insufficient alley space and intensive site coverage, it is expected to be a very difficult problem.

Downtown Providence has a number of important assets - well defined retail and office districts, a highly articulated skyline both from College Hill and from the Pershing Square Area, and a large open area of high potential value adjoining the very heart of Downtown.

10. In this connection the feasibility of the railroad relocation from the economic, site and engineering, and civic benefit points of view are being carefully studied.

11. A proposal for a civic center site from the several existing possibilities is being made in cooperation with the Rhode Island Public Buildings Authority created by the 1958 session of the General Assembly.

12. The introduction of certain facilities not now located Downtown as well as a more efficient grouping of similar but scattered activities is being explored.

13. Structures classified as being very poor and poor will be considered for removal. Fair structures will be considered for rehabilitation. Any proposals for new space will be considered in the light of the forthcoming economic analysis.

It is obvious that all thirteen points mentioned above have a mutual interdependence. It is, therefore, not considered advisable to have a separate review by the public of one or more of these elements, but instead to make an integrated presentation of the plan.

A great deal of time and effort has been devoted to the possible sites for the proposed civic center and, in this connection, a joint meeting of the project staff and the Rhode Island Public Buildings Authority was held in July in order to bring about a closer coordination between the two groups. It was agreed at this meeting that the Downtown Providence Master Plan Project Staff undertake the preliminary planning for the civic center. After reviewing several sites, a proposed scheme was drawn up whereby the present site of the New York, New Haven and Hartford Railroad Station would be used for the new civic center and the railroad would relocate its trackage and construct a new station near the Barnard School. On September 17th this was presented to the New Haven Railroad with preliminary design, engineering and financial data and the Railroad agreed to examine the proposal carefully.

The Deputy Commissioner of the General Services Administration met with the Public Buildings Authority and the project staff on September 8th concerning the government's role in the civic center. Tentative assurance was given at this meeting of federal participation.

Continued communication with the Railroad and Federal Government is being maintained in order to insure success in the civic

center proposal.

6. Public Relations

Publicity and public relations have been recognized by those connected with the project as one of its most important aspects for without it the implementation of the final plan would suffer.

In pursuit of a sustaining public relations and publicity program two principles have always been kept in mind: (1) to keep the citizen and governmental groups working with the project always informed of the project's progress and (2) to bring to the citizens of the city periodic reports so that their interest and support is assured.

From the beginning of the Project, cooperation on the part of the mass media has been excellent. For example, during the fact-finding phase, when more than 3,000 questionnaires were mailed to downtown space users, the Providence Journal-Bulletin assisted with news stories, pictures, editorial comment, and even contributed a two-column block ad. The radio and television stations, in addition to news coverage, donated a great deal of public service time for spot announcements urging general support of the Project, and particularly the return of the occupancy questionnaire.

In the coming year there will be a continuing effort to promote and publicize the project so as to insure the acceptance of the Master Plan in the fall of 1959.

COLLEGE HILL DEMONSTRATION STUDY OF HISTORIC AREA RENEWAL

Origin of Study

Awareness of the problems of architectural erosion in the College Hill section of Providence prompted the Providence Preservation Society to turn to the Urban Renewal Administration for help. In April 1957, under the provisions of Section 314 of the Federal Housing Act, the Federal Government granted the Providence City Plan Commission \$48,533 in funds equalling two-thirds of the cost of a demonstration study aimed at developing and improving techniques for urban renewal in an historic area. The terms of the grant required local financial support and the Providence Preservation Society raised \$18,530 by popular subscription while the Providence City Plan Commission guaranteed contributions in staff services to make a total budget of \$72,800. The project was allotted eighteen months and was to be carried out by a special staff of the City Plan Commission with the assistance of city planning consultants.

Scope of the Study

Since both federal and local sources have contributed to the support of the project, its goals, while complementary, have been

twofold. The Federal Government has considered College Hill typical of other areas in the United States where historic communities have survived. It has chosen to support this particular study so that ideas and techniques could be developed which would prove helpful to other cities in their efforts to renew historic areas. Thus, the Federal Government has expected the study to develop techniques which will enlarge the present store of ammunition to be used in the fight to renew the cities of the nation.

On the other hand, local residents have been interested in solving the problems which plagued the area, and which made undertaking the study necessary in the first place. Civic officials and the residents of Providence wanted a plan to help them restore and protect their historic architecture, safeguard and renew their residential neighborhoods, check encroaching blight, chart future growth, build needed modern housing, make good use of waste land, ease traffic and parking situations and create needed parks and playgrounds. The study and the resulting report have been planned to meet the requirements of both Federal Government and local residents.

Objectives of the study

Designed as an intensive city planning study, the purpose of the project has been to consider the broad range of community problems which beset an old section of a city and to develop proposals for the solutions of the physical, economic and social problems of College Hill. A primary intent of the study has been to develop methods and techniques for a program of preservation, rehabilitation and renewal in an historic area which can serve as a guide for other areas with similar problems. The specific aims have been to:

- a) develop a system for rating historic architecture;
- b) develop techniques for integrating areas of historic architecture in proposed redevelopment programs;
- c) develop a comprehensive master plan for the future growth of College Hill, in which the plans for the historic area take their place in the framework of the larger neighborhood plans;
- d) develop a comprehensive program of historic area preservation by reviewing methods in use elsewhere in the country and combining these with the new ideas developed in the study;
- e) demonstrate visually how contemporary architecture can successfully relate to existing historic architecture; thus attempting to dispel the idea that historic area preservation need foster "pseudo" architectural styles.

Present Status of the Study

During the past year the project staff has been engaged in the following activities:

Monograph Number 1 entitled "Planning Areas in College Hill" was printed and in it appeared a comprehensive description, analysis and planning program for the various sub-areas within College Hill.

All 1700 buildings including institutional and business establishments were inspected and mapped according to architectural style, the date of construction, the condition of the building, its architectural significance and its historic connotations, if any.

A preliminary Master Plan was drawn up and reviewed by the Coordinating Committee, the Mayor, the Councilmen within College Hill and other interested groups. It was decided to make plans to broaden citizen participation in the plan.

Monograph Number 2 entitled "Population in College Hill" was published. In it the population trends were analyzed and predictions were made with respect to the amount of housing and the type of housing that the redevelopment areas might sustain.

Monograph Number 3 entitled "Benefit Street Historic Trail" was published. This booklet described plans to unite the entire historic area of College Hill by means of a pedestrian trail along which upgrading of historic properties would take place and development of a museum housing an antique center, a national park for Roger Williams and other interests for tourists.

Two subcommittees of the College Hill Coordinating Committee were formed. One to advise the staff on financial, legal and real estate matters and the other to advise and work with the staff on the matter of community relations.

Monograph Number 4 entitled "Roger Williams Spring Park" was released. In this report a proposal was made to enlarge the Roger Williams Spring area just off of North Main Street to a four acre park with the aid of the National Park Service. The development included a parking area, a museum, information facilities and a reconstructed seventeenth century house.

A committee was formed with the cooperation of the Providence Chapter of the A.I.A. to aid the staff in forming a zoning ordinance designed to protect historic architecture.

Monograph Number 5 entitled "Historic Area Zoning" was printed. It contained a proposed model zoning ordinance for consideration as a state enabling act. In it is described the criteria for definition and protection of existing historic architecture, regulations concerning it, design of new construction within the historic zoning, a delineation of the historic zoning based on a measuring criteria and a listing of the two categories of historic building within the zoning.

The community relations subcommittee organized and held a first public meeting of residents in the Constitution Hill area. At the beginning some suggestions were made to the staff but much of the discussion centered on what the staff was going to do. As a first

meeting it was not wholly successful but as a rehabilitation type project, its success will rest on the success of fruitful public meetings.

A memoranda was sent to Brown University, the Rhode Island School of Design and Bryant College proposing that a liaison committee consisting of members from the universities and the City Plan Commission be set up. Brown University responded to the memoranda with interest. Further action, however, remains to be taken.

The review draft of the College Hill Study report has recently been approved by the Demonstration Branch of the Urban Renewal Administration in Washington and the draft plus maps and illustrations will be submitted to the printer shortly. The final report should appear some time in the early spring.

If the study is to be an effective one, the report should be considered a means to an accomplishment and not an end in itself. Thus a new phase should begin with its printing. Phase one, the College Hill Study program should be followed by phase two, the College Hill Action program. The implementation program will probably take many years to accomplish. It will require the cooperation of citizen action groups and liaison committees between the public agencies and private groups. Starting such a program will require the holding of exhibits and meetings through which the residents of the area can explain their views and have an opportunity to join in further planning on projects.

OFFICIAL PLAN

The City Plan Commission was requested by Mayor Walter H. Reynolds to prepare a large scale map setting forth a recommended policy as to land use and arterial highways as a practicable future goal. This Plan, after approval by Council Resolution as the "Official Plan", would supplement the Master Plans prepared by the Commission in 1946.

Relative to the development of an Official Plan there are three major aspects involved (1) population (2) major highways and (3) land use. Considerable work has been done on revising population estimates, the Master Plan for Thorofares, and the Master Plan for Land Use and Population Distribution. Upon completion of this data collection and organization phase a Neighborhood Master Plan Study will be made in considerably more detail and with necessary and desirable documentation. This will be the basis for the large scale map which will be recommended as the "Official Plan".

CENTRAL-CLASSICAL SCHOOLS AND PROJECT AREA

Upon the request of the School Department a study of the Central-Classical School complex, beset by fires over the past two years, was undertaken. As the school complex is located within an active Redevelopment Project the project reuse planning was coordinated with the school planning. The existing uses in the area are

so varied as to present several special reuse problems. As a result of this a Citizens Advisory Council was set up and subsequently assisted in the formulation of preliminary plans for the area. With the assistance of the Redevelopment Agency Staff and a real estate appraiser a reuse plan for the Project was prepared. This tentative project plan includes three alternative plans for the school complex. The final decision relative to the schools is contingent on several factors, one of the more important being the extent of the federal grant available for this particular Project.

AMENDMENT TO MASTER PLAN

The proposed reuses in the Lippitt Hill Redevelopment Project Plan were not entirely in conformity with the MASTER PLAN FOR LAND USE AND POPULATION DISTRIBUTION. Specifically, the North Main Street frontage was changed from residential use to commercial use under the Redevelopment Plan. Joint meetings were held with the Redevelopment Agency and after much deliberation it was decided to amend the MASTER PLAN FOR LAND USE AND POPULATION DISTRIBUTION.

NORTH MAIN STREET RELOCATION

The upper part of North Main Street separates the Lippitt Hill Project Area from the Randall Square Project Area. As both of these are active redevelopment projects and rearrangement of street patterns is contemplated within the areas, the realignment of North Main Street would substantially lend to the cohesiveness of the projects. With this in mind studies were initiated and preliminary plans made for North Main Street's relocation.

WESTERN EXPRESSWAY

A major highway planning study undertaken this year was that involving the Western Expressway which is an extension of the Olneyville By-pass. The proposed alignment would have the Expressway starting at the end of the Olneyville Expressway and paralleling Hartford Avenue following generally along the Woonasquatucket River, then swinging westerly and slightly southerly through land which is vacant, finally picking up Route 6 beyond the Providence line.

JOINT PROVIDENCE-PAWTUCKET PLANNING

COMMISSION MEETING

An important precedent was set by the first joint meeting of the Providence and Pawtucket City Planning Commissions. At this meeting much of the discussion pertained to areas which were near the Providence-Pawtucket City Line such as North Main Street, Smithfield Avenue, the Moshassuck Valley, Hope Street, the River Drive Extension, etc. In discussing these various areas the proposed land uses on both sides of the boundary line were found to be in the same land use category which is of great importance in terms of long-range planning. Also, it was felt that when the time came for the final

planning of the North-South Freeway, which runs from North Main Street through to the Division Street Bridge, it might be appropriate for both Commissions to meet and discuss this problem.

One other inter-city joint meeting was held between the staff of the Commission and the members of the newly activated Planning Commission of Cranston. This was an exploratory meeting to discuss mutual problems and to set up ways and means of resolving such problems in the future.

It is worthy of note that these first joint meetings were small, but never-the-less positive steps toward metropolitan planning in the greater Providence area.

CONTINUING ACTIVITIES

CAPITAL IMPROVEMENT PROGRAM

The Department, in collaboration with the Finance Director, submitted to the City Council a Capital Improvement Program for 1958 through 1964 of \$22,385,995 which includes \$2,160,000 for the Water Supply Board. The total Capital Budget for 1958-1959 is \$3,652,800 exclusive of the Water Supply Board. Of this latter amount \$35,000 is to be financed from current revenue and the remainder, \$3,617,800 is to be financed from bond issues.

RECREATION

During the year five recreation areas have been referred to the City Plan Commission for study and site planning. They were the playgrounds at Gano Street, Ardoene Street and Willard Center. Also, the Eddy Street Playlot and Metcalf Field.

PUBLIC INFORMATION

The City Plan Commission continues its established policy of keeping the citizens and the various organizations of the city well informed of its operations and its proposals for the future development of the city. News coverage of planning affairs has been excellent.

APPENDIX A

Expenditures and Appropriations
of the
City Plan Department

	Expenditures	
	<u>1956-1957</u>	<u>1957-1958</u>
ITEM O		
PERSONAL SERVICES		
(Salaries)	\$ 57,649.75	\$ 70,679.75
ITEM I		
SERVICES OTHER THAN PERSONAL		
(Printing, Transportation		
Miscellaneous, Fees, etc.)	4,622.80	3,740.76
ITEM II		
MATERIALS AND SUPPLIES		
(Stationery, Office		
Supplies, etc.)	894.68	938.78
ITEM V		
EQUIPMENT	<u>2,452.92</u>	<u>1,097.93</u>
Total Expenditure	\$ 65,620.15	\$ 76,457.22
Appropriation	<u>70,979.00</u>	<u>84,130.00</u>
Balance (returned		
to General Fund)	\$ 5,358.85	\$ 7,672.78

APPENDIX B
PART I

Summary of Action on Petitions

Referred from City Council
1957-1958

Subject	City Plan Action			No Action	City Council Action				
	Total No. of Referrals	No Objection	Recom- mended Denial		In Accord with CPC Recommen- dations	Opposite to CPC Recommen- dations	Partially Approved	Died in Committee	No Action
Zoning Amendments	38	14	24		21	8 (8)*	3		6
Abandonment of Streets	16	9	5	2	10	4			2
Sale or Lease of City-owned Property	20	16	2	2	11				9
Redemptions of Tax Title Property	18	13	5		10			5	3
Miscellaneous	12	9	2	1**	5				7
Total	104	61	38	5	57	12 (8)	3	5	27

* The figures in parentheses indicate the number of petitions granted by the City Council following City Plan Commission recommendations for denial.

** This referral was improperly referred to the City Plan Commission.

APPENDIX B
PART II

Summary of Action on Referrals from
the Zoning Board of Review
through September 30, 1958

<u>Total No. of Referrals</u>	<u>No Objection</u>	<u>Recommended Denial</u>	<u>In Accord with CPC Recommendation</u>	<u>Opposite to CPC Recommen- dation</u>	<u>No Action</u>
135	94	41	96	29 (24)*	10**

* The figure in parentheses indicates the number of changes granted by the Board of Review following City Plan Commission staff recommendations for denial.

** Two petitioners withdrew application.

APPENDIX C

Reports Published

FUTURE POPULATION OF PROVIDENCE, 1945	(Out of Print)
A PLAN FOR FIELDS POINT PORT AND INDUSTRIAL DISTRICT, 1946	(Out of Print)
MASTER PLAN FOR THOROFARES, 1946	(Out of Print)
Amended in 1950	(Out of Print)
MASTER PLAN FOR LAND USE AND POPULATION DISTRIBUTION, 1946	(Out of Print)
MASTER PLAN FOR THE REDEVELOPMENT OF RESIDENTIAL AREAS, 1946	(Out of Print)
ZONING ORDINANCE, 1948, Approved 1951	(Out of Print)
MASTER PLAN FOR PUBLIC SCHOOL SITES, 1950	(Out of Print)
PARKING IN DOWNTOWN PROVIDENCE, 1950	(Out of Print)
CAPITAL IMPROVEMENT PROGRAM, 1950-1956	(Out of Print)
Supplement 1951-1957	(Out of Print)
Supplement 1952-1958	(Out of Print)
Supplement 1953-1959	(Out of Print)
Supplement 1954-1960	(Out of Print)
Supplement 1955-1961	(Out of Print)
Supplement 1956-1962	(Out of Print)
Supplement 1957-1963	(Out of Print)
Supplement 1958-1964	(Out of Print)
MASTER PLAN FOR PLAYGROUNDS AND PLAYFIELDS, 1953	(Out of Print)
RAILROAD RELOCATION, 1953	(Out of Print)
THE EFFECT OF EXPRESSWAY CONSTRUCTION ON SURROUNDING PROPERTIES, 1953	(Out of Print)
RECOMMENDATIONS FOR UNIMPROVED STREETS IN PROVIDENCE, RHODE ISLAND, 1954	(Limited No.)
INDUSTRIAL ZONING STUDY, 1954	(Limited No.)
LAND USE COMPARISON 1946-1953, 1955	(Limited No.)

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PROVIDENCE, R.I.