

The City of Providence

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

CHAPTER 1977-5

No. 64^E **AN ORDINANCE** APPROVING AND ADOPTING THE OFFICIAL
REDEVELOPMENT PLAN FOR DOWNTOWN PROVIDENCE RENEWAL

Approved February 14, 1977

Be it ordained by the City of Providence:

WHEREAS, the Providence Redevelopment Agency (hereinafter sometimes called "Local Public Agency") pursuant to the provisions of Title 45, Chapters 31-33 (inclusive) of the General Laws of Rhode Island, 1956, as amended, entitled "Redevelopment Act of 1956", has formulated and submitted to the City Council on October 1, 1976 for its consideration, as Urban Renewal Plan approved by the Local Public Agency, for an Urban Renewal Area, which said Urban Renewal Plan is entitled, "Downtown Providence Renewal" and comprises a report consisting of 24 pages of text, 1 exhibit and 3 maps; and

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

WHEREAS, the said Urban Renewal Plan concerns itself with areas which have been designated Redevelopment Areas by the City Council of the City of Providence by Chapter 103 of the Ordinances of the City of Providence, approved July 6, 1948, as amended by Chapter 69-44 of the Ordinances of the City of Providence, approved November 28, 1969, in conformity with the provisions of Section 22 of Chapter 1802 of the Public Laws of Rhode Island 1946, as amended, and Title 45, Chapter 32, Section 4 of the General Laws of Rhode Island, 1956, as amended.

WHEREAS, a copy of said Urban Renewal Plan was transmitted to the City Plan Commission on November 15, 1976.

WHEREAS, the City Plan Commission, which is the duly designated and acting official planning body for the City, has submitted to the City Council its report and recommendations respecting the Urban Renewal Plan for Downtown Providence

The City of Providence
STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Page 2

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

WHEREAS, the plan as submitted contains a finding that the area included in the proposed Urban Renewal Plan qualified as a deteriorated blighted area within the meaning of the "Redevelopment Act of 1956" as amended to date, because there exist in the area buildings or improvements, used or intended to be used for living, commercial, industrial or other purposes, which by reason of (1) dilapidation, deterioration, age or obsolescence, (2) inadequate provision for ventilation, light, sanitation, open spaces and recreation facilities, (3) defective design or unsanitary or unsafe character or condition or physical construction, (4) defective or inadequate street and lot layout, (5) mixed character, deterioration or shifting of uses to which they are put, or any combination of such factors and characteristics are conducive to the further deterioration and decline of the area and injuriously affect the entire area.

WHEREAS, a structural quality survey was conducted by Interface: Providence within the Downtown Providence Renewal Area and the results of that survey as set forth in the Urban Renewal Plan is that:

- (1) 26% of the structures have deficiencies that included serious deterioration; serious overcrowding; lack of sanitary facilities; and serious inadequacies in lighting and ventilation.
- (2) 29.8% needed no repair work; 53.1% needed minor cosmetic repairs; 14.0% needed major cosmetic repairs; and 3.1% needed structural repairs.

The Downtown Providence Renewal Area is not restricted to, nor does it consist entirely of, lands, buildings, or improvements which of themselves are detrimental, but is an area in which such conditions exist, and injuriously affect the entire area.

WHEREAS, there has also been presented to the City Council information and data respecting Urban Renewal Plans for the Urban Renewal Areas in the City of Providence including the following: Capital Improvement Programs for 1950-1956,

The City of Providence
STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Page 3

1951-1957, 1952-1958, 1953-1959, 1954-1960, 1955-1961, 1956-1962, 1957-1963, 1958-1964, 1959-1965, 1960-1966, and 1961-1967, 1962-1968, 1963-1969, 1964-1970, 1965-1971, 1966-1972, 1967-1973, 1968-1974, and the Annual Reports of the Providence Redevelopment Agency for 1948 through 1974 (inclusive); and

WHEREAS, at a public hearing held on January 3, 1977, following notice of the date, time, place and purpose of such hearing, the City Council Committee on Urban Redevelopment, Renewal and Planning duly considered the Urban Renewal Plan, and all evidence and testimony for and against the adoption of such Plan, in accordance with the provisions of the "Redevelopment Act of 1956," and

WHEREAS, said Urban Renewal Plan for the Project Area prescribes certain land uses for the Downtown Providence Renewal Area and will require, among other things, but not by way of limitation, the widening, vacation and removal of streets, the construction and installation of streets, curbing and sidewalks, grading and other public facilities and other public actions; and

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

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

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

(a) That withⁱⁿ The Downtown Providence Renewal Area:

- (1) 26% of the structures are substandard or seriously deficient or unsafe in that these structures contain serious deterioration, lack of dual egress, lack of sanitary facilities, serious inadequacies in lighting and ventilation, serious overcrowding.

(b) That within the Downtown Providence Renewal Area:

(2) There exists the following environmental deficiencies:

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

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

5. It be and hereby is found that the Downtown Providence Renewal Area requires clearance, replanning, redevelopment, and improvement and rehabilitation under the provisions of the "Redevelopment Act of 1956".

6. It be and hereby is declared to be the purpose and intent of this Body to eliminate the deteriorated and substandard conditions existing in the Downtown Providence Renewal Area and the replacement of such conditions by a well-planned area in accordance with and by the means provided in the "Redevelopment Act of 1956".

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

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

(b) The Urban Renewal Plan for said Urban Renewal Area conforms

to the general or master plan for the City of Providence as a whole.

(c) The acquisition of the real property in accordance with the said Plan for the Downtown Providence Renewal Area is in the public interest.

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

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

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

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

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

9. In enacting this Ordinance, the City Council intends to comply with the provisions of the "Redevelopment Act of 1956" which relate to adoption of an Urban Renewal Plan for an approved Urban Renewal Area so that the blighted and substandard conditions in this Urban Renewal Area can be eliminated and the Urban Renewal Area can be redeveloped in accordance with the Urban Renewal Plan to attain the public purposes and policy of the "Redevelopment Act of 1956" and thereby to protect and promote and be in the interest of the public health, safety, morals and general welfare of the people in the State as a whole and particularly the people of this City.

10. The Urban Renewal Plan for The Downtown Providence Renewal Plan consisting of a booklet containing a table of contents, 24 pages of text, 1 exhibit and 3 maps is hereby approved, adopted and designated as the Official Urban Renewal Plan for The Downtown Providence Renewal Area and is herein incorporated by reference, made a part hereof and designated as "Exhibit B".

The City of Providence
STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Page 6

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

12. In order to implement and facilitate the effectuation of the Urban Renewal Plan hereby approved, it is found and determined that certain official action must be taken by this Body.

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

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

(c) Declares that it will provide the Cost of the redevelopment of the Urban Renewal Area, and hereby allocates a cash contribution of \$500,000 representing the estimated amount of the Project Cost;

(d) Authorizes the Mayor, to convey to the Agency all of its rights, title and interest in any parcels of land or any building or structure thereon set forth in the Plan.

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

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

IN CITY COUNCIL

**JAN 20 1977
FIRST READING
READ AND PASSED**

Vincent Cespe
CLERK

APPROVED
Robert B. Carisi
MAYOR

FEB 1 4 1977

IN CITY COUNCIL

**FEB 1 4 1977
READ AND PASSED**

Robert B. Carisi
PRESIDENT
Vincent Cespe
CLERK

No.

CHAPTER

AN ORDINANCE

THE COMMITTEE ON
URBAN REDEVELOPMENT
RENEWAL & PLANNING

Approves Passage of
The Within Ordinance

Vincent V. [Signature]
Jan 12, 1977 *[Signature]*

CLERK OF THE
CITY OF
COLUMBIA

CLERK OF THE
CITY OF
COLUMBIA

CLERK OF THE
CITY OF
COLUMBIA

City of Providence



Rhode Island

Department of City Clerk

MEMORANDUM

DATE: February 1, 1977

TO: Members of the City Council

SUBJECT: Certain Ordinances*

CONSIDERED BY: City Clerk Vincent Vespia

DISPOSITION: In accordance with provisions of Rule 17 of the Rules of the City Council, 1975-1979, I submit copies of the following which were in City Council January 20, 1977, Read and Passed the First Time and were Returned for Passage the Second Time:

*An Ordinance Approving and Adopting the Official Redevelopment Plan Downtown Providence Renewal.

*An Ordinance in Amendment of and in Addition to Chapter 1973-52 of the Ordinances of the City of Providence, Approved December 24, 1973, and Entitled, "An Ordinance Approving and Adopting the Official Redevelopment Plan for West Broadway NDP Urban Renewal Area (1)".

And the following which is transmitted to the City Council with Recommendation the Same be Adopted:

*An Ordinance in Amendment of and in Addition to Chapter 1575 of the Ordinances of the City of Providence, Entitled, "An Ordinance Approving and Adopting the Official Redevelopment Plan for the Weybosset Hill Project, No. R.I. R-7".

Vincent Vespia

City Clerk

DOWNTOWN PROVIDENCE RENEWAL

EXHIBIT A

DESCRIPTION OF THE PERIMETER BOUNDARY OF PROJECT AREA

Beginning at a point, said point being the intersection of the northerly line of West Exchange Street and the centerline of Sabin Street;

thence running southwesterly along the centerline of Sabin Street to its intersection with the projected centerline of Mathewson Street;

thence turning and running southeasterly along the projected centerline of Mathewson Street to its intersection with the centerline of Fountain Street;

thence turning and running southwesterly along said centerline of Fountain Street to its intersection with the centerline of Beverly Street;

thence turning and running southeasterly along the centerline of Beverly Street to its intersection with the centerline of Washington Street;

thence turning and running southwesterly along the centerline of Washington Street to its intersection with the centerline of Aborn Street;

thence turning and running northwesterly along the centerline of Aborn Street to its intersection with the centerline of Fountain Street;

thence turning and running southwesterly along the centerline of Fountain Street to its intersection with the centerline of Empire Street;

thence turning and running southeasterly along the centerline of Empire Street to its intersection with the centerline of Chestnut Street;

thence turning and running southeasterly along the centerline of Chestnut Street to its intersection with the centerline of Pine Street;

thence turning and running southwesterly along the centerline of Pine Street to its intersection with the northerly line of I-195;

thence turning and running northeasterly along the northerly line of I-195 to its intersection with the northerly taking line of I-195;

thence turning and running northeasterly along the northerly taking line of I-195 to its intersection with the westerly shore line of the Providence River;

thence turning and running northerly along the westerly shore line of the Providence River to its intersection with the southerly line of Crawford Street;

thence running northwesterly across Dyer Street to the intersection of the westerly line of said Dyer Street to the southerly line of Custom House Street;

thence running northerly in part along said southerly line of Dyer Street and in part along the westerly line of Market Square to its intersection with the westerly line of Canal Street;

thence turning and running northerly along said westerly line of Canal Street to its intersection with the southerly line of Smith Street;

thence turning and running westerly along said southerly line of Smith Street to its intersection with the westerly line of Gaspee Street;

thence turning and running southwestwardly along said westerly line of Gaspee Street to its intersection with the northerly line of Conrail Tracks;

thence turning and running westerly along said northerly line of Conrail Tracks to its intersection with the easterly line of I-95;

thence turning and running southerly along said easterly line of I-95 to its intersection with the northerly line of West Exchange Street;

thence turning and running easterly along said northerly line of West Exchange Street to its intersection with the centerline of Sabin Street, said point also being the point and place of beginning.

STANLEY BERNSTEIN
DIRECTOR



VINCENT A. CIANCI, JR.
MAYOR

DEPARTMENT OF PLANNING AND URBAN DEVELOPMENT

40 FOUNTAIN ST., - PROVIDENCE, R. I. 02903 - TEL. 401 - 831 - 6550

January 24, 1977

Mr. Ralph Fagnoli
Chairman, City Council Committee on
Urban Redevelopment, Renewal and Planning
City Clerk's Office
City Hall
Providence, RI 02903

Dear Mr. Fagnoli:

On Wednesday, January 12, 1977, at 8:00 P.M. at your home, the City Council Committee on Urban Redevelopment, Renewal and Planning met to consider eight (8) Agenda items. An addendum to that Agenda was a proposed "Ordinance in Amendment of and in Addition to Chapter 1575 of the Ordinances of the City of Providence, Entitled, "An Ordinance approving and Adopting the Official Redevelopment Plan for the Weybosset Hill Project, No. R.I. R-7".

The above cited addendum matter related to a proposed amendment by the Providence Redevelopment Agency to the Official Redevelopment Plan deleting specific site controls that were more restrictive than the zoning code, and which, if not deleted, precluded the proposed Grace Church development of 100 units of elderly housing on Parcel 11, which is bounded by Washington, Jackson and Franklin Streets and the Chancery office building. (See attached map) After discussion, the matter was tabled pending additional information.

On January 20, 1977 prior to the City Council Meeting, Committee members Brassil, Cirelli, Merola, and you informally approved the above cited addendum item.

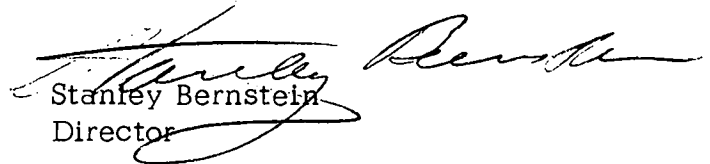
Mr. Ralph Fagnoli
Chairman, City Council Committee on
Urban Redevelopment, Renewal and Planning

January 24, 1977

It is my understanding that the Committee will report approval of the proposed ordinance at the February 3, 1977 City Council Meeting.

The Providence Redevelopment Agency, Grace Church, and this writer appreciate the positive action taken by your Committee on this matter.

Sincerely yours,


Stanley Bernstein
Director

Attachment (1):

SB:MJD

STANLEY P. BLACHER
Chairman

JOHN RAO, JR.
Vice Chairman

ROBERT J. BEVILACQUA

RAYMOND E. GRIMES

EDWARD A. SHAPIRA

EDWARD W. XAVIER

ANTHONY C. MEROLA

VINCENT PALLOZZI
Secretary

STANLEY BERNSTEIN
Executive Director



PROVIDENCE REDEVELOPMENT AGENCY

January 18, 1977

MAYOR VINCENT A. CIANCI, JR.
Ex-Officio

Mr. Ralph Fagnoli
Chairman, City Council on Urban
Redevelopment, Renewal and Planning
Office of the City Clerk
City Hall
Providence, Rhode Island 02903

RE: Downtown Providence Renewal Plan

Dear Mr. Fagnoli:

In conformance with the decision of the City Council Committee on Urban Redevelopment, Renewal and Planning as determined on the evening of January 12, 1977, the following changes should be made to the proposed Downtown Providence Renewal Official Redevelopment Plan:

1. Delete Paragraph E.1. Right-of-Way and Utility Changes on Page 18.

This paragraph provided for the reconstruction and expansion of the existing Mall and for the installation of new sidewalks, street furniture and trees within the activity area bounded by Fountain, Empire, Weybosset and Dorrance Streets. Except for that portion of the activity area between Washington and Fountain Streets, the \$4.9 Million to be provided by the Economic Development Administration under the Public Works Employment Act will fund those activities through the City of Providence.

2.a) The first paragraph under item 7 Estimated Cost of Redevelopment and Proposed Method of Financing on Page 23 should be revised by substituting \$500,000 for the \$6,000,000 set forth therein as the project cost.

DEPT. OF CITY CLERK
PROVIDENCE, R.I.

JAN 19 11 32 AM '77

Mr. Ralph Fagnoli
January 18, 1977
Page 2

- b) The second paragraph should be deleted.

The elimination from the proposed plan of the reconstruction and extension of the Mall, and the proposed site improvements for the Fountain Street area reduces the required funding to \$500,000. The \$500,000 would provide for the acquisition and demolition of the parking deck fronting Union Station and the consequential repairs and improvements to that area necessary for public safety.

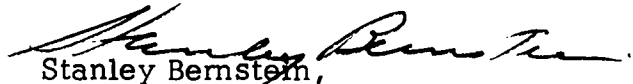
- 3) Remove Map No. 4 Site Improvements, from the Plan

The work set forth on this map within the designated activity area except for the Fountain Street Section will be developed by the City of Providence through the \$4.9 Million Public Works Employment Act funding.

It is respectfully recommended that the aforesaid changes to the proposed Downtown Providence Renewal Official Redevelopment Plan be presented to the City Council by the Committee, and that the Council also be informed of the Committee's decision that the \$5.5 Million balance to the \$6 Million reserved by the Providence Redevelopment Agency for Downtown would be held in abeyance pending the receipt of proposed amendments to the Plan for the development of the Kennedy Plaza area.

The proposed plan, including the required changes is enclosed for your information.

Sincerely yours,


Stanley Bernstein,
Executive Director

SB/rb
Enclosure

CERTIFICATE OF RECORDING OFFICER

The undersigned hereby certifies that:

1. He is the duly qualified and acting City Clerk of the City Council of the City of Providence (hereinafter called the "Governing Body") and the custodian of the records of the Governing Body, including the Journal of the Proceedings of the City Council, and is duly authorized to execute this certificate.

2. Attached hereto is a true and correct copy of a resolution, including the WHEREAS clauses, adopted at a meeting of the Governing Body held on the day of , 1977.

3. Said resolution has been duly recorded in the minutes of said meeting and is now in full force and effect.

4. Said meeting was duly convened and held in all respects in accordance with law and the by-laws of the City Council of the City of Providence. To the extent required by law or said by-laws, due and proper notice of said meeting was given. A legal quorum of members of the Governing Body was present throughout said meeting and a legally sufficient number of members of the Governing Body voted in the proper manner for the adoption of said resolution. All other requirements and proceedings under law, said by-laws, or otherwise, incident to the proper adoption of said resolution, including any publication, if required by law, have been duly fulfilled, carried out and otherwise observed.

5. If the seal appears below, it constitutes the official seal of the City Council of the City of Providence and was duly affixed by the undersigned at the time this certificate was signed. If no seal appears below, the City Council of the City of Providence does not have and is not legally required to have an official seal.

IN WITNESS WHEREOF, the undersigned has hereunto set his hand
this day of , 1977.

CITY CLERK

Revisions:

Page 18

" 23

Map 4

DOWNTOWN PROVIDENCE RENEWAL

OFFICIAL REDEVELOPMENT PLAN, 1976

PROVIDENCE REDEVELOPMENT AGENCY • PROVIDENCE, RHODE ISLAND

TABLE OF CONTENTS
DOWNTOWN PROVIDENCE RENEWAL

	<u>PAGE</u>
<u>INTRODUCTION</u>	1
A. <u>DESCRIPTION OF THE PROJECT AREA</u>	6
1. Boundaries and Location of Project Area	6
2. Physical Character of the Downtown Area	7
3. Data on Blighted and Substandard Conditions	10
B. <u>STATEMENT OF DEVELOPMENT OBJECTIVES</u>	12
1. Traffic/Transportation	12
2. Economic	13
3. Housing	13
4. Cultural/Entertainment	13
5. Restoration	13
6. Open Space	13
7. Planning	14
C. <u>PROPOSED GENERAL LAND USE</u>	14
1. Description of Predominant Land Use Categories	14
2. Planning Criteria	15
a. Type, Location and Other Uses Permitted Within Predominant Land Use Categories	15
b. Type, Location and Other Characteristics of the Internal Circulation System	16
c. Other Public Improvements and Facilities not Identified on the Proposed Land Use Map	16
D. <u>URBAN RENEWAL TECHNIQUES TO BE USED TO ACHIEVE PLAN OBJECTIVES</u>	16
1. Acquisition and Clearance	16
2. Additional Redevelopment Agency Functions	17

E.	<u>RENEWAL PLAN PROPOSALS</u>	18
1.	Right-of-Way and Utility Changes	18
2.	Zoning Modifications	18
3.	Proposed Acquisition	18
F.	<u>STANDARDS AND CONTROLS FOR LAND DEVELOPMENT</u>	18
G.	<u>OTHER PROVISIONS NECESSARY TO MEET LOCAL OBJECTIVES</u>	18
1.	Conformity to General Plan	18
2.	Method of Relocation	19
3.	Regulations to be Imposed on Developers and Other Conditions, Covenants, Restrictions and Provisions Controlling the Development and Use of Acquired Land and Improvements	19
4.	Miscellaneous Provisions	21
5.	Obligations to be Imposed on Developers	22
6.	Duration and Effective Date of Regulations and Controls	22
7.	Estimated Cost of Redevelopment and Proposed Method of Financing	23
H.	<u>PROCEDURE FOR CHANGES IN APPROVED PLAN</u>	23

EXHIBIT A:

Legal Description of the Project Boundaries

LIST OF ATTACHED MAPS:

<u>MAP NO.</u>	<u>TITLE</u>
1	Existing Land Use and Zoning
2	Proposed General Land Use
3	Proposed Acquisition
4	Site Improvements

INTRODUCTION

DOWNTOWN PROVIDENCE is an area comprised of one half-a-square mile of densely mixed retail, business, financial, institutional and recreational uses. It is the nucleus of a two state region of some twelve hundred square miles of land and compares in many aspects with other major New England cities in terms of activities and services. Downtown Providence also shares the common problems of many older major American cities, which are often complex in nature and have existed for many years due to a number of causes that range from socio-economic changes, outward mobility toward suburban areas, political indifference toward necessary change, and outright age and obsolescence of the city's core.

Downtown Providence, during the late 1940's and during the 1950's was a vibrant retail commercial district, and the center for financial and business transactions of the major professions. During this period Downtown Providence was equal to any city of its size for its entertainment, its restaurants, and its quantity and diversity of retail stores. Transportation modes were different then. The Union Station was a travel center. The Biltmore Hotel was one of many downtown hotels that were generators of activity and it was not uncommon to see the retail district bustling with shoppers during the evening hours. This was the scene in most American cities, comparable to Providence. During this period, however, times were changing, people's shopping and living habits were being altered by the automobile and the call to suburban areas outside

the City. Along with this trend came a change in retailing called the "mill or factory outlet". This was new to Providence and its surrounding cities and offered the consumer a varied degree of merchandise at "discount" prices under one roof usually in a converted industrial building with adequate parking. This fresh approach to merchandising drew the consumers' attention away from the City's retail district with its problems of parking, access, congestion and often higher prices. As this trend continued the downtown area began to lose its vitality. People were moving further away and the city was fast becoming a declining entity. Much concern was generated during the period of the early 1960's with regard to the future of Downtown Providence by both the political and private sectors.

The initial step in the solution of any problem is the definition of its cause. In the case of Downtown Providence this approach was taken by the City Plan Commission, which produced a document in 1958 entitled "Downtown Providence 1970". This plan clearly defined the problems that caused the decline of the downtown retail district and its periphery and offered various solutions including a complete reconstruction of the Central Business District. The Plan of 1970 contained excellent design and plan objectives, however, for various reasons, the major of which was economic, it was infeasible to implement the changes necessary to improve the downtown area.

As this plan was being prepared a new change was taking place

that would further hinder the rebuilding of the Downtown Area. This change was in the form of the Suburban Shopping Mall, still another form of merchandising which would ultimately draw not only the consumer from the larger cities but the major department stores as well. Unlike the "Factory Outlet" the Suburban Shopping Mall consisted of a new modern building located in a desirable open suburban area, easily accessible by automobile with more than adequate parking provided. This approach was readily accepted by the consumer and when the major retailers began to participate in this venture larger malls were developed which ultimately drew much of the retail business away from the Downtown Area. As transportation modes changed from rail to automobile and air, the Downtown Area found itself encircled by a highway system that not only isolated it, but limited its expansion and future development. Automobile traffic would now skirt the downtown area en route to suburban motels, shopping areas, and entertainment facilities. People seldom traveled by train; therefore, the Union Station and the railroad system saw a reduction in use. These were some of the problems that contributed to the decline of Downtown Providence.

Urban Renewal was an ongoing revitalization tool during this period and several projects were undertaken by the City to improve the quality of the area adjacent to Downtown Providence. One of these projects was the East Side Renewal Project to the east of the Downtown Area, which produced new and rehabilitated housing and commercial

structures, preservation of historic and architecturally valuable buildings, and a general rebuilding of a deteriorated blighted area of the city's East Side. This project is very successful and supportative rather than competitive with the Downtown Area. The other of the two major projects is the Weybosset Hill Project to the west of the Downtown Area. This project provided the vehicle for the clearance of a slum blighted area at the westerly edge of Downtown Providence which consisted of a mixture of uses incompatible with good development. The new Weybosset Hill Project land uses were instrumental in curbing the decline of the Downtown Area and serving as the catalyst for its rebirth. The Project provided badly needed new housing, office space, public open space, and entertainment facilities. During this same renewal period another venture being formulated by the City was the Railroad Relocation Project. This project, if implemented, would have included many of the "Master Plan of 1970" concepts and could have been the vehicle to rebuild and revitalize the Downtown Area.

During the time the Railroad Relocation Plan was being prepared, the construction of the Westminster Mall was completed. The Mall transformed the heavily vehicular traveled Westminster Street into a shopper's oasis of planters, benches and amenities similar to the suburban shopping malls. This was a time of great expectations for the future of Downtown Providence; however, the Railroad Relocation Plan was not to materialize due to the lack of necessary funding from the Federal Government. This was a period when renewal funds

were channeled to the neighborhoods rather than to the central cities, and curtailed Providence's effort to rebuild its Downtown Area.

Fortunately, while the business district declined during the early 1970's, the city's financial and entertainment sectors were working well; new office buildings were constructed and occupied, the new Civic Center brought new life into downtown, and many new restaurants were opened. Gradually, Downtown Providence was making the transition from a retail mecca of the 40's and 50's to a financial and cultural center of the 70's with small specialty shops catering to a limited consumer volume during peak traffic hours. Downtown Providence's change was evident to the business and political sector and the average citizen visiting the Downtown Area. Businessmen's groups were formed to revitalize and promote Downtown Providence as an attractive retail district.

Unfortunately, during this period Providence lost some of its major department stores, hotels and several smaller businesses. A change in the city's approach to renewal was necessary if Providence was to be given a new lease on life. The public is now being made aware of Providence's historic value as a Capitol City and a place of great historic significance.

Talk of restoration, rather than clearance, is common among the business and political sectors. Restoration of City Hall, the Union Station, the Biltmore Hotel, Westminster Mall, all of which

seemed impossible years ago, are in various stages of implementation and will be instrumental in the rebirth of the Downtown Area. The highway system of the 1960's that carried people away from Providence will now bring them back to a new central city that will offer entertainment, a place to live, work, play and shop, a vital heart of a Capitol City.

Funding for the new Downtown Providence will be available from various private and Federal sources. A portion of the Westminster Mall Redevelopment and the provision of financial assistance in building recycling is being undertaken with Federal funds. The restoration of the Biltmore Hotel and the Union Station will be undertaken by the private sector with Federal funding support.

Downtown Providence has hope for its future, but additional funding will be needed to carry out the proposals that are being set forth in this plan. This Plan, Downtown Providence Renewal, will be amended from time to time as necessary to implement activities within the downtown area that are essential to its rebirth. These amendments will be consistent with funds that will be made available through the Redevelopment Bond Authority and other Federal, State and local funding sources.

A. DESCRIPTION OF THE PROJECT AREA

1. Boundaries and Location of Project Area

The Downtown Area is located within the D-2 and D-9 Redevelopment Areas which have been designated by Chapter 103, an Ordinance of the City of Providence approved July 6, 1948, and as amended by Chapter 1387, an Ordinance of the City of

Providence approved December 16, 1960, and by Chapter 69-47 an Ordinance of the City of Providence approved November 28, 1969, as areas containing blight and in need of redevelopment. The Project area is bounded by the East Side Renewal Project to the east and the Weybosset Hill Renewal Project to the west. The northern boundary runs along Smith Street, westerly to Gaspee Street, and southerly to the taking lines of the proposed I-95 Interchange, continuing to its intersection with the boundary of the Weybosset Hill Project. The southern boundary is the northerly line of Interstate 195 and continuing along the westerly side of the Providence River to its intersection with the East Side Renewal Project. The boundaries of the project area have been established without regard to sex, race, religion, national origin or skin color. The boundaries of the Downtown Renewal Area are shown on Map No. 1, EXISTING LAND USE AND ZONING. A legal description of the Downtown Area boundary is attached hereto as EXHIBIT A of this Redevelopment Plan.

2. Physical Character of the Downtown Area

The following area descriptions are keyed to the sectors delineated on Map No. 2 Proposed General Land Use. The Government and Transportation Sector of the downtown area includes the city's two major land transportation facilities: The Bonanza Bus Terminal (inter-and intra-state service) and Providence Union Station, which is serviced by Amtrak (inter-state trains) and Conrail (commuter trains). Providence is

one of the major transportation stations on the northeast corridor mainline. Also included are two major surface parking lots that are used primarily by employees of the City, State, and students of the University of Rhode Island Extension Division Complex. To the southeast is Kennedy Plaza which contains the downtown area's major public green space. The Plaza is bounded by Union Station, the U.S. Post Office Annex, the Federal Building, a block of buildings which form the edge of the Financial/Office Sector, City Hall and the Biltmore Hotel. The function of these buildings make this public space an area of prime importance for the city's image and daily activity.

Adjacent to the south and east of the Government and Transportation Sector is the Financial/Office Sector, which encompasses the city's major office space concentration. This district includes high rise office structures, commercial banks and financial institutions. There are a number of surface parking lots on the eastern fringe of the area that are potential building sites.

Southwest of the Financial Sector is the Light Industry and Parking Sector. This area is largely composed of jewelry manufacturing plants, and an abundance of vacant lots which offer a great potential for new construction.

The major Retail Commercial Sector is north of the above mentioned sector and is centered along both sides of Westminster

Mall, which is a five block long pedestrian walkway. Most of the ground floor spaces within the area are occupied, although there are major vacancies above the second floor. These vacancies present an opportunity for mixed use commercial/residential development. There are also a few major vacancies on the Mall where single occupant businesses have closed. One of these buildings is undergoing rehabilitation for use as an indoor shopping mall.

A minor Entertainment Sector is adjacent to the retail area. Its primary components are the Ocean State Theatre and a major parking structure.

The adjoining Education Sector is comprised of a concentration of structures used by Johnson and Wales College and the Beneficent Congregational Church complex.

The southwest sector of the downtown area is predominantly housing and includes a number of high rise residential structures. Additional units are under construction and others are in the planning stage. A number of religious structures are located in the area, the largest of which is the Providence Diocese Roman Catholic Cathedral of S.S. Peter and Paul. The Cathedral and other diocesan structures form two edges of the newly developed Cathedral Square, which is a terminus of one end of the Westminster Mall.

Between the two parts of the Housing Sector is an area dominated by high-rise office structures containing corporate and

professional offices. The main branch of the Providence Public Library and the Police/Fire Department Headquarters Building are located in the northern corner of the Office Sector.

A concentration of entertainment facilities encompass the remaining sector of the downtown area. A new 10,000 seat Civic Center, the Lederer Theatre, several restaurants, and the soon to be renovated Biltmore Hotel form the framework of this area. Parking is concentrated within one large surface area and two multi-level parking structures.

3. Data on Blighted and Substandard Conditions

Base data was collected from a number of public and private sources but primarily from INTERFACE: PROVIDENCE. The Interface data, surveys conducted by the City's Department of Planning and Urban Development Staff, and information derived from the Tax Assessor's Office are the sources of the following statistics.

The project area totals 156.1 acres and consists of the following uses:

	<u>Acres</u>	<u>Percentage</u>
Streets	54.9	35.2
Commercial	71.7	46.0
Professional	8.0	5.1
Public	14.6	9.3
Industrial	3.7	2.3
Institutional	3.2	2.1

Of the total 368 lots in the project area, 71 or 19% are unimproved. Of the total 258 structures, 186 or 72% are commercial making this the predominant land use within the area; 26% of the structures have deficiencies that include

serious deterioration, serious overcrowding, lack of sanitary facilities and serious inadequacies in lighting and ventilation.

Based on a structure quality scale of A=Excellent, B=Good, C=Fair and D=Poor the following structure quality was determined.

<u>Building Condition</u>	<u>Number</u>	<u>Percentage</u>
A	77	29.8
B	137	53.1
C	36	14.0
D	8	3.1

The structure quality categories listed above were developed by INTERFACE: PROVIDENCE and implemented during their survey of all structures within the Central Business District. The survey was conducted between June 1974 and May 1975. The A-D categories were determined by the amount of work to be done to a structure before occupancy by a hypothetical new tenant.

The divisions are:

- A - Excellent - no work/immediate occupancy
- B - Good - minor cosmetic repairs (painting, cleaning)
- C - Fair - major cosmetic (patching, replacement)
- D - Poor - structural repair (replacement, rebuilding)

All rating determinations were made on site by members of the survey team.

The Downtown Renewal Area is a deteriorated, blighted area within the meaning of Part 45-31-8 of the General Laws of Rhode Island because there exist in the Area building and improvements used or intended to be used for commercial, industrial, professional, residential, or other purposes which by reason of 1) dilapidation, deterioration, age and obsolescence, 2) inadequate provision for ventilation, light, sanitation, open spaces and recreation facilities, 3) defective design, unsanitary or unsafe character and conditions of physical construction, 4) defective and inadequate street and lot layout, 5) mixed character and shifting of uses, 6) deterioration of site improvements and/or combinations of such factors and characteristics, are conducive to the further deterioration of the Area. The Area is not restricted to, nor does it consist entirely of lands, buildings and improvements which of themselves are detrimental, but it is an Area in which such conditions exist, and injuriously affect the entire Area.

B. STATEMENT OF DEVELOPMENT OBJECTIVES

1. Traffic/Transportation

- a) To separate traffic, as much as practically possible, into its functional parts including the separation of thru traffic from local access traffic and vehicular traffic from pedestrian traffic.
- b) To utilize the existing street pattern to the fullest extent.
- c) To improve the accessibility of Downtown Providence from all points in its region.

2. Economic

- a) To improve the retail sales volume in the Downtown Area.
- b) To increase the downtown area's contribution to total City tax revenues by attracting investments to the Project Area.
- c) To provide adequate long and short term parking for workers, shoppers and visitors.
- d) To provide development sites for appropriate new construction or open space.

3. Housing

- a) To provide an expanded residential population base through new construction or through the rehabilitation of some upper floors in existing buildings.

4. Cultural/Entertainment

- a) To strengthen those cultural, recreational and institutional services which benefit the entire region but which can only be supported in the regional center.

5. Restoration

- a) To selectively remove those structures not feasible of rehabilitation and encourage restoration of those remaining structures in an effort to enhance the historical and architectural character of the downtown area.

6. Open Space

- a) To provide expanded public open space for passive and active recreation.
- b) To create an environment that will induce people to utilize the downtown area as a place of enjoyment.

7. Planning

- a) To separate land uses into functional groupings.
- b) To add those uses which will make Downtown Providence a strong regional center and to relocate those uses presently existing which detract from this role.
- c) To provide aesthetically pleasing signs, lighting, street furniture, paving and landscaping.

C. PROPOSED GENERAL LAND USE

1. Description of Predominant Land Use Categories

The proposed land uses for the Downtown Renewal area are based upon the existing pattern of concentrations. It is the intent of the proposal to reinforce those uses which have proven their suitability through their longevity in an area.

The northern section comprises the major land transportation terminals and government buildings tenanted by federal, state and city offices.

South of the government area is the financial district which contains various corporate and institutional offices.

Jewelry manufacturing plants and surface parking lots constitute a linear area along the southwest edge of the Downtown area.

The city's retail section is centrally located within the Central Business District and is composed of a mix of size and type of retail commercial units.

A variety of entertainment facilities including, restaurants, live theatre, movie theatres and the Civic Center occupy two separate sections downtown.

Collegiate level educational facilities are being expanded at various locations downtown.

The southwestern section of the Central Business District is dominated by high rise residential structures together with religious structures of various denominations which form a small residential community.

In the center of the aforecited area is a secondary office center containing professional and service oriented uses.

The boundaries of these areas are delineated on Map Number 2 PROPOSED GENERAL LAND USE.

2. Planning Criteria

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

- (1) Standards governing the type, intensity and location of secondary or auxiliary uses within predominant land use categories are contained in the City of Providence Zoning Ordinance as amended to date.
- (2) Criteria used to determine the type, intensity and location of auxiliary uses (such as public, institutional) within predominant land use categories are:
 - (a) Demonstration that there is a need for such

a facility to serve the area.

(b) Compatibility between auxiliary use and pre-dominant land use.

(c) Economic feasibility and availability of land for provision of adequate off-street parking, loading, etc.

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

(1) Guided by the City's Master Plan for Circulation, a traffic circulation study will be undertaken for the Central Business District.

c. Other Public Improvements and Facilities not Identified on the Proposed Land Use Map:

The separation of storm and sanitary sewer systems, where necessary; site improvements required by right-of-way adjustments; and public improvements and facilities will be provided as required in support of land uses.

D. URBAN RENEWAL TECHNIQUES TO BE USED TO ACHIEVE PLAN OBJECTIVES

1. Acquisition and Clearance - The major treatment for the Downtown Urban Renewal Area is rehabilitation rather than clearance. Nevertheless, treatment through rehabilitation could be supported by acquisition and clearance in instances where there is need to:

a. Remove blighting influences, such as:

(1) Overcrowding or improper location of structures on the land.

(2) Conversions to incompatible types of uses, such as industrial uses in commercial buildings.

(3) Obsolete building types.

- (4) Detrimental land uses or conditions.
- (5) Unsafe, congested, poorly designed or otherwise deficient streets.
- (6) Other equally significant environmental deficiencies.
- b. Provide land for public facilities or improvements to such existing facilities; or
- c. Promote historic or architectural preservation.
- d. Provide land for other plan objectives.

Properties may be acquired and cleared in subsequent years after proper notice to the person, and after a public hearing.

2. Additional Redevelopment Agency Functions

Under the Provisions of the Redevelopment Act of 1956, as amended, the Agency is empowered to undertake in addition to acquisition and clearance the following redevelopment functions:

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

E. RENEWAL PLAN PROPOSALS

1. Right-Of-Way and Utility Changes

~~Right-Of-way and utility changes will take place within the designated activity area for site improvements as set forth on Map No. 4 SITE IMPROVEMENTS. These activities will consist of the reconstruction of the existing Westminster Mall, the extension of the mall from Snow Street to Empire Street and along Aborn Street to Washington Street, and the installation of new sidewalks, street furniture and trees within the designated activity area.~~

2. Zoning Modifications

Zoning changes will be proposed if required to implement objectives of this plan. These changes will be subject to the Zoning Ordinance of the City of Providence, as amended to date.

3. Proposed Acquisition

The parking deck over Francis Street fronting Union Station will be purchased and demolished. This will open up the Francis Street underpass and provide a more conducive pedestrian connection between the State House Complex and Kennedy Plaza. (See Map No. 3 PROPOSED ACQUISITION)

F. STANDARDS AND CONTROLS FOR LAND DEVELOPMENT

All development shall be controlled by applicable provisions of the Zoning Ordinance or by more restrictive controls established by this plan from time to time.

G. OTHER PROVISIONS NECESSARY TO MEET LOCAL OBJECTIVES

1. Conformity to General Plan

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

2. Method of Relocation

Businesses, families and individuals to be displaced by Agency action within the project area will have the services of the Business Relocation and Family Relocation Divisions of the City's Department of Planning and Urban Development.

3. Regulations to be Imposed on Developers and Other Conditions, Covenants, Restrictions and Provisions Controlling the Development and Use of Acquired Land and Improvements

- (a) With respect to those provisions of the Plan which exceed local law, redevelopers will be required to agree, in the event of any questions regarding the meaning of the standards and controls or other provisions of this Plan, that the interpretation of the Providence Redevelopment Agency shall be final and binding.
- (b) A report concerning the proposed sale or lease of any land acquired by the Providence Redevelopment Agency shall be submitted to the City Council at a regular or special meeting at least ten days prior to the execution of said sale or lease agreement.
- (c) The following controls of this Plan shall obligate and bind all redevelopers and their successors in

in interest, lessees or assigns. The controls, covenants, and restrictions incorporated in this Plan shall be in effect for a period of forty (40) years extending from the date of approval of this Plan by the City Council, except that the control stated in paragraph 3 below, shall run for a perpetual period of time. In addition, the following restrictive covenants or controls running with the land shall be inserted in and made an effective part of all agreements and conveyance for the disposition of any part or parcel of land in the Downtown Area to require said redevelopers:

- (1) To use and devote such real property only for the purpose and in the manner stated in the Plan;
- (2) To comply with such terms and conditions relating to the use and maintenance of real property as in the opinion of the Providence Redevelopment Agency are necessary to carry out the provision of this Plan;
- (3) To provide that at no time shall the acquisition, use, disposal or conveyance of land or improvements within the Downtown Renewal Area to or by any persons be denied, restricted or abridged, nor occupancy or possession thereof preferred, segregated or refused because of sex, race, color, creed, or nationality of ancestry.

Further, all redevelopers shall comply with all Federal, State and Local Law, in effect from time to time, prohibiting discrimination or segregation by reason of sex, race, religion, color, or national origin, in the sale, lease or occupancy of any project property;

- (4) To begin and complete the construction of improvements within a period of time deemed by the Providence Redevelopment Agency to be reasonable, subject to any provisions which may be made for the extension of the time limit with the approval of the Agency;
- (5) To comply with such terms and conditions specified by the Providence Redevelopment Agency which will prevent holding of land for speculative purposes; and
- (6) To submit to the Providence Redevelopment Agency architectural and landscaping plans and specifications, as well as any other information required by the Agency, for its approval prior to the time of transfer of title to the redeveloper to insure their conformance with the provisions of this plan.

4. Miscellaneous Provisions

- (a) Whenever the controls in this Plan restricting the use and development of areas acquired for redevelopment conflict with provisions of the Zoning Ordinance, the higher standards of this Plan, if established, or of

the Zoning Ordinance shall govern. The Providence Redevelopment Agency may, at its discretion, when it deems it advisable and in the best interest of the successful accomplishment of the purposes of this Plan, and when it is demonstrated that urban renewal objectives will not be adversely affected, waive the controls or provisions of this Plan.

- (b) The Providence Redevelopment Agency may, when it deems it advisable, file a petition with the Zoning Board of Review for variances or exceptions to the Zoning Ordinance.

5. Obligations to be Imposed on Developers

- (a) The developers, their successors in interest, lessees, or assigns shall be required, as an effective part of all agreements and conveyances for the disposition of any part or parcel of land in the downtown area, to observe all provisions of the Plan and to assure construction of all required and/or necessary improvements in conformity with the Plan within a reasonable length of time, which shall be determined by the Providence Redevelopment Agency, in its sole and absolute discretion.
- (b) Additional Regulations to be Imposed on Developers,
(See Item 3, Page No. 19).

6. Duration and Effective Date of Regulations and Controls

The foregoing regulations and controls contained in this Plan will be binding, effectively by deed or by contract

containing restrictive covenants running with the land, upon all purchasers or contractors and their heirs and assigns of the land in the area of the City of Providence, Rhode Island covered by this Plan. The regulations and controls incorporated in this Plan will be effective from the date of approval of this Plan by the City Council of the City of Providence, Rhode Island, for forty (40) years; except that the provision contained herein with respect to non-discrimination shall run for a perpetual length of time.

7. Estimated Cost of Redevelopment and Proposed Method of Financing

\$500,000

The estimated ~~net~~ project cost of ~~\$6,000,000~~ will be provided from proceeds from the sale of long-term general obligation bonds issued by the City of Providence for redevelopment purposes and by the Mayor's Office of Community Development.

~~In addition, efforts will be made to obtain funding from the Bureau of Outdoor Recreation and through the Public Works Employment Act of 1976. If such funding becomes available, it will be utilized to reduce the funds required from the sale of the City of Providence general obligation bonds.~~

H. PROCEDURE FOR CHANGES IN APPROVED PLAN

The Providence City Council at its own discretion, or upon recommendation of the Providence Redevelopment Agency, may modify this plan at any time. The City Council may at its discretion hold a Public Hearing on such proposed modification,

provided that if the Plan is modified after lease or sale by the Providence Redevelopment Agency of real property in the area, such modification shall be subject to such rights of law and in equity as the lessee or purchaser or his successor or successors in interest may be entitled to assert.

DOWNTOWN PROVIDENCE RENEWAL

EXHIBIT A

DESCRIPTION OF THE PERIMETER BOUNDARY OF PROJECT AREA

Beginning at a point, said point being the intersection of the northerly line of West Exchange Street and the centerline of Sabin Street;

thence running southwesterly along the centerline of Sabin Street to its intersection with the projected centerline of Mathewson Street;

thence turning and running southeasterly along the projected centerline of Mathewson Street to its intersection with the centerline of Fountain Street;

thence turning and running southwesterly along said centerline of Fountain Street to its intersection with the centerline of Beverly Street;

thence turning and running southeasterly along the centerline of Beverly Street to its intersection with the centerline of Washington Street;

thence turning and running southwesterly along the centerline of Washington Street to its intersection with the centerline of Aborn Street;

thence turning and running northwesterly along the centerline of Aborn Street to its intersection with the centerline of Fountain Street;

thence turning and running southwesterly along the centerline of Fountain Street to its intersection with the centerline of Empire Street;

thence turning and running southeasterly along the centerline of Empire Street to its intersection with the centerline of Chestnut Street;

thence turning and running southeasterly along the centerline of Chestnut Street to its intersection with the centerline of Pine Street;

thence turning and running southwesterly along the centerline of Pine Street to its intersection with the northerly line of I-195;

thence turning and running northeasterly along the northerly line of I-195 to its intersection with the northerly taking line of I-195;

thence turning and running northeasterly along the northerly taking line of I-195 to its intersection with the westerly shore line of the Providence River;

thence turning and running northerly along the westerly shore line of the Providence River to its intersection with the southerly line of Crawford Street;

thence running northwesterly across Dyer Street to the intersection of the westerly line of said Dyer Street to the southerly line of Custom House Street;

thence running northerly in part along said southerly line of Dyer Street and in part along the westerly line of Market Square to its intersection with the westerly line of Canal Street;

thence turning and running northerly along said westerly line of Canal Street to its intersection with the southerly line of Smith Street;

thence turning and running westerly along said southerly line of Smith Street to its intersection with the westerly line of Gaspee Street;

thence turning and running southwestery along said westerly line of Gaspee Street to its intersection with the northerly line of Conrail Tracks;

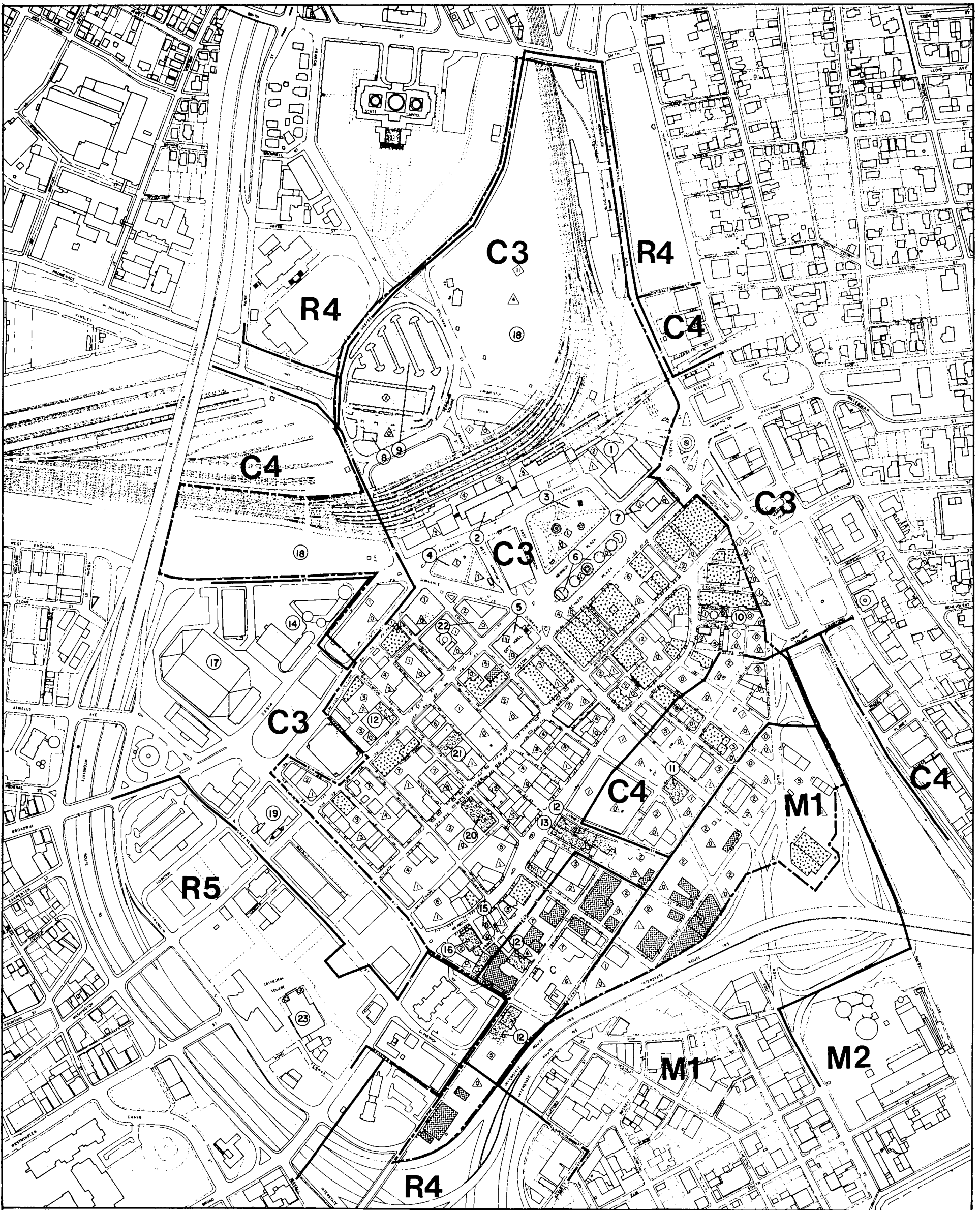
thence turning and running westerly along said northerly line of Conrail Tracks to its intersection with the easterly line of I-95;

thence turning and running southerly along said easterly line of I-95 to its intersection with the northerly line of West Exchange Street;

thence turning and running easterly along said northerly line of West Exchange Street to its intersection with the centerline of Sabin Street, said point also being the point and place of beginning.

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LEGEND

- COMMERCIAL
- PROFESSIONAL
- INDUSTRIAL
- PUBLIC
- INSTITUTIONAL
- PROJECT BOUNDARY

- ZONING LINE
- R4 MULTIPLE DWELLING
- R5 DOWNTOWN RESIDENTIAL
- C3 DOWNTOWN COMMERCIAL
- C4 HEAVY COMMERCIAL
- M1 GENERAL INDUSTRIAL
- M2 HEAVY INDUSTRIAL
- NUMBER OF BUILDINGS PER BLOCK
- NUMBER OF DEFICIENT BUILDINGS PER BLOCK
- PUBLIC & INSTITUTIONAL USES

KEY TO PUBLIC & INSTITUTIONAL USES

- | | |
|--|---------------------------------------|
| 1 - UNITED STATES POST OFFICE | 13 - ST. FRANCIS CHAPEL |
| 2 - UNION STATION | 14 - BUS TERMINAL |
| 3 - BURNSIDE PARK | 15 - ABBOTT PARK COMMON |
| 4 - CITY HALL PARK | 16 - BENEFICENT CONGREGATIONAL CHURCH |
| 5 - PROVIDENCE CITY HALL | 17 - CIVIC CENTER |
| 6 - KENNEDY PLAZA STREET DIVIDER AND BUS WAITING STATION | 18 - MAJOR PARKING FACILITIES |
| 7 - UNITED STATES FEDERAL BUILDING | 19 - PROVIDENCE PUBLIC LIBRARY |
| 8 - PROVIDENCE FIRE ALARM BUILDING | 20 - GRACE CHURCH |
| 9 - MUNICIPAL PARKING | 21 - MATHEWSON STREET CHURCH |
| 10 - CUSTOM HOUSE BUILDING | 22 - BILTMORE HOTEL |
| 11 - SCOTTISH RITE CATHEDRAL | 23 - CATHEDRAL OF S S PETER & PAUL |
| 12 - JOHNSON AND WALES COLLEGE | |

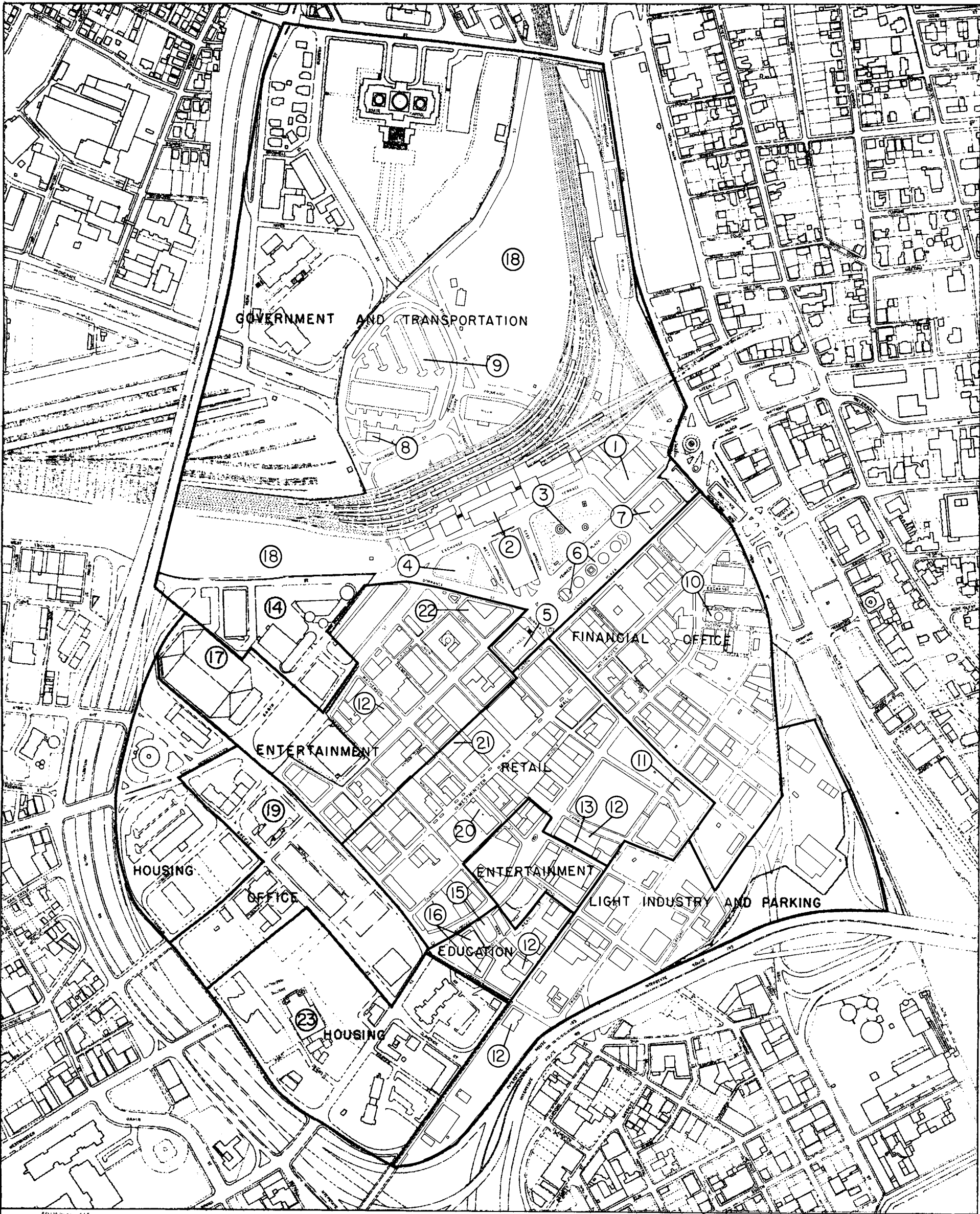
EXISTING LAND USE AND ZONING

DOWNTOWN PROVIDENCE RENEWAL

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

DATE: 9-76	SCALE: 1" = 150'	FILE NO:
REVISIONS:		MAP NO:
		STATUS:





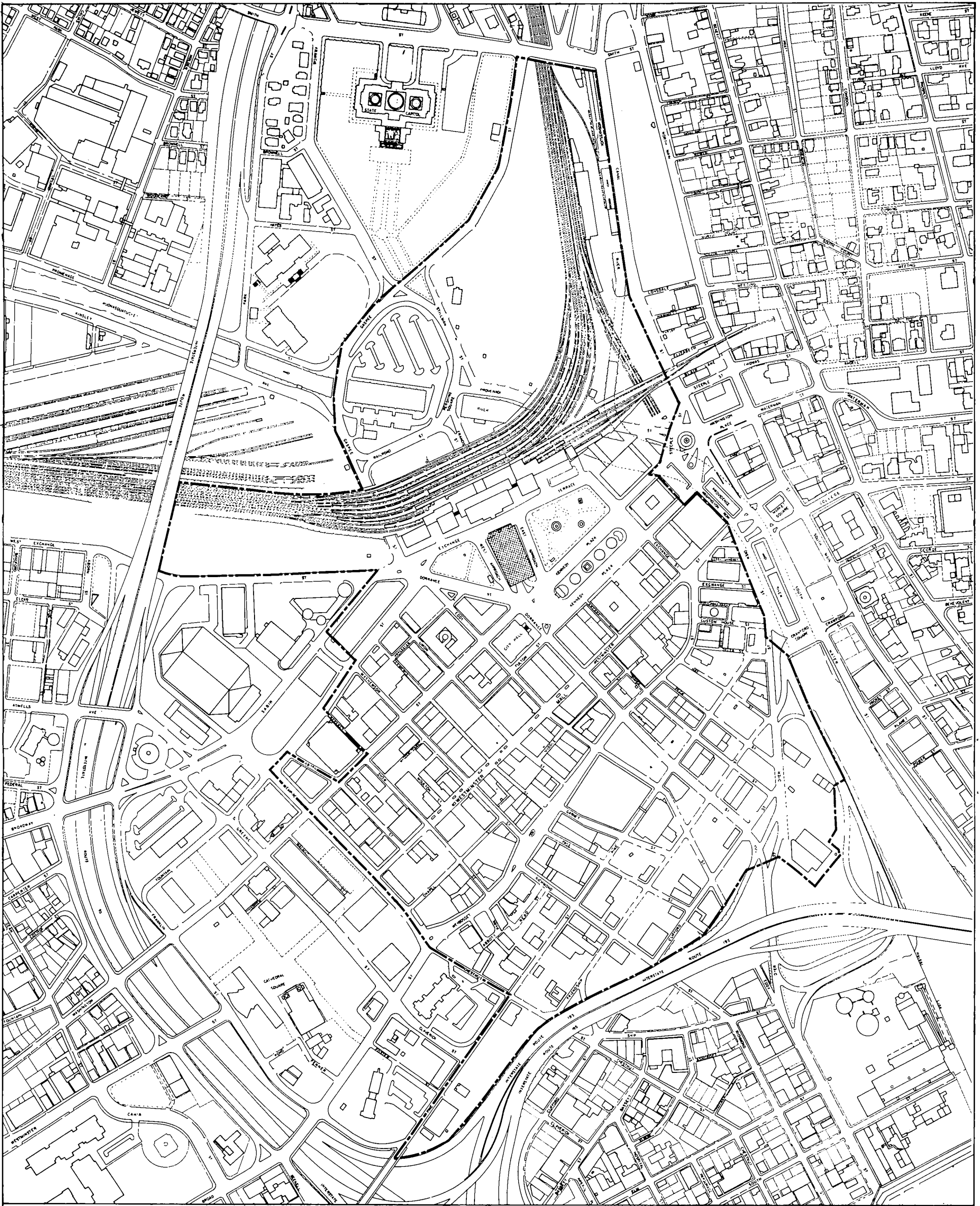
LEGEND

- PROPOSED GENERAL LAND USE BOUNDARY
- AREA EXCLUDED FROM PROJECT

KEY TO PUBLIC & INSTITUTIONAL USES

- 1 - UNITED STATES POST OFFICE
- 2 - UNION STATION
- 3 - BURNSIDE PARK
- 4 - CITY HALL PARK
- 5 - PROVIDENCE CITY HALL
- 6 - KENNEDY PLAZA STREET DIVIDER AND BUS WAITING STATION
- 7 - UNITED STATES FEDERAL BUILDING
- 8 - PROVIDENCE FIRE ALARM BUILDING
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- 21 - MATHEWSON STREET CHURCH
- 22 - BILTMORE HOTEL
- 23 - CATHEDRAL OF SS PETER & PAUL

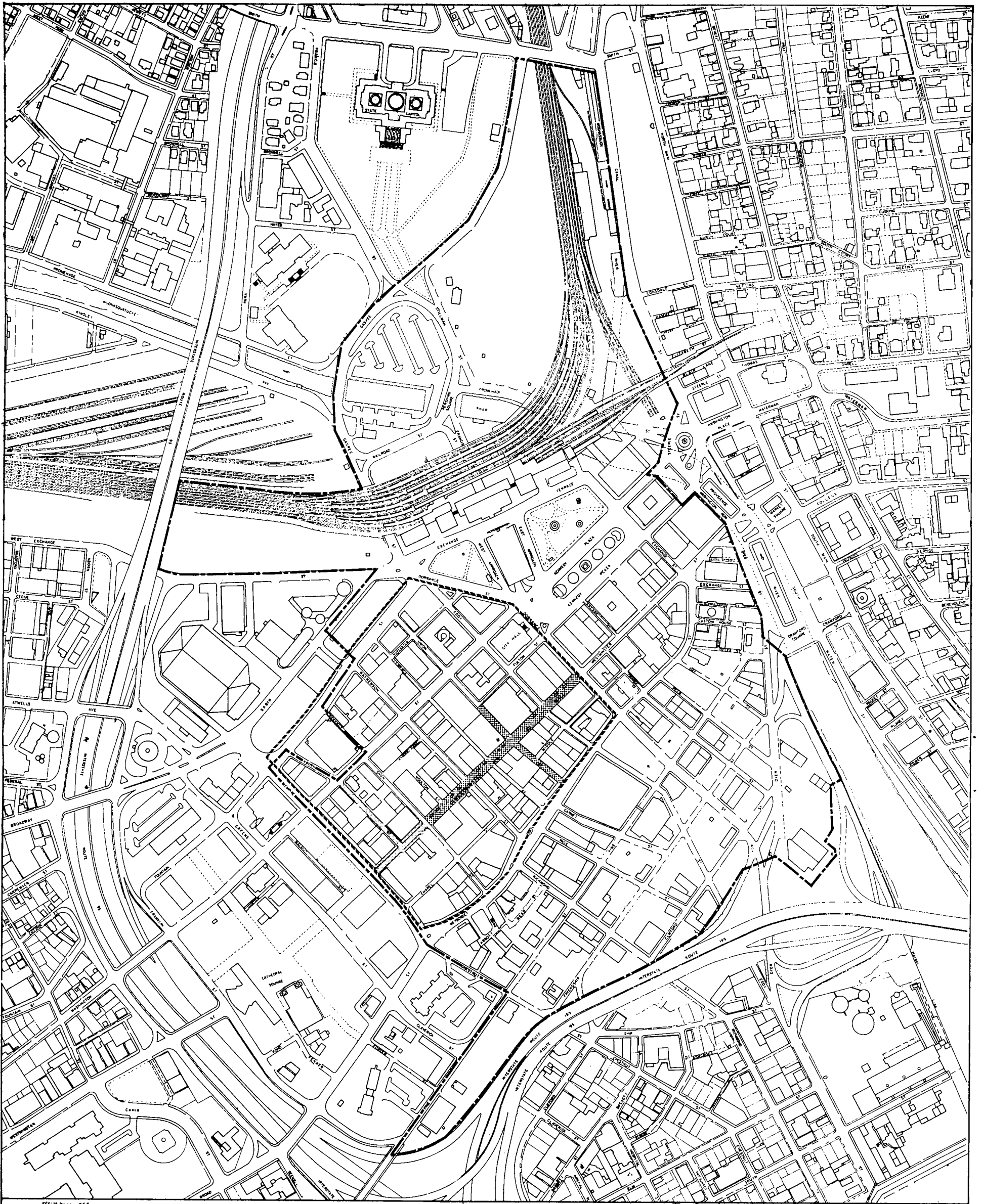
PROPOSED GENERAL LAND USE			
DOWNTOWN PROVIDENCE RENEWAL			
DEPT OF PLANNING AND URBAN DEVELOPMENT CITY OF PROVIDENCE, R.I.			
DATE: 9-76	SCALE: 1" = 160'	FILE NO.	
REVISIONS		MAP NO.	2
		STATUS	



LEGEND

- PROJECT BOUNDARY
- ▨ PROPERTY TO BE ACQUIRED (STRUCTURE ONLY)
- PROPERTY NOT TO BE ACQUIRED

PROPOSED ACQUISITION			
DOWNTOWN PROVIDENCE RENEWAL			
DEPT OF PLANNING AND URBAN DEVELOPMENT CITY OF PROVIDENCE, R.I.			
DATE: 9-76	SCALE: 1" = 160'	FILE NO.	
REVISIONS	↑ N	MAP NO.	STATUS
		3	



LEGEND

- PROJECT BOUNDARY
- EXISTING MALL TO BE REBUILT
- NEW MALL TO BE CONSTRUCTED
- ACTIVITY AREA FOR SITE IMPROVEMENTS

SITE IMPROVEMENTS			
DOWNTOWN PROVIDENCE RENEWAL			
DEPT OF PLANNING AND URBAN DEVELOPMENT CITY OF PROVIDENCE, R.I.			
DATE: 9-76	SCALE: 1" = 160'	FILE NO.	
REVISIONS:		MAP NO.	STATUS:
			4

STANLEY BERNSTEIN
DIRECTOR



VINCENT A. CIANCI, JR.
MAYOR

DEPARTMENT OF PLANNING AND URBAN DEVELOPMENT

40 FOUNTAIN ST., - PROVIDENCE, R. I. 02903 - TEL. 401-831-6550

January 20, 1977

Mr. Vincent Vespia
City Clerk
City Hall
Providence, Rhode Island

Dear Mr. Vespia:

Enclosed is a transcript of the Public Hearing that took place on January 3, 1977 before the City Council's Committee on Urban Redevelopment, Renewal and Planning. This hearing was held in conjunction with the Downtown Providence Redevelopment Plan.

Very truly yours,

A handwritten signature in dark ink, appearing to read "John D'Antuono", is written over a horizontal line.

John D'Antuono
Project Supervisor

JD'A/cd
enc.

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

RE: PROPOSED DOWNTOWN PROVIDENCE RENEWAL OFFICIAL
REDEVELOPMENT PLAN

Public Hearing to present the Providence
Redevelopment Agency's proposed Downtown Providence Renewal
Official Redevelopment Plan to the City Council's Committee on
Urban Redevelopment, Renewal, and Planning held on Monday,
January 3, 1977 in the Council Chambers, Providence City Hall,
Providence, Rhode Island at 8:00 p.m.

APPEARANCES

Ralph Fagnoli Chairman
Carolyn Brassil Council Member
Vincent Cirilli Council Member
Anthony Merola Council Member
Timothy Ahern Council Member

CALLAGHAN REPORTING SERVICE

THE CHAIRMAN: The Clerk will call the
roll.

THE CLERK: Councilman Fagnoli.

MR. FAGNOLI: Here.

THE CLERK: Councilwoman Carolyn Brassil.

MS. BRASSIL: Here.

THE CLERK: Vincent Cirilli.

MR. CIRILLI: Here.

THE CLERK: And Anthony Merola.

MR. MEROLA: Here.

THE CLERK: Timothy Ahern.

MR. AHERN: Here.

THE CHAIRMAN: We have a quorum. Before
I give anybody a chance to speak, I would like to introduce the Executive Director of the Providence Redevelopment Agency, Mr. Stanley Bernstein, to say a few words.

MR. BERNSTEIN: My name is Stanley
Bernstein and I am the Executive Director of the Providence
Redevelopment Agency.

The purpose of this Public Hearing is to
present the P.R.A.'s proposed Downtown Providence
Renewal Official Redevelopment Plan to the City Council's

Committee on Urban Redevelopment, Renewal, and Planning; and to have that presentation made at this Public Hearing wherein proponents and opponents would have the opportunity of expressing their views to the Committee on the proposed plan. The Committee would then evaluate the plan presented at this hearing; would consider the positions taken by public and private groups and persons; and would, after deliberation, recommend its approval of the plan as presented or as modified, or its rejection to the City Council.

Those of us who were residents of the City of Providence, and those of us who worked and shopped in the City in the late 40's and 50's remember the Downtown area as a vibrant regional retail commercial district, and the State center of finance, business, hotels, professions, entertainment, transportation, and specialized services. During that time our Downtown area was comparable to any of its size in the country, and provided the economic for public, residential, commercial and industrial expansion.

During the 60's and early 70's, the Downtown's of american cities were subjected to a

change in the shopping and living habits of its populous -- the automobile felicitated the movement to suburban shopping centers and discount chain stores. These retail centers thrived at the expense of Downtown.

Westminster Mall, one of the first of its kind in the country, was constructed in 1965 in an attempt to halt Downtown deterioration and to spur growth and expansion within its confines. However, its limited success was shortlived and it was unable in and of itself to curve the vacancies which followed.

The Weybosset Hill Urban Renewal Project in the late 60's was intended to be the catalyst for the revitalization of the Downtown area. It provided for the renewal of the southwesterly portion of the Downtown area with the Majestic Garage, the Civic Center, the new bus terminal, the Holiday Inn, the new Welfare Building, Cathedral Square, Empire Park, new office buildings, the travel center, and will provide over one thousand new residential units when completed.

The East Side Urban Renewal Project along

the westerly border of Downtown, has provided new residential and commercial buildings, the Marriot Inn, and has stimulated a rehabilitation and restoration of effect that has been nationally acclaimed. The Railroad Relocation Project was proposed by the Providence Redevelopment Agency to implement the City's Downtown Master Plan for 1970, and would have provided Federal Funding to renew the heart of the Downtown area. However, the shortage of Federal funds and the subsequent direction of all available funding into small neighborhood projects precluded approval of the Railroad Project.

The termination of all new Urban Renewal activity came into being with the Community Development Act of 1974, wherein cities would be provided funding based in part upon past Urban Renewal activity and demographic data.

Public Hearings were held on the first and second years Community Development Program; and the Citizens Advisory Committee, as a result of those hearings recommended programs to the Mayor which satisfied neighborhood needs. A minimum of funding was

designated for Downtown to develop a design concept for Westminster Center, and a proposal to reconstruct and extend Westminster Mall; to undertake an economic analysis and traffic study; to develop a design concept for Kennedy Plaza; and to provide for the recycling and storefront improvements of Downtown buildings. The successful contiguous Weybosset Hill and East Side Renewal Projects, the Mayor's office of Community Development funding support, and most important of all the Mayor's commitment to the revitalization of Downtown and his positive actions relative to that commitment, has stimulated new private and public interest and investment.

The Outlet Company will spend up to four million within the next two years for interior and exterior improvements.

Johnson & Wales College has expanded into the vacant Gladding's Building.

The Union Station multi-million dollar public and private development is imminent.

The Shepard Store has been purchased and will be

developed in part as a shopping arcade.

Providence's selection as one of the five city's by the Federal Urban Mass Transit Administration for an ARZ study can result in Federal Grants within Downtown of more than one million.

A new Federal Building and a new State Court complex may be realized.

Numerous Downtown buildings are being restored for office and retail uses.

For the past thirty years American Downtowns have been at war with its own suburbs, fighting to keep its business and middle income residents, and there now are indications that the suburbs are on the defensive. They have attracted so many businesses, so many people, that they are beginning to suffer the indignities of traffic jams, smog, escalating taxes and land costs. They even have developed suburbs of their own. Downtowns can now compete with these suburban centers, perhaps not as regional shopping centers, but certainly as a center of specialty shops and entertainment facilities catering to office workers, students, its urban population, and suburbanites. Providence has the

unique opportunity to realize its goal of revitalized Downtown. Expressed and displayed public and private interest and investment, and a national trend back to the City's Downtown areas must be exploited. The City of Providence, through its Mayor, must, and has taken, and maintained a leading planning and financial roll in the development of its Downtown area. It is in that light that the Downtown Providence Renewal Project is proposed this evening at this Public Hearing.

Some months ago, the Mayor asked the Providence Redevelopment Agency to reserve six million of its Bonding Authority for an Urban Renewal Project within the Downtown area, and to become the vehicle for further development within the Downtown area by utilizing the powers given it by enabling legislation.

The Plan subsequently developed by the P.R.A. and presented this evening defines a project area that is bounded by the Moshassuck and Providence Rivers on the east, and the Weybosset Hill Project on the west. The northern boundary runs along Smith Street westerly to Gaspee Street and then southerly along the Weybosset Hill Project boundary to the I 95 interchange.

The southerly boundary is along I 95 and the Providence River to its intersection with the East Side Project.

The project is located within the D-2 and D-9 redevelopment areas, which were designated by City Council Ordinances as areas containing blight and in need of redevelopment, and qualifies as a deteriorated, blighted area within the meaning of 45-31-8 of the General Laws of Rhode Island.

The Plan proposes: economic, planning, and development objectives related to traffic, parking, and transportation; housing; cultural and entertainment; restoration; open space; new construction; and public improvements.

The Plan sets forth planning criteria and urban renewal techniques to be utilized to achieve Plan objectives, and those powers of the P.R.A. in addition to acquisition and clearance.

The Plan specifically proposes the acquisition and demolition of the parking deck over Francis Street fronting Union Station to open up the Francis Street underpass and to provide a more conducive

pedestrian connection between the State House complex and Kennedy Plaza. It also proposes the reconstruction of the existing Westminster Mall, the extension of the Mall from Snow Street to Empire Street and along Aborn Street to Washington Street and the installation of new sidewalks, street furniture and trees within a designated activity area bounded by Dorrance, Fountain, Empire, and Weybosset Streets.

The estimated project costs is set forth in the Plan at six million dollars to be provided from the P.R.A.'s Bonding Authority, and it is cited that funding will be sought through Community Development, BOR, and the Public Works Employment Act of 1976 to reduce the City's cost.

The recent approval of 4.9 million dollars for the development of Westminster Center by the Economic Development Administration under Title I of the Public Works Employment Act will be utilized by the City of Providence for the reconstruction and extension of the Westminster Mall.

When these funds are made available, the Providence Redevelopment Agency will have to

determine whether to propose an amendment to this Plan to delete the 4.9 million dollars or to designate these funds in total or part for other areas within Downtown. It may well be necessary to designate these funds for the Kennedy Plaza area to provide the necessary public amenities for pedestrian and transportation linkage to the new Union Station Development, the bus terminal, Biltmore Hotel, City Hall, and Westminster Center, and to provide those additional public amenities which will make the plaza a public attraction and a magnet for further development within the Downtown area.

The U S A is and will remain preponderantly urban. And the Downtowns will continue to exist in the heart of those urban concentrations. Whether our Downtown will be successful, or not, depends in large upon the City's commitment. Approval of the Plan presented this evening is a financial commitment of the City to the revitalization of its Downtown and is deserving of your support and approval.

THE CHAIRMAN: Thank you Mr. Bernstein.
Mr. Clerk, will you call the first speaker.

THE CLERK: Mr. James F. Reynolds.

MR. REYNOLDS: James F. Reynolds, my home address is 158 Woodward Road, Providence. Mr. Chairman, members of the City Council on the Committee on Urban Redevelopment Renewal, and Planning. I am here tonight to represent myself as an individual and the Building Owners and Managers Association of Greater Providence. I have a communication from the former group which I would like to read to you Mr. Ralph Fargnoli. It reads: Mr. Ralph Fargnoli, Chairman-Committee on Urban Redevelopment, Renewal and Planning, City Hall, Providence, Rhode Island 02903, Dear Mr. Fargnoli: The Building Owners and Managers Association of Greater Providence representing an investment of approximately four million square feet and evaluation of more than seventy million dollars, want to make your Committee aware of our support of the Urban Renewal Plan for Downtown Providence.

We note that you have scheduled the Public Hearing for January 3rd as a prerequisite to the approval and securing of necessary funds for the project. It is our assumption that the hearing is being held to

seek approval for the entire Plan, so action can get under way as soon as possible.

Our BOMA membership is convinced that the insurance of our investment and the revitalization of Providence is possible through the total co-operation and concern of our City Government, the citizenry, and the business community. Sincerely, James F. Reynolds, President.

Also, Mr. Chairman, and members, I would just like to make a few other comments. I consider the acquisition of the parking deck over Francis Street and its demolition as a step forward to the revitalization of Downtown Providence. Think the reconstruction of Westminster Mall is badly needed. Think, also, that the extension of the Mall through Empire Street and the lateral extension to Aborn Street from Westminster Street to Washington Street is also needed. This is an important City contribution to the revitalization of the Downtown area. Much private investment has been made and will continue to be made if such a renewal program will become actualized. I am sure there will be more investment from the private sector, such as we are

experiencing on South Main Street, which will be directly connected with the needs, the health, and the refurbishing of Downtown in order to maintain the competing viability.

As it has been in the past, the City's investment in the Plan of renewal has been returned to the City many fold as increased tax income. If you take a look at all of the plans for renewal projects to date, that will bear me out. We believe that the Downtown is the hub and the heart of the City. We strongly endorse the Plan and recommend its approval.

THE CHAIRMAN: Thank you Mr. Reynolds.

THE CLERK: Mr. Harris Arnold.

MR. ARNOLD: Harris W. Arnold, 100 Washington Street, Providence. I am a taxpayer and I own property at 100 Washington Street. 120-130 Washington Street in the City of Providence. I am also a member of the Building Owners and Managers Association of Providence but I speak for myself. As a small property owner of fifteen-thousand square feet, I would like to make this statement. We stand in the crossroads

of some eighty million dollars to be set in motion for use in the Downtown area. Most of this money is from the private sector. I am speaking of the million more and various projects that are planned for the Downtown area as listed in the paper on Sunday. Retailers and property owners in my humble fifteen-thousand square feet over the past fifteen years, have invested more than one-thousand dollars in renovations of their businesses and in the property. On top of this, they have invested another one-hundred thousand dollars in taxes to the City of Providence. Today, I feel the City Council should join on the bandwagon with the private sector in wholeheartedly supporting the revitalization of Downtown.

Years ago I recall hearing that some thirty-nine percent of the tax support for the City of Providence was derived from the Downtown area. Today, this is somewhat lower figure than that because of the moveout of many businesses. If we are going to stabilize this situation and indeed, hopefully, the revitalization would take a load off the other areas and commune with the outside in the Downtown area, then it is necessary

that we make an investment or reinvestment in the Downtown area. I ask for the wholehearted support for revitalization for the Downtown area.

THE CHAIRMAN: Thankyou.

THE CLERK: Levon Charlson.

MR. CHARLSON: Levon F. Charlson, 15 Lisa Lane, Warwick. Mr. Chairman and members of the Committee of the City Council. This is the statement of Levon F. Charlson, President, Outlet Department Store Division, for the Providence Redevelopment Agency Public Hearing on January 3, 1977, on the proposed Downtown Providence Renewal Plan. The statement is as follows:

The Outlet Company is obviously in favor of redeveloping Downtown Providence. Our commitment of private funds to rehabilitating our properties on Dorrance, Pine, Garnet, and Weybosset Streets makes that clear, as does our recent purchase of the Masonic Temple Building.

Our only concern is that of a Taxpayer who wants public redevelopment funds expended on Downtown retail areas that have a chance for success.

In our opinion because of the location of the Outlet Company complex and the prospective rehabilitation of the Union Station and the Biltmore Hotel, it is clear that the retail access in Downtown Providence will be the north-south along Dorrance Street, and not east-west along Westminster Street. Any substantial expenditure of funds in developing Westminster Mall as a retail complex should receive careful study.

We obviously approve the award of six million dollars for Downtown Providence, but we raise a strong hand of caution as to where and how that money is spent. We believe the retail area access Downtown will prove to be generally bordered by Dorrance Street, Pine Street, Union Street, and Washington Street, with that area connected to Union Station by the Biltmore Hotel redevelopment, and a redesigned Kennedy Plaza. That is where the money should be spent.

The Outlet Company offers to consult with the City, or any of its agencies, at any time, and to make available to them whatever research we have internally. We obviously question the stated assumption in the Official Redevelopment Plan of 1976 that Westminster

Mall can be restored to a major retail center, whether covered or not.

THE CHAIRMAN: Next speaker.

THE CLERK: H. LeBaron Preston.

MR. PRESTON: Mr. Chairman, members of the City Council my name is H. LeBaron Preston. I reside at 251 Olney Street. I am here, speaking for the Providence Citizens' Lobby. I have with me tonight a letter which I would like to read to the Committee on Planning and Urban Renewal from the Downtown Task Force of the Providence Citizens' Lobby. The Providence Citizens' Lobby enthusiastically supports the adoption of the Downtown Renewal Plan which designates the Central Business District of Providence as a renewal area. We urge that six million dollars be used for its upgrading and historical preservation. While endorsing this generalized plan, we request that all more specific plans be presented for public review as they are drawn up prior to approval and implementation. The Task Force of the P.C.L. has selected five specific Renewal Projects in the Central Business District which we support as

top priority in the allotment of the six-million dollars.

These projects are as follows:

1. The Lobby recognizes Kennedy Plaza as the critical area for renewal. A potentially magnificent city space, it should serve as setting for our restored City Hall, Biltmore, and Union Station.

2. We support the Union Station Redevelopment Project and feel that the escaping of a strong pedestrian walkway from Union Station via Shepard's to the Outlet Company is imperative. The extension of the Union Street Mall from Washington Street to Union Station would provide the needed visual and practical link between the projects.

3. Getting to and around Downtown Providence by car is now difficult and confusing. It can only get worse as economic revitalization progresses. To insure the physical functioning of both Kennedy Plaza and Westminster Center, P.C.L. stresses the urgency of an easy flow of traffic from Interstates 95, 195, and Route 6 into and from the perimeter of the Central Business District. We ask for the immediate implementation of the simplest and most direct means of making the

refurbished Downtown highly accessible to a newly attracted public.

Specifically; a) a unified, logical traffic flow encircling the Central Business District, b) direct access to perimeter parking associated with the major retail areas, c) a clear, directional signage system for motorists, pedestrians and bus-users.

4. We urge the City to acquire land for adequate parking on the perimeter of the Central Business District and to prevent the intrusion of more parking lots into the City core.

5. Since P.C.L. believes the Downtown is for people and that people make the Downtown, we stress the need for more local color and fun. Four specific recommendations are: a) that the creation of the Trinity Mews be facilitated. b) that a weekend farmer's market be set up on the north side of Exchange Place. c) that the park department's proposal for Market Square be implemented as a beginning link between the South Main Street Renewal Project and the Downtown Renewal District. d) that two percent of the six million funds be marked (and matched by economic,

cultural, and private sectors) for Public Arts in Downtown Providence.

I would dwell for a moment, if I may, on the issue of access to the Downtown. One of the points that the report makes and that Mr. Bernstein makes that is most effective as one of the reasons for the decline in the Downtown has been the ability of suburban shopping malls to offer very easy access and a clear route in to them. Further witnesses by the signs on the Interstates around the malls in Warwick and plenty of parking and you don't have to hunt around to find a parking space. Think anyone remembers when they first drove into Downtown Providence. We remember it as a confusing and even mystifying experience when it seemed like the whole Downtown was visible from almost any point when we were coming into it.

We feel very strongly, not just another traffic study, but immediate action to be taken in order to get off the Interstate and into a parking area close to where we would like to end up without having to demonstrate an advanced ability in urban navigation to do so. Thank you. That's all I have to say. I would

leave a copy of this letter with the Committee, if I may, and would like to thank you for the opportunity of speaking tonight.

THE CHAIRMAN: Thankyou.

THE CLERK: Deborah D. Neu.

MRS. NEU: Mrs. Neu, 17 Halsy Street.

I am here this evening to speak in my capacity as the Executive Director for the Providence Preservation Society. On behalf of the Providence Preservation Society, I would like to express strong general support for the 1976 Downtown Providence Renewal Plan and the expenditure of six million dollars to implement that Plan which is supported by business and based on the assumption that more specific plans will later be presented for public review and public discussion.

A new Downtown Providence will only be possible through collateral efforts of the public and private sectors. Throughout America, our older cities have been brought back to life through public leadership and public commitment most drastically in cities such as Boston, Philadelphia, and Seattle where public agencies have encouraged and supported imaginative private invest-

ment. You are aware, I am sure, that the City of Boston has committed in excess of six-million dollars to the acquisition of simply building and land. The project would not have been possible without public commitment. I do know that the Nathanael Hall Project was described by the American Press as one of the greatest American Urban experiments. Similar projects can and should happen in Providence, Rhode Island.

Let me focus for a few minutes on a few issues in the Renewal Plan - Rehabilitation as opposed to demolition and new construction should be a first priority, wherever feasible. Last year in a series of workshops that we had, we brought in planners and developers from other cities to discuss how their city has addressed similar adaptive use projects and Providence can and should focus on those challenges too.

In addition the appropriate tax incentives must be addressed as part of the public's commitment on renewal for the Downtown area as must the mixed use of residential and industrial as well as commercial in the Downtown area.

There has been some discussion as to the needs of the neighborhood in relation to the Downtown. In conclusion I would just like to say that the Downtown is a neighborhood. The Downtown is a neighborhood for all the residents of the City of Providence and they will all benefit from the Proposed Renewal and passage of the very important plan and thank you for listening to my views.

THE CHAIRMAN: Thankyou.

THE CLERK: Harvey Kaye.

MR. KAYE: Harvey Kaye. I wish to address the Chairman and the members of the City Council. I come as a small businessman who coincidentally happens to own two stores -- as a matter of fact they are also in the malls. I heartily endorse the Providence Redevelopment Plan. However, I have to get down to some specifics when you say that you are going to rebuild Union Station and have the traffic flow for pedestrians. You know, all the way over to Dorrance Street to the Outlet Company. I don't think the people will stop at Union Station and walk to the Outlet Company and then walk back to the Union Station. Many many customers not only park right

outside your door, but wait in line to park in a space ten, fifteen feet closer than somewhere else. The public is lazy and will not walk from one place to another merely to park in an area that is assigned for it -- that we have provided for the Downtown's center retail establishment and seems to be the trend toward moving all establishments down toward the Kennedy Plaza.

That in principle -- have nothing against -- but how are the people going to get from Kennedy Plaza, from there, and get in their car and drive and go to the various places that they want to go? I do not think they will walk these distances. Find the public is generally inclined to use their cars instead of walking.

I also would like to talk about police protection in the City of Providence. Having discussions with Mr. Fagnoli.

Everything being equal, it is our opinion, having had stores in Warwick Mall and Midland Mall and Downtown Providence, I also find many a time when we get a call for a specific item in our store, I purposely say we have it in the Downtown store for sure but maybe we have one at the Mall store. The next day after, I

call my Mall store. Did such and such a customer come in? Went to the Mall store instead of Downtown Providence.

We had a compact city and a compact state it is just as easy to go from the East Side of Providence to the Warwick Mall and just as quickly to get to the East Side of Providence to anywhere else to shop for whatever they want. Unless we make it easy for them, we can not compete with the Malls. That is unfortunate. I stress that the plan should be given very serious thought, parking, easy parking. People movers -- everybody is talking about people walking from Empire Street to Union Station to the Outlet Company, I do not see this. Given an article, printed in one of the menswear publications, and it makes note of it. Discuss with you people later on.

Visit a City like San Francisco. There's a reason to go downtown there and in the City of Los Angeles; take the City of Boston and even South Main Street. Going -- won't even go the length to shop, for one to walk to Mathewson Street, where I have my Squire Shop, and walk back. Like in Miami Beach they have the bus and in San Francisco the trolley cars which

is quite elaborate and obviously we can't afford that. I think the land use is very important and we should be able to find out where we can condemn certain areas of property that are no longer on use on the outskirts of the City and have a large parking area where every five to ten minutes given free trips to the City. When you drive to the City on Route 95, 195 or any other main highway, you see the free parking and quick access to the center of the City and back and see that we have the needed police protection and from the private sector. Thank you for listening to me and that is it.

THE CHAIRMAN: Thankyou.

THE CLERK: Clinton Wynne.

MR. WYNNE: I am Clinton H. Wynne of 5 Angell Court, Providence. Vice President of Hospital Trust National Bank and I am here at the instructions of Mr. Woodbridge, the President of Hospital Trust Corporation. I have a letter from Mr. Woodbridge. I would like to read it to you, Mr. Chairman, if I may.

Mr. Ralph Fagnoli, Chairman, Committee on Urban Redevelopment, Renewal and Planning of the Providence City Council, City Hall, Providence, Rhode

Island 02903, Dear Mr. Fargnoli;

In my capacity as President of Hospital Trust Corporation, parent of Rhode Island Hospital Trust National Bank, the Washington Row Company and the Hospital Trust Leasing Corporation, all headquartered in Downtown Providence, I am acutely aware of the importance of the hearing your committee is conducting this evening. Implementation of redevelopment, renewal and planning for Downtown Providence is, in my mind, essential to the overall growth and well being of our city.

Hospital Trust has substantial recent investment in Downtown Providence in the thirty-story Hospital Trust Tower and in restoration and renovation of our former banking office and building at fifteen Westminster Street. If that confidence in the City in Providence is to innure to the benefit of Downtown Providence, it is imperative other parts of our City be renewed through sound planning and the co-operative efforts of City Government, our citizenry, labor, industry, and business community.

We support reconstruction and extension of the Westminster Mall, along with acquisition and

demolition of the Francis Street parking deck and overall improvement of the Kennedy Plaza area. We believe these and other revitalization efforts planned for Downtown Providence would prove to be significant contributions to the economic growth and development of our City.

Yours very truly, Henry S. Woodbridge, Jr. I would like to leave this letter with you for the record. Thank you.

THE CHAIRMAN: Thankyou.

THE CLERK: Barry Schiller.

MR. SCHILLER: Gentlemen, thank you for the opportunity to speak. My name is Barry Schiller at 69 Barnes Street in Providence, Chairman of the Transportation Committee for Ecology Action for Rhode Island.

We too in general support this plan. You know, ecology has to do with the interrelationship between things. Certainly if one gets an alive and vibrant City, one helps other goals such as smog and urban sprawl, but the aspect of the plan that I want to talk about most is transportation.

I deplore the need, never ending emphasis on parking the automobile against good interrelationships and never ending emphasis -- remember the difficulty with

the oil tanker that was tied up -- while they are necessary, Providence has this air pollution problem that will probably require transportation controls because the air quality does not meet the Federal Standard.

We haven't gone the route of actually what percentage it is, but I believe it is more than forty percent of the land area already devoted to cars -- paved over the Providence River, paved over behind the State House and Union Station and I am distressed to hear of tearing down more buildings to get more parking. In spite of all this, the general feeling, and I believe it is something intrinsic to the Downtown; that it can never overcome, never be enough convenient parking in spite of all these efforts. Also something intrinsic to the system and want to pursue even further, I would say, obviously, there must be some parking. I want to say that a tremendous effort should be made to encourage, to make it attractive to the public sector more attractive over the malls, would be for public transportation, access to converge on the Downtown people. People say that will never work. I don't know. It has worked for

cities like Seattle, San Francisco and those other ones that have strongly developed a proper method of public transportation. Think to my knowledge, nobody, not a single merchant uses public transportation. I have asked around myself. Not to my knowledge, with one exception, encourages their employees to use public transportation into the City of Providence. That would help cut the air pollution and congestion. Nevertheless no one is doing it.

In the Plan, specifically on pages twelve and thirteen, encourage the accessibility of the Downtown from all points in the region and converge -- it will all converge on inadequate circulation within the Downtown area. There is no cross-town bussing. There is an inadequate transfer situation from one bus line to the other bus line. In the Downtown area that should certainly be one of the goals to do something along these lines. I believe, too that we can do something along these lines if we really think and try. I thank you again for the opportunity to speak.

THE CHAIRMAN: Thank you.

THE CLERK: L. Daniel Libutti.

MR. LIBUTTI: My name is L. Daniel Libutti. I live at 354 Mt. Pleasant Avenue and I am not only a taxpayer but a representative of the Reynolds Metals Gilbane Joint Venture responsible for the Weybosset Hill Project. I am here today on their behalf to express our support for the Downtown Renewal Plan as presented by the Providence Redevelopment Agency and to state that we are prepared as we have in the past to work with the Agency and with your Committee in any way deemed necessary for the revitalization of Downtown Providence. Thank you.

THE CHAIRMAN: Thankyou Mr. Libutti.

THE CLERK: James H. Cambrill.

MR. CAMBRILL: I am James H. Cambrill. I live at 79 Orlean Avenue. I rise to speak on the Redevelopment Plan for Providence. I speak for myself and for a large number of parishioners of Grace Church of which I am the Rector. I noticed that Grace Church is not mentioned in the Plan in its contents. I think it should be. Grace Church has been in existence in Downtown Providence since 1839 for one hundred and forty nine years, and has been actively involved in the life of

the Downtown for the entire time and most recently -- and that has been through the good times and the bad times as well -- most recently, it engaged in the building of a one-hundred unit apartment building for the elderly in the Weybosset Hill area.

Some parishioners come along way from East Greenwich and even some from Taunton, Massachusetts. We give them a reason for coming to the Downtown area and I wonder if you will make the same contribution to do the same. The reason that I say that is I am referring to the refurbishment of the extension of the Westminster Mall. I would like to see that happen very much.

I am very uptight about the Mall and the whole Downtown area and it is important to us that the City is willing to make its contribution to the Downtown area so that Grace Church as part of the private sector will continue to make its contribution. I encourage the renewal plan and the plans for the Westminster Mall in particular and pray for a swift completion of these plans.

THE CHAIRMAN: Thankyou.

THE CLERK: Gerald DiSanto.

MR. DI SANTO: My name is Gerald DiSanto.

Mr. Chairman and members of the City Council, I want to express that my family has been in the neighborhood for over seventy years within the City of Providence. I think at this particular time representing families and neighborhoods that leverage should not come from square footage. It should come from the private sector and the money, I totally disagree. For the total amount of money can be expended -- definitely can be spent in proportion to the neighborhoods within the City of Providence. Those that carry the burden within the private sector for over the last one hundred years and are still continuing not only in the residential, but in the business and institutions remaining. As a representative of Federal Hill, we are being ignored. I am not familiar with the percentage of money within the federal money. I trust you people, the members of the Board will consider the neighborhoods and also on behalf of Federal Hill, if the monies are to be spent in the City of Providence in proportion to the neighborhoods, I would thank you, very very much.

THE CHAIRMAN: Thankyou.

THE CLERK: Eric Hertfelder.

MR. HERTFELDER: Mr. Chairman, members of the City Council. Eric Hertfelder speaking on behalf of the Rhode Island Historical Preservation Commission of which I am the Economic Director located at 150 Benefit Street offers the following comments. The Historical Preservation Commission strongly supports the Downtown Providence Renewal Plan being considered this evening. The renewal of the City's Central Business District is vital to the business, commercial and cultural life of the entire state. In addition, the Downtown district contains many historically and architecturally important buildings. A number of these buildings have been entered on the National Register of Historic Places, which is the Nation's official inventory of cultural and historic resources worthy of preservations, and many more are eligible for nomination.

The architectural quality of Downtown buildings is one of the City's most valuable assets, creating an urban environment of great character which

unique in the state. Revitalization of the building stock is therefore an essential step in Downtown renewal, and the Historical Preservation Commission endorses the Renewal Plan's objectives to encourage restoration of existing structures rather than demolition for new construction and to complement the character of the Downtown with street furniture and landscaping of high designed quality. It should be noted that certified historic structures are eligible for financial assistance under a number of federal programs, and may also qualify for special tax incentives according to the recently passed Tax Reform Act.

The Historical Preservation Commission has studied the three specific Renewal Plan proposals being submitted at this time, and approves all three in concept. The first proposal involves the reconstruction and extension of Westminster Mall. This project could have a very beneficial effect on Downtown historic properties, provided that appropriate environmental review procedures are followed, allowing the State Historic Preservation Officer to comment on projects which affect registered properties or properties eligible for the

National Register. The second proposal involving zoning modifications, should have no direct affect on historic properties. The Commission urges the Redevelopment Agency, however, to consider zoning changes which will allow residential use in the under utilized upper floors of Downtown commercial buildings. Such a change would help bring people back to the City and will improve the financial health of many buildings. The third proposal, to acquire and demolish the parking deck over Francis Street in front of Union Station, will have a very positive effect on Union Station (a National Register property) and on Kennedy Plaza generally.

In conclusion, the Historical Preservation Commission urges adoption of the 1976 Downtown Providence Renewal Plan. Thank you.

THE CHAIRMAN: Thankyou.

THE CLERK: Sandra Herzog.

MS. HERZOG: Sandra Herzog, I represent the Providence League of Women Voters in my capacity as Co-Chairman of the Land Use Committee of the League of Women Voters of Providence.

The League of Women Voters of Providence

welcomes the opportunity to testify at this hearing.

We have been following the redevelopment plans for Downtown with much interest. A renovated City Hall, the transformation of Union Station, the anticipated reopening of the Biltmore Hotel, a rejuvenation of the Shepard's building -- these are all hopeful signs for Downtown Providence's growth and development.

Although the private sector is involved and interested in revitalizing the Downtown area, to attract more investors and (drawing card) retailers, we need to get on with the job of creating an attractive, more efficient environment for working, shopping, living, and for spending leisure time in Downtown Providence. Newport has done it and is thriving. Boston's Quincy Dock is a bustling scene of strollers and shoppers. With the co-operation of the Mayor, the City Council, and the merchants, and with the excellent planning and design resources available here, Providence can indeed become a beautiful and exciting City.

The removal of the parking deck at Kennedy Plaza will be a good start. Its removal will let in more light and make the area more pleasing visually

We certainly support the need for a better pedestrian connection between the State House Complex and Kennedy Plaza which will then be possible.

We noticed that no mention is made of the serious air pollution problem which exists in Downtown and would hope that the traffic/transportation plan ultimately adapted for Downtown significantly addresses itself to this problem.

Finally, although we fully support the development objectives as generally described in the Official Redevelopment Plan, we urge that specific plans for and any modifications to the Redevelopment Plan be submitted for public review.

THE CHAIRMAN: Thankyou.

THE CLERK: Bruce L. Wolff.

MR. WOLFF: My name is Bruce Wolff of 1300 Narragansett Boulevard in Cranston and I am the Intown Representative for the Greater Providence Chamber of Commerce. I present a small statement on behalf of the merchants to convey our message a little more fully. If the Downtown Providence is still to remain a cultural focal point of our City, where the major decisions are

made on a daily basis that affect our lives -- the Downtown is the representative of all the Providence neighborhoods. The Downtown should reflect the unique diversity with its continued merchants, financial, cultural diversification that only a contribution like this can bring to light -- such is the plan presented before us tonight. As the representative of the Intown Merchants and on behalf of its members, we urge the support of the Plan, that its speedy passage be at hand.

THE CHAIRMAN: Thankyou.

THE CLERK: Romolo Marsella.

MR. MARSELLA: My name is Romolo Marsella and I am the Executive Director for the Providence Foundation at 10 Dorrance Street in Providence made up of businesses and churches and non-profit foundations interested in the revitalization of Downtown Providence. Besides those representatives from those organizations, Mayor Cianci and the Chairman of the City Council, Bob Haxton also served. As our position is like an agent in order to get an increased private sector investment in Downtown Providence. In the Downtown Renewal Plan as presented, we would like to present -- take a

different perspective.

The City of Providence has to compete nationwide with cities of its comparable size. We are not competing with Warwick. We are competing with cities such as Springfield, Worcester, and with other cities throughout this country attempting to get increased taxes that come from increased private sector's investment. From that point of view, I would like to mention that the Committee nationwide to reviewing those cities of comparable size and looking at those cities which are in the market for increased growth and increased taxes and employment for their citizens, invariably have one major input. That the city has committed -- the city not only has used its funds for investment but created private sectors to invest which in turn created jobs and created taxes and etc. From that perspective, frankly look at the six-million dollar renewal program as being a vital necessity. As being the catalytic agent which will recreate ten times as much investment in the private sector. As seeing that they receive more from the appropriations and other projects in and around Kennedy Plaza is to be an investment -- an

investment has been talked about in terms of forty million dollars, the total between the two projects, from the two-million dollar investment. I used that figure very roughly as the public sector's money as to being the catalyst, to get out forty-million dollars of the private sector's investment.

If the City does not designate specifically the projects in other areas within the Downtown area, it is very unlikely to see the City of Providence compete with other cities of comparable size to try and attract the major corporations to locate within the Downtown area. Where the Downtowns are different. The interest of the Downtown is not competing with Warwick or any other city in the State. Providence is not only the State Capitol but the State's major city. We are looking for significant input from out of state sources; major oil companies and major other kinds of commercial enterprises to come into this state one that requires looking for commercial office space in Downtown Providence and thought the kind of firm that provides jobs for people living in the neighborhood and creates taxes and great benefits for everyone else.

If we do not look carefully and offer at least a competitive situation with the cities that we have to compete and they will look very carefully at our urban renewal proposals. We strongly agree with the general approach. We hope you will seriously consider maintaining those funds in order to enhance our competitive position. Thank you.

THE CHAIRMAN: Thankyou.

THE CLERK: Mark Payden.

MR. PAYDEN: My name is Mark Payden.

I reside at --- P-A-Y-D-E-N. I reside at 9 Tenth Street in Providence. Earth Shoes at 311 Westminster Mall in Downtown Providence. We located here in October of 1975. We were one of the first businesses on a national scale to locate in this City instead of locating at Warwick Mall, Lincoln Mall, and Midland Mall. We looked at all the Malls. We came from Minneapolis. We located -- first of all in Minneapolis was located in an area alot like Providence. Had a lot of problems like Providence has. People couldn't come into the City to purchase retail goods because they had Malls. More convenient, more convenient to go to. We have been

here a year and a half and in our experience -- we've experienced that we have twenty percent of our customers that have come from Massachusetts and a lot of customers from Cranston, Warwick, and East Greenwich have stated this was the first time they have been in the City in five to ten years. We have drawn them into town.

The money proposals -- proposals of money that should be spent on renewal to extend the Westminster Mall. Extension of the Mall would help enhance the drawing power that we have created with our store. We need to make Providence the type of place where people can come because it's a nice place to come. We have the goods here and we have the specialty shop and I think the priority of money going there. Over forty-million dollars has already gone for development there. I think that has increased the investment there because that money has already been spent.

We are looking to expand, now, this fall with another store. But unless we can see a private -- we can see a public commitment that matches the private, our own plan can not go ahead. No way can we continue to

expand in Downtown Providence.

THE CLERK: John Henderson.

MR. HENDERSON: John B. Henderson.

Gentlemen, I have the great advantage of not having any comments advocated by anybody since I just arrived or maybe my facts.--

I think this argument that sometimes exists between whether the neighborhood should be developed or the Downtown misses the point. I believe, definitely, the neighborhoods, all the neighborhoods of the City should be rehabilitated, redeveloped, but the City, by definition, that is a place which exists only because the neighborhoods are satellites and serve and exist on account of the Downtown.

In this rather remarkable city the Downtown has been deteriorating for a long period of time. Pieces of development have occurred and remodeling has also occurred. As reported in the Wall Street Journal several months ago looked at it and included the area of the proposed Mall development to be a significant thing. Think that is the key thing because the citizens of the state for all the citizens of the state, we need

the successful redevelopment of the Downtown. For that you need a sequence of successful actions.

A lot of people talk about the redevelopment of the Biltmore of which Textron and the Providence Journal worked with the Outlet and the Business Development Corporation and jointly financed it. Think the development of the Biltmore is important because it is a signal there are developments within the private sector willing to spend money on the Downtown. That is the important part because of those elements, that a developer from outside the city has considered working to redevelop the Union Station. On behalf of the entire City, think it is critical that the Union Station be redeveloped because it is a sad situation so much so that the political sector, the Mayor and the Governor of the State, and quite a few Councilmen and Legislators and the private sector from which most of the real money comes, specifically from the private developers, have urged such public funds for the financing of the development of Kennedy Plaza.

I don't think its a question of taking from the neighborhoods and giving to the Downtown.

Over a period of the next ten years, this City will develop and build and grow into a new environment. The key is whether it does for all the neighborhoods is whether the Downtown from the point of maintaining the job of creating, to redevelop, clearly the redevelopment of Union Station and that area, too, you have to have the public sector's money, in significant amounts, but no way without a fully defined future for Kennedy Plaza.

In cities throughout the country you have traffic circulating within the city which come from comfortable, easy, parking garages -- hopefully federally funded on the outskirts of the city. Perhaps, jeopardizing the long term future if it did not assure us that the large part of the P.R.A.'s funds will first be available to insure the successful development of the Downtown.

Now, it hurts any neighborhood but to insure the likelihood of all of us in the City and in the State is pursuant to the successful financial redevelopment of the Downtown retail, redevelopment as an attractive center of all things where all the jobs that all of us depend on come from. There have been some

who have asked why spend money on the Downtown where the rich businessmen are and would be successful anyway because they have all the money. But I do think that the carpenters, bricklayers and the workmen from the neighborhoods are not likely to see their families prosper in their area unless the Downtown works well. If the Downtown works well, if we are able to attract the next state office building in the Downtown area, if we are able to make it attractive enough to those in the government for a government center, or putting in a court complex into the Downtown, if the City convinces similar state authorities and others for a university center for adult education and other kinds of development in the Downtown, it is kind of a catalyst for other activities which will pull in entertainment, and regional, national companies from outside. We would have growth in the area which this City has not really enjoyed for the last fifty, sixty years.

We would have something to give to all the children and really will make all the neighborhoods more prosperous. Make available, absolutely sure to make

available, the P.R.A. funds available for the development of Kennedy Plaza and other Downtown developments in adequate amounts that will support all the satellite sections of the City. Thank you.

THE CHAIRMAN: Thankyou Mr. Henderson.

THE CLERK: Mr. Di Filippo.

MR. DI FILIPPO: I am Tom Di Filippo.

I reside at 361 Sharon Street and am a property owner on Federal Hill. I feed my family out of Federal Hill. I have a business down here in Providence. Yes, our neighborhood may very well be a satellite but the interesting thing as was the case with Sputnik, the satellite launched and we have been forgotten for one-hundred years and cut off by Route 95. All by ourselves and neglected for a long time, forgotten.

I wholeheartedly would endorse the Downtown project. Nevertheless, I would urge the members of the Council not to forget the Federal Hill. The City can hear plan year in and year out to tear down parking lots that have only been hear a few years. We haven't gotten three anythings, call it what you want, in the last one-hundred years. Federal Hill and a lot of

other areas if there is nothing to find a living in those places then you got nothing but wasteland all around the City and I don't think its available to the City anymore. I urge the members of the Council not to forget Federal Hill.

THE CLERK:: Mr. Clement: "Mr. Ralph Fargnoli, Chairman, City Council Committee - Urban Renewal and Planning, City Hall, Providence, Rhode Island 02903. Dear Mr. Fargnoli:

In respect to the proposal for adoption of the Downtown Redevelopment Plan, we would like to voice our strong approval for this measure.

The Downtown area employs some thirty-thousand people and pays a large proportion of the City taxes which supports the schools, fire protection, police protection, and garbage collection for all the neighborhoods. In order to protect and expand this economic base the City Council should approve this measure.

In respect to the details of the Plan our organization has been on record for almost a year

with the Mayor's office as being strongly against the removal of the parking deck in front of the railroad station. This City has too little close-in parking now. In addition, this deck gives weather protection to people waiting for the Smith Street area busses and to the many people who walk under the railroad station to their cars. This deck should not be torn down without a strong alternative commitment to:

1. Improve close-in parking.
2. Weather protection for the pedestrians.
3. Free bus shuttle in the Downtown area.

I have not seen such a commitment to date. Sincerely yours, Carol S. Harrington, Treasurer."

THE CHAIRMAN: Thankyou Mr. Clerk.

This Committee -- before I go any further, is there anyone here that would like to speak that came in late and was unable to sign their names? Mr. Garan, Councilman Garan.

MR. GARAN: Thank you, Mr. Chairman.

I just want to be heard today to offer my support for the Downtown Renewal Project. I think the Downtown is the critical area of the City. It's the core. It's

the place we should put the emphasis on. I have supported improvements for the Downtown area. I feel my voting record in the Council will show that; however, I would like to offer some general comments on renewal areas in general.

You know in the past to designate an area as a renewal area, the concept was to tear down everything in sight and to start anew, with new construction, and think we have come to a change or a change in the original concept. We are now looking toward rehabilitating existing structures as the method of our plan for renewal. Think this is good. Think many of the neighborhoods which surround the Downtown area are embarking on the same course in housing programs. We are not tearing down the old buildings but taking them and putting money into them and putting them back into good condition. I think -- I feel this is the direction which the Redevelopment Agency should be looking into in the future and as part of this, you know, it seems that everytime an area is designated as a renewal area, all of a sudden, we have a great deal of emphasis on this specific area. All the emphasis is put on this one area

and trying to concentrate and turn it out.

There are other parts of this city which are not designated as renewal areas, yet the people in the neighborhoods are actively working the same way as the Redevelopment Agency and the Department of Urban Planning is working to revitalize some of these buildings and rehabilitate them. This is important.

So what I offer as a Councilman from one of the areas which is not a renewal area with a view to whether it is a designated renewal area or putting emphasis there -- fine. Fine, but do not lose sight of the total city, the broader perspective. That is to work for the broader perspective and perhaps looking into some of these other areas which are not within the boundaries, within the strict boundaries of the designated renewal area. One of the areas is the Federal Hill area. That is one area which benefited tremendously from the fact that we have the Broadway Project. We have seen both, good things happen on Federal Hill. We have the project known as the New Homes for Federal Hill. The Broadway Project is an Urban Redevelopment

Project and certainly the Plan which is before you today will have a beneficial impact on the Federal Hill area. This is the type of thing that I am talking about. We the residents of the neighborhood which Federal Hill primarily is, can benefit as being designated as a renewal area. I would hope some other benefits would also be available to other parts of the City. Thank you, Mr. Chairman.

THE CHAIRMAN: Thankyou Mr. Garan.

Is there anyone else that would like to say a few words?

MR. WEBB: Bill Webb, 38 Pinehurst Avenue in Providence. I would like to continue the discussion that Barry Schiller raised about public transportation both because of non-polluting but also a kind of theory that I have about the relationship of the neighborhood to the City. That there are some people that don't own cars and are in the habit of taking a radial system that ends up Downtown. Others that do own cars continually make the choice between taking an adequate bus service or taking a car trip where they park the car. The problem is the bus trip Downtown is

there is an inadequate system of bus stops and lack of any times posted and inadequate booths. I would like to suggest to make available to the public to publish for the bus system to include the posted times of the busses including the parking fees in the neighborhood which has partially been done with the situation in terms of people that used cars to go crosstown but would prefer to take the bus Downtown but which would need a kind of push for better information and better security of what they could get Downtown.

THE CHAIRMAN: I thought I saw ---

MR. WEAR: My name is Richard Wear, 26 South Angell Street. In this City two or three points strike me as most formidable in the whole situation.

First the economic health of the City is wholly dependent upon the economic health of the Downtown Central Business District. That is the matrix. That the Central Business District generates the tax income for the proposals of the area and vastly in excess of the costs of the services as compared with the outlying districts for all the City services.

The second thing is this health is -- and varied shopping centers and specialty shops and the department stores are important to that health in the City to grow and try to revitalize the area. Must try to convince the patrons, the people to spend for services and make it convenient for them to shop and pay money for goods and services.

Therefore, you must provide ample parking close by the designation of prospective shopping. Shoppers do not want to walk a large distance.

The third thing is you must have convenient, rapid, frequent bus or public transportation service. Those are the three things you must have if the whole Downtown Plan is to flourish.

THE CHAIRMAN: Is there anyone else that would like to say.

MR. SMOLSKI: My name is Chester Smolski, 222 Doyle Avenue. S-M-O-L-S-K-I. I also am a Director of the Urban Studies of Rhode Island College. I live in Providence. I am concerned with the Downtown area as I think all of us are. I would say that I strongly endorse this Plan of the Committee to the Council

and recommend they spend all the six-million dollars for the revitalization of Downtown Providence.

I think a lot of us don't realize what the Downtown is all about. You don't mean Queens when you talk about New York. You mean midtown Manhattan. When people say Mt. Pleasant -- they are going to Downtown Providence. That is the impression that the people have of what we are. This perception I had when I first came to Providence. I imagine you know what I saw at that time. The image was a very poor one and it is necessary for the City to make some kind of commitment through the private investment to help restore Downtown Providence. The Council members, of course, know the Nathanael Hall Market Place where more than six-million Dollars of public funding was spent. I would add that more than thirty five million of private funding has been spent in the Nathanael Hall Market Place in its currently forty-hundred or so square feet. It has been a fantastic success and that's what cities are all about. Downtown areas need some concerted efforts as far as public and private monies to have that come about.

I am concerned about the article in the newspaper in which it was stated, believe by the Chairman, that he felt that portions should go to the neighborhoods. I hope that of the ten-million dollars in redevelopment funding, would hope that all of the six-million dollars would go for the Downtown area and the other four-million dollars rather than go to one selected area, should go to the neighborhoods. Think it should be distributed, the four-million dollars and its still available out of the ten-million dollars funding.

I came from outside the state and my first image was a very negative one. Now, while I live here and I work here, I like it here. I would like it to get better here. I hope the City Council will recommend and endorse this Plan. Thank you.

THE CHAIRMAN: Yes, sir.

MR. KELLY: My name is Ambrose Kelly, I live at 159 Brown Street. I have heard some people endorse this Plan. Each one has standards of their own, specialties, economic, or because they are property owners or because they felt the historical should be preserved. You heard all of the citizens. That is not

my interest.

I am very proud of Providence as a place to live and I think this Plan will help me be proud of it in the future and give me great pleasure when we travel around the country to say that we come from Providence, Rhode Island. To have continuous peace of mind and to be happy and comfortable in my own City. Thank you very much.

THE CHAIRMAN: Thankyou. Anyone else that would like to be heard? Anyone -- if not, this Committee will take under advisement the public hearing and the decision, the recommendation of the City Council, hopefully, to be given at the next Council meeting on January 20th and on behalf of the Committee and myself, I would like to thank everyone here for taking the time and showing the interest in how we spend six-million dollars. Thank you.

(PUBLIC HEARING ADJOURNED AT 9:40 p.m)

C E R T I F I C A T I O N

I hereby certify that the foregoing pages one through fifty-eight, inclusive, are a true and accurate transcription of my stenographic notes.

Judith L. Montie, Notary Public
JUDITH L. MONTIE
SHORTHAND REPORTER