

City of Providence

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

CHAPTER 2000-14

No. 363 AN ORDINANCE

AN ORDINANCE APPROVING AND
ADOPTING THE OFFICIAL REDEVELOPMENT PLAN FOR THE NINTH (9TH)
WARD REDEVELOPMENT PROJECT.

Approved June 23, 2000

Be it ordained by the City of Providence:

WHEREAS, the Providence Redevelopment Agency (PRA), pursuant to the provisions of the Rhode Island General Laws (RIGL) Title 45, Chapter 32, as amended, has formulated a plan entitled "The Ninth (9th) Ward Redevelopment Project," (Redevelopment Plan); and

WHEREAS, *Providence 2000, The Comprehensive Plan* has been prepared and adopted by the City Council and City Plan Commission pursuant to RIGL Section 45-22.2 et seq., and is recognized and used as a guide for the general development of the City Of Providence as a whole; and

WHEREAS, the State of Rhode Island has revised its enabling legislation affecting land use controls and requires compliance with the Comprehensive Plan; and

WHEREAS, the said Redevelopment Plan's Project Boundary encompasses as area which has been designated "Redevelopment Areas" by the City Code of Ordinances, Chapter 20, as amended; and

WHEREAS, properties within the Project Area have been neglected and presently meets the criteria and definition of a blighted structure and area in accordance with Rhode Island General Laws Section 45-31-8; and

WHEREAS, the Project Area contains properties which are delinquent in taxes to the City of Providence;

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

1. The Project is hereby designated as "The Ninth (9th) Ward Redevelopment Project." The Project Area will be designated number thirty-eight (38) in the Redevelopment Area number (4).
2. There is hereby adopted "The Ninth (9th) Ward Redevelopment Project - 2000."
3. The Plan entitled "The Ninth (9th) Ward Redevelopment Project - 2000" shall be adopted as apart of the Ordinances of the City of Providence, in compliance with *Providence 2000 - The Comprehensive Plan*.
4. It is the intent of the City Council to use powers granted under RIGL 45-32-1 et seq., as amended, to acquire vacant an/or blighted properties, reduce density of housing, facilitate rehabilitation of deteriorated structures, provide site improvements, and provide for the orderly redevelopment of the project area.
5. It is found and declared, pursuant to RIGL 45-32-20, that:

No.

CHAPTER
AN ORDINANCE

No.

AN ORDINANCE

CHAPTER

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS
City of Providence

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

Levin B. Strick
May 17, 2000 Clerk

Be it ordained by the City of Providence:

Approved

THE COMMITTEE ON

URBP

Recommends Public Hearing Scheduled
May 23, 2000
Feb. 23, 2000 Clerk

THE COMMITTEE ON

URBP

Recommends Public Hearing
May 23, 2000
Apr. 30, 2000 Clerk

IN CITY COUNCIL
FEB. 3 2000
FIRST READING
REFERRED TO COMMITTEE ON
URBAN REDEVELOPMENT
RENEWAL & PLANNING
Michael S. Clement

Secretary
Helen
(By Request)

- A. The Ninth (9th) Ward Redevelopment Project is feasible, conforms to the Comprehensive Plan, and if carried out, will promote the public health, safety, moral and welfare of the City of Providence. The acquisition of the real property in accordance with the Ninth (9th) Ward Redevelopment Plan is in the public interest.
 - B. The Redevelopment Plan shall provide for payments for property that may be acquire by the exercise of eminent domain.
 - C. The Redevelopment Plan contains provisions stating that the controls contained within the Redevelopment Plan shall follow the Zoning Ordinance of the City of Providence, as amended.
6. This Ordinance shall take effect on its passage and shall be filed with the City Clerk who is hereby authorized and directed to forward a certified copy thereof to the Providence Redevelopment Agency.

IN CITY COUNCIL
JUN 1 2000
FIRST READING
READ AND PASSED
Michael R. Clement CLERK

IN CITY COUNCIL
JUN 15 2000
FINAL READING
READ AND PASSED
Michael R. Clement CLERK
Richard R. Clement PRESIDENT

APPROVED
JUN 23 2000
Vincent A. Cianci
MAYOR

9th Ward Redevelopment Project

City of Providence

Vincent A. Cianci, Jr., Mayor

Department of Planning and Development

John F. Palmieri, Director

January, 2000

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Amendments

Revisions	Initials	Date	Comments

1. An Introduction to the Elmwood – Ward 9 Neighborhood

The 9th ward encompasses the southern portion of the Elmwood neighborhood as well as the western portion of the Washington Park neighborhood. The two neighborhoods are separated by Interstate 95 and the Harbor Junction rail line, creating a distinct identity for each area.

Within the project area, there is a mixture of residential and commercial uses and a few scattered industrial and institutional uses. Among the residential structures in the neighborhood, there are a number of deteriorated and dilapidated structures. But for the most part, the buildings are in satisfactory condition.

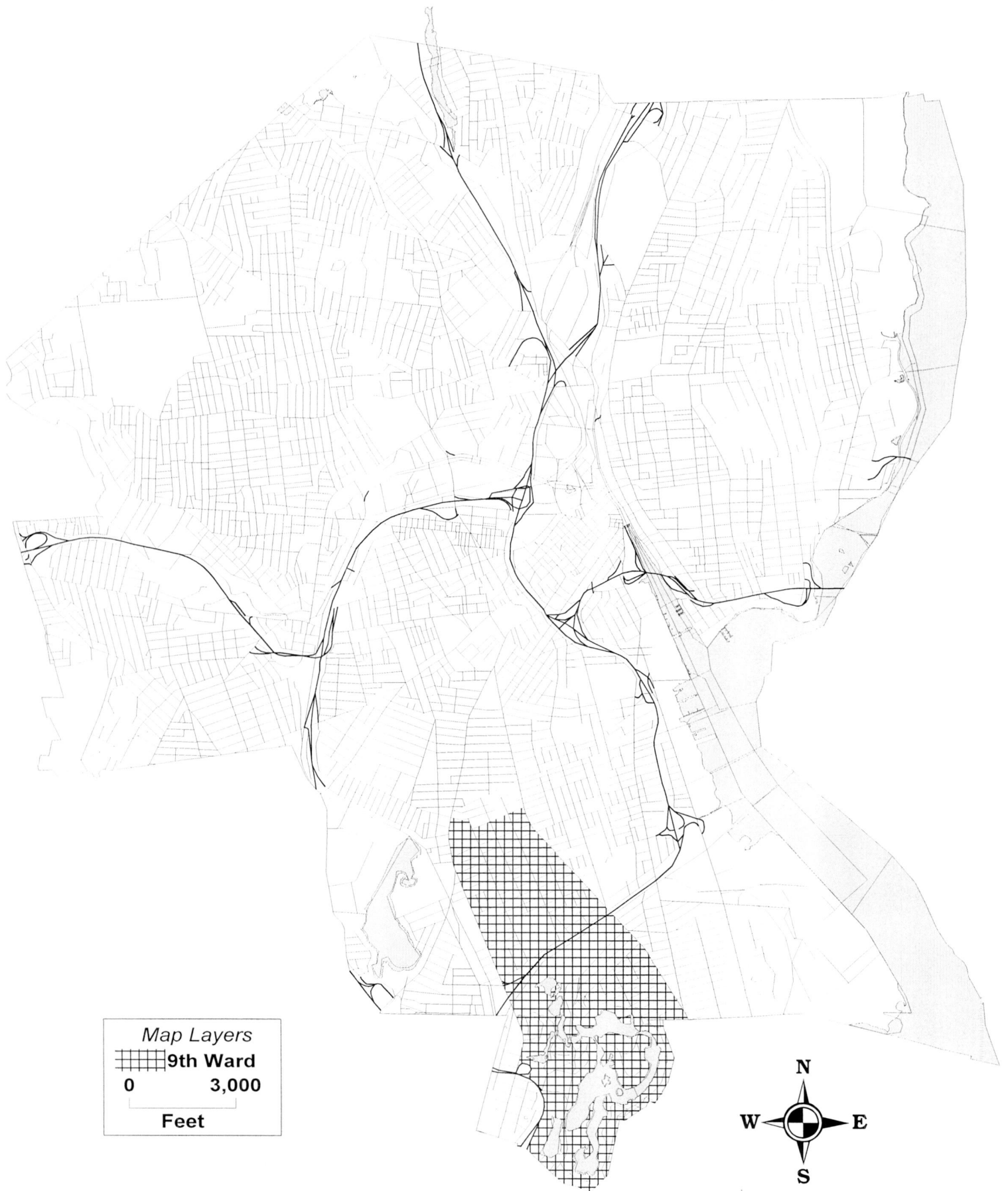
1.1 Project Boundaries

The Project Area is defined by the limits of the 9th City Council Ward. In general terms, the area is bounded by Laura Street to the north, Elmwood Avenue and RI Route 10 to the west, The Cranston city line to the south and Broad Street to the east. The legal description of the Project Area is contained within the Appendices.

The 9th ward is a very large area, containing more than 10,000 residents. For planning rather than legal purposes, it was necessary to break down the area further into sub areas. The following maps define the legal project area and the sub area breakdown:

Elmwood - Ward 9

Providence, Rhode Island



1.2 Natural, Environmental and Urban Design Features

The most important open space feature of the 9th ward is Roger Williams Park. Though separated from the larger residential portion of the ward by Interstate 95, the Park plays an important role in the lives of Elmwood and Washington Park residents alike. Within the Elmwood section, the Locust Grove Cemetery and the Sackett Street Playground provide green space. The closer to downtown Providence, the more dense the residential fabric. The housing stock closer to I-95 is dominated by single family homes on larger lots.

Beyond Sackett Street and along I-95 is an industrial area dominated by three major uses: The Narragansett Electric Company, Herb Chambers' Cadillac – Mazda Dealership and the Rhode Island Public Transit Authority (RIPTA). The street pattern is a classic turn of the century grid bounded by Broad Street and Elmwood Avenue. The topography is relatively flat, allowing for the regular development of residential land parcels.

Recently, in the residential areas, sidewalks were replaced, street trees were planted, resulting in a small, yet a significant amount of greenery. There are “triple-deckers,” single family homes, and one and two story commercial structures in various states of repair. In general, the neighborhood has remained relatively unchanged from when it was developed during the late 19th and early 20th centuries.

1.3 Commercial Areas

The commercial areas along both Broad Street and Elmwood Avenue have not experienced the disinvestment seen elsewhere in Providence. There are some vacant commercial and retail buildings, especially at and around Columbus Square (the intersection of Elmwood and Reservoir Avenues). However, the majority of the storefronts are occupied by small businesses. There is an ongoing effort to redevelop the nearby Gorham Manufacturing site into retail use. The enormity of that project may lead to spill over investment in the immediate vicinity.

On Elmwood Avenue specifically, there have historically been automobile based businesses. That trend continues today with the proliferation of used car lots, parts stores and other new car dealerships including Jake Kaplan's Jaguar / Land Rover and the Herb Chambers Honda / Cadillac dealership located just off of Elmwood Avenue near I-95. Elmwood Avenue is characterized by businesses that serve an area larger than the neighborhood itself. There are many stores and institutions that serve the entire City.

Religious, health care, and entertainment facilities that service the greater Southside area characterize Broad Street. However, there are a number of retail and commercial uses that service the immediate neighborhood. There are also a significant number of residential units located along Broad Street.

As Elmwood Avenue and Broad Street radiate south away from the downtown, they are both characterized by commercial development. This is the major commercial node in the immediate area and this intersection is the central point. There are vacant commercial buildings and lots that have the potential to add to the economic redevelopment of the area.

1.4 Residential Areas

The most significant aspect of the residential areas within the 9th ward is the overall age of the buildings. Though the majority of these buildings were built during a time when construction methodology allowed for strong materials and imaginative details, they are now starting to show their age. At the same time, the residences are often plagued by outdated and dangerous elements such as lead paint and asbestos.

1.4.1 Blight

The development pattern in the majority of the 9th ward is dissimilar to the Providence neighborhoods that have experienced the most urban blight. This was never a “settlement” neighborhood like Olneyville or Federal Hill with multi-family tenements occupying small parcels. The density of the housing stock is such that there is ample space between buildings.

At the same time, because this is for the most part a “street car” suburban neighborhood, little attention was paid to supplying ample parking for residents. When Elmwood was being built, people walked to Elmwood Avenue or Broad Street to catch a streetcar downtown. Density of housing is not an issue. Blight occurs on a house by house basis. When an owner neglects the condition of the building he or she owns, deterioration is rapid. When a building becomes vacant, for whatever reason, it does not take long for the building to become a hazard to neighborhood residents. Unfortunately, a solution has not been devised to quickly force an owner to rehabilitate a structure or sell it.

1.4.2 Tax Delinquent Properties

As of February of 1999, the City of Providence held tax title to these properties. If the City continues to hold tax title, the PRA should choose to request that the titles be transferred to them

for foreclosure purposes.

ADDRESS	REVERTED (as of 2-99) ?
78 Mitchell Street	Yes
560 Elmwood Avenue	Yes
50 Lexington Avenue	Yes
12 Sumter Street	Yes
724 Elmwood Avenue	Yes
60 Marion Avenue	Yes

In the current debt status, the redevelopment of these properties is unlikely. The murky condition of the titles prevents any real investment in the properties and presents a serious concern to the neighboring property owners. The titles to these properties should be cleared through the PRA and the properties offered for redevelopment purposes.

1.4.3 Vacant and Abandoned Properties

Within the residential portion of the 9th ward, there are a number of vacant buildings. But as a percentage of the total number of housing units, there are relatively few. However, the vacant buildings that do exist pose a significant problem to the 9th Ward. Clearly, there is a need for the removal of these blighting influences. This removal need not be through demolition alone but can be accomplished through investment. However, it is important that the removal of blight is not done only for those who drive through the area, it must be done for the residents and business owners who live in the neighborhood.

1.4.4 Housing Ownership

The neighborhood was initially home to Providence's middle class living in fairly large single-family homes. But as the ability for Providence residents to maintain and heat those homes decreased, the propensity for those homes to be converted to apartments increased. Many of Elmwood's grander homes were made into two and three family residences and the percentage of owner occupancy declined.

However, there is a significant portion of the neighborhood, especially in the Washington Park section of the neighborhood, where single-family occupancy remains viable. In fact, the movement towards gentrifying the area has contributed to a recent rise in owner-occupancy and building maintenance.

1.4.5 Housing Conditions

The majority of the 9th ward has experienced some deterioration since the 1950s. But the “slum clearance” that has occurred in South Providence and continues in Federal Hill and Olneyville has fortunately bypassed the neighborhood. Some would argue that there is a problem with overcrowding in Elmwood. The problem lies more in that families are more likely than ever to own more than one vehicle, putting a strain on streets and parking and causing the appearance of overcrowding due to the paving of back yards and open space.

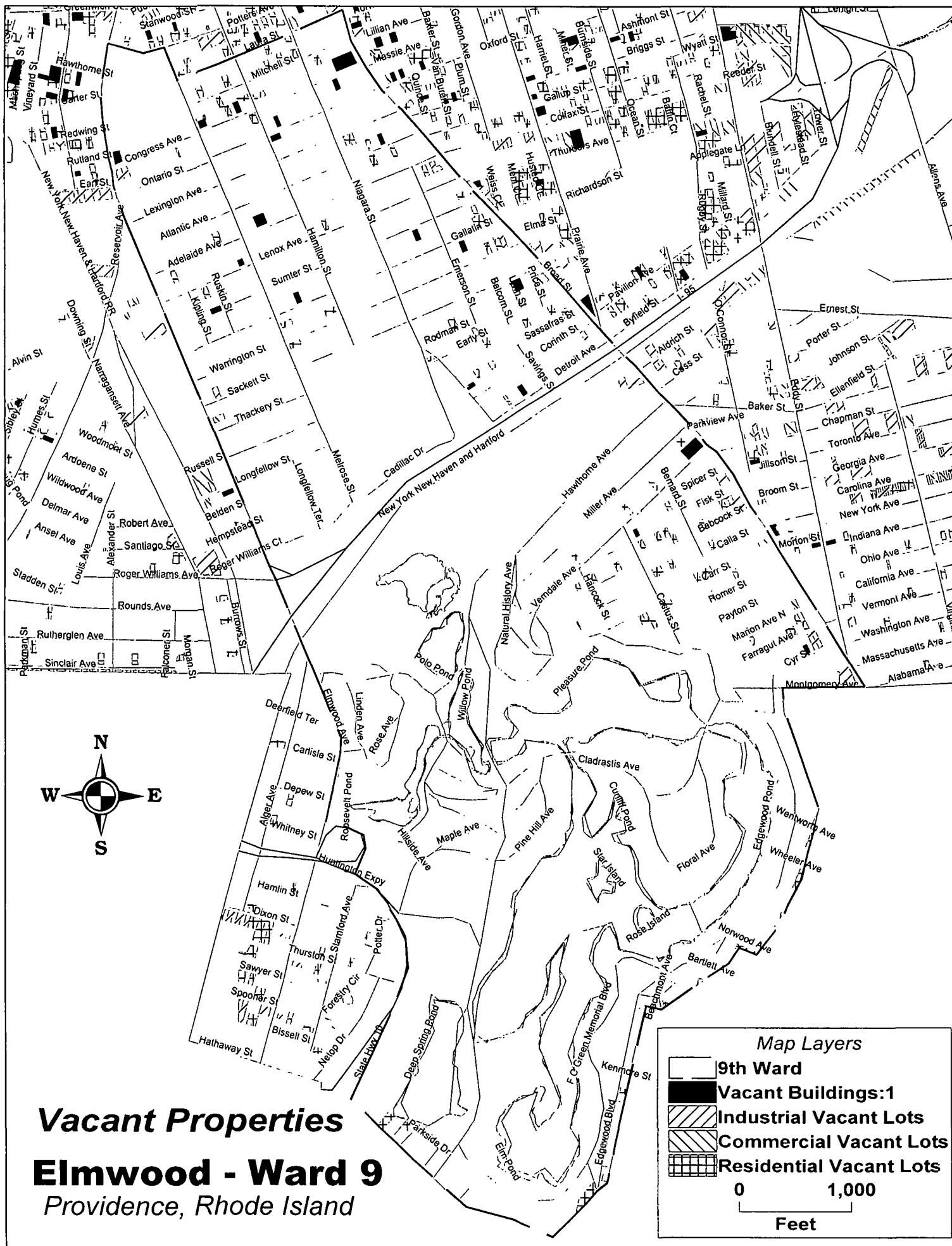
Also, the enforcement of housing code violations is absolutely necessary. The central idea is to influence property owners, by example or by force, and convince them that the condition of their property will cost them financially.

1.5 Generalized Land Use

Whereas in some other Providence neighborhoods there are small groceries and other small businesses dispersed throughout the residential fabric, Elmwood and Washington Park are marked by

1.6 Generalized Zoning

The majority of the land area is zoned residential, more specifically for multi-family residences. There is one large area which abuts Interstate 95 zoned for manufacturing but is wholly occupied by Narragansett Electric and a new car dealer. Obviously, Roger Williams Park and some smaller areas are zoned for Open Space.



2. The People

2.1 Elmwood

Elmwood is located in the southwest quadrant of Providence. It is bounded by the neighborhoods of Upper and Lower South Providence to its east, the West End and Reservoir to the west, and South Elmwood to its south. The Elmwood neighborhood is roughly triangular in shape, with Trinity Square at the intersection of Broad Street and Elmwood Avenue forming its apex at Trinity Square and interstate highway 95 forming its base.

Although Elmwood experienced significant demographic changes over the last decade, it remains one of the Providence's most ethnically, culturally and racially diverse neighborhoods. The 1990 census reported 11,273 persons living in Elmwood, a 5 percent increase from the 10,715 persons who lived in Elmwood in 1980. In 1990, 4 out of 10 residents in Elmwood were Hispanic, more than 1 in 3 (36%) was African American, 25.6 % of the population was white, about 14 % was Asian, and nearly 3 % was Native American. The Asian and Hispanic populations recorded the largest increases over the past decade. The Asian population increased by more than 500 %, rising from 2.4 % of the population in 1980 to 13.7 % in 1990. The Hispanic population more than doubled over this same period.

According to the 1990 census, four out of ten Elmwood residents were foreign born and more than six out of ten spoke English not well or not at all. Only half of Elmwood residents of age 25 or older had completed requirements for a high school degree in 1990. Four out of ten employed Elmwood residents worked in manufacturing in 1990, and about one out of five were employed in professional services. The 14.2 percent unemployment rate among Elmwood residents in 1990 was substantially higher than the citywide figure of 9.2 percent.

The ethnic and cultural diversity of the neighborhood is reflected in the commercial uses lining Elmwood Avenue and Broad Street, making these street two of the most interesting and dynamic thoroughfares in the city. These stores, restaurants and small businesses have always provided Elmwood residents, new immigrants and other residents of the Southside of Providence with places to find necessary services, to work, to eat and to shop.

The median family income in Elmwood in 1989 was \$19,552, about one-third lower than the citywide median family income. The incidence of poverty increased over the last decade for all age groups in Elmwood, and Elmwood continues to rank as one of the city's poorest neighborhoods. In 1990, more than one in three (35.1%) persons was poor, one out of three families were living below poverty, and nearly half of all children (47.6%) were poor. In

addition, the proportion of elderly living in poverty increased from 26.6 percent in 1980 to 32.6 percent in 1990, although the number of elderly in poverty declined by about 20 percent during this same period.

The proportion of owner-occupied housing units increased, rising from 24.1 percent in 1980 to 26.5 percent in 1990. Most housing units in Elmwood are multifamily, with about six out of ten housing units located in buildings with two to four units. About one in four units were located in buildings with five or more units. In 1990, more than two-thirds of the housing units in Elmwood were built more than 40 years ago. Residents are staying longer in their present housing units than was the case a decade ago. According to the 1990 census, 58 percent of Elmwood residents moved into their present housing unit within the past five years; nearly 7 out of 10 Elmwood residents had lived in their present housing unit for less than five years at the time of the 1980 census.

Elmwood did not see extensive development until the 1850s. During most of the early Republican era, Elmwood remained a rural area in which agriculture was the dominant livelihood. This began to change in the late 18th and early 19th centuries, as Providence began to slowly expand to the south and west with the development of manufacturing and shipping interests, and with the opening of better land transportation routes with other cities via turnpikes.

One such highway was the New London Turnpike, opened in 1816 that followed the old Middle Road through Elmwood. Its growth was also attributed to a growing market for neighboring Cranston's agricultural produce, which spurred the establishment of new farms in Elmwood and the West End.

By 1840, the population of Providence had increased to over 23,000 and by 1860 it had passed the 50,000 point. In the 1840s and 1850s, development gradually seeped southwestward along Broad Street. By 1857, Broad Street as far as Pearl Street, and the West End as far south and west as Bridgham Street, were densely populated areas. Most of the remaining farms in the area were subdivided during this period and by 1860 the street pattern as we know it today was largely in place.

The developers were typically Providence business people, merchants, and professional men who dabbled in real estate as a side venture. One area whose platting reflected careful forethought was the part of lower Elmwood between Congress Avenue and Sackett Street. The principal developer, Joseph J. Cooke, a native of Providence, purchased a large farm on the West Side of the tract in 1843 and lived there, naming the estate "Elmwood." By the mid-1850's the name came to refer to the whole area now known as Elmwood and West Elmwood. From the

beginning, Cooke and the other owners sought to create a model suburban neighborhood. They platted unusually wide streets and lined each with shade trees. However, by 1865 only about 60 houses had been built on the tract.

The slow but growing establishment of public transportation also aided development of Elmwood and the nearby part of the West End. The Elmwood Omnibus Company, organized about 1855, operated a line of omnibuses, or horse-drawn coaches, that ran regularly from Market Square in downtown Providence to Broad Street and Elmwood Avenue as far as Potters Avenue. In 1865, the Union Horse Railroad operated horse drawn cars pulled along tracks that replaced the slower moving omnibuses. By 1894, the Union Railroad Company electrified its Broad Street line and replaced all the horse railways with overhead trolley lines.

The impressive growth of Elmwood and the West End was a reflection of the contemporary growth of Providence as a manufacturing and commercial center. A number of manufacturing establishments moved into the area west of Elmwood Avenue. The most prominent were the cotton mills, jewelry manufacturers, and other firms such as the Gorham Manufacturing Company on Adelaide Avenue that made silverware and other articles from precious metals. From the 1850s on, Elmwood was also an expanding middle and upper-middle class residential quarter that stretched along Elmwood and Potters Avenues, and Public, Stanwood, Bucklin, Greenwich, and Madison streets. This area now is part of both Elmwood and the neighborhood of West Elmwood, which is actually part of the West End.

The rapid growth of residential population and the coming of the automobile in the 1910s and 1920s were largely responsible for a new trend in redevelopment. Garages, car salesrooms, and later, service stations became essential businesses that proliferated along Elmwood Avenue during the period just before 1920. However, it was not until the 1930s that the gradual redevelopment made an impact on the aesthetic quality of Elmwood Avenue. In 1938, bus service replaced the trolley, and as a result, Elmwood Avenue was widened substantially and the elm trees that J.J. Cooke had planted were removed, thereby changing the character of the neighborhood forever.

By the early 1950s, the housing stock in much of the area was beginning to age, and by the early 1960s, a significant proportion of the structures in the midsection of Elmwood were passing the age of 50. During this period, many of the large, single-family homes were converted to apartments. In addition, growing traffic congestion and noise on more important roads made the suburban feel of Elmwood only a memory. This slow deterioration and the construction of Interstate 95, which made long distance commuting to work in Providence more feasible, led to the gradual departure of much of the sizable middle-class population.

Elmwood, unlike Olneyville or Federal Hill, was never filled with tenement housing or a large blue-collar population. That population did exist, but not so much that the overall character of the neighborhood was altered. The area near the intersection of Elmwood Avenue and Adelaide Avenue, on Lexington, Lenox, and Atlantic Avenues, and the area towards the Locust Grove cemetery were at one time home to some of the more fashionable addresses in the whole city of Providence. More recently, there has been an attempt by both neighborhood residents and young urban professionals from throughout Providence and all of Rhode Island to move into that part of Elmwood and restore many of these old mansions.

In the early and mid 1970s the process of urban decay became more visible. Spot demolition of structures was common along the older streets. Vacant and abandoned housing caused blight and were particularly concentrated in the upper and middle sections of Elmwood. These blighting influences depressed property values and encouraged disinvestment.

During the past 15 years, however, the neighborhood has begun to show signs of significant revitalization, due largely to the work of such organizations as the Elmwood Foundation, Elmwood Neighborhood Housing Services, and SWAP (Stop Wasting Abandoned Property).

2.2 Washington Park

The community of Washington Park lies in the southwestern quadrant of Providence, bounded by the waterfront on the east, the city of Cranston on the south, and Interstate 95 on the west and north. The major transportation arteries run northwest and southeast and include both Broad and Eddy Streets. These thoroughfares are generally commercial strips and intersect near the Broad Street elementary school and the entrance to Roger Williams Park in the center of the Washington Park neighborhood.

It is interesting to note that because much of Washington Park was developed as a “suburban” setting and because the houses were built during the same period of time, many of the streets were given names that belonged to a certain theme. This process continues today in the construction of suburban subdivisions across the United States. In the case of this neighborhood, many of the streets were named for states that were in existence during the late 19th century.

Narragansett Boulevard is also a major neighborhood artery when it becomes the residential extension of Allens Avenue. Most of the streets, between Broad Street and Narragansett Boulevard however, are specifically residential. The western half of the neighborhood is adjacent to Roger Williams Park, the largest urban park in the State of Rhode Island.

Although Roger Williams never lived in Washington Park, he owned a large tract of land in the

western part of the neighborhood. His heirs farmed this land for generations. Early activity was limited and was generally unsettled when the property was sectioned off as part of Cranston in 1754. In 1773, Nathaniel Williams, Roger Williams' great grandson, built a small gambrel roof cottage for his son, James, on the family land just east of present day Elmwood Avenue.

After the War of 1812, Edward Babcock bought a large farm that ran east from Broad Street to the waterfront area neighboring the Williams family land. The Babcocks were horseracing enthusiasts and by 1851 Edward Babcock and his son William opened a racetrack on the farm. During the 1860s, Amasa Sprague joined the venture, and the track was called the Washington Park Trotting Association. The business was highly successful and for several years the Grand National Circuit Races were held there. Babcock Street, in the western part of the neighborhood, still carries the founder's name.

In 1848, when Washington Park was annexed back to the city of Providence, the area was still mostly undeveloped. In 1871, when Betsy Williams, Nathaniel's granddaughter, offered the city the Williams' farms three miles from downtown to be used as a park, the city was rather reluctant to accept because of the area's remoteness. However, the offer was accepted because the city lacked recreational facilities. In 1873, the city annexed back the portion of the Williams farm that still remained in Cranston.

Early in the 1870s, Providence experienced a boom along with the rest of the nation. Real estate speculation increased the price of suburban land to record levels. The Babcocks abandoned the racetrack and sold most of their large farm to speculators for a large profit. During this period, Washington Park was inundated with developers who platted the neighborhood, setting up the street pattern as we know it today. However, the panic of 1873 put further speculation to a halt and real estate prices dropped. Up until 1890, only a few dozen houses stood scattered throughout the neighborhood.

Washington Park experienced rapid and heavy development with the improvement of transportation. By 1875, horsecar lines were running along Eddy Street, Thurbers Avenue and Broad Street, reaching the heart of the neighborhood. By 1879, the line was extended to the village of Pawtuxet on the Warwick and Cranston border and by 1895, it extended along both New York Avenue and Narragansett Boulevard.

Another factor that encouraged development was the Home Investment Company, led by Colonel Isaac Goff. Home Investment bought the undeveloped parts of Babcock Farm and started to sell vacant lots both with and without houses. Development rapidly followed. The company introduced a market strategy by selling its real estate in Washington Park on an

installment plan to make it easier to purchase.

Development recovered after the panic and, on the whole, was occurring at a steady pace. By 1918, most of Washington Park south of New York Avenue was built. A decade later, the tracts north of New York Avenue were filled, as well as the small area east of Narragansett Boulevard on Carolina and Georgia avenues. During the beginning of the 20th century, there was an increase in the demand for housing.

The residential section of Washington Park is adjacent to Roger Williams Park on one side but on the other, abuts land associated with the Port of Providence. The only sewage treatment facility in the city is located there. But there were other uses for that land also. During the 1950s, one of Providence's two drive-in movie theaters was located on Field's Point.

World Wars I and II helped foster war-related industries at nearby Field's Point, thereby further contributing to the demand for housing. By this time, many single-family houses were divided into two or three family buildings to deal with an increased market for rental units. About 72 new houses were built after 1940 in response to rising housing demands.

Washington Park became home to many Irish families who abandoned South Providence after Route 95 was built. Also, there remains a significant Portuguese population in the area of Narragansett Boulevard that has remained strong over the years. In fact, nearly 20% of the neighborhood population claims Portuguese ancestry. Along with Fox Point, Washington Park remains a neighborhood with a significant Portuguese population. Recently, a significant Latino population has been relocating to Washington Park.

Today, Washington Park is a developed residential community with tree lined streets. Because of the rapid development concentrated in the span of 40 years between 1890 and 1930, it is somewhat architecturally homogenous. Most of the houses are single or two family dwellings that are common in most middle class suburbs. Triple-deckers, so prevalent in other parts of Providence, are rare in Washington Park.

According to the 1990 census, 8,811 persons resided in Washington Park, an increase of almost 15 percent from 1980 when 7,672 residents lived in the neighborhood. Washington Park, like Elmwood, is one of the city's most diverse neighborhoods. About one in five residents was black, about one in five was Hispanic, and 8.3 percent were Asian.

One in three persons was foreign born and about one in four persons did not speak English well or at all. In 1990, half of Washington Park adults of age 25 or older were high school graduates.

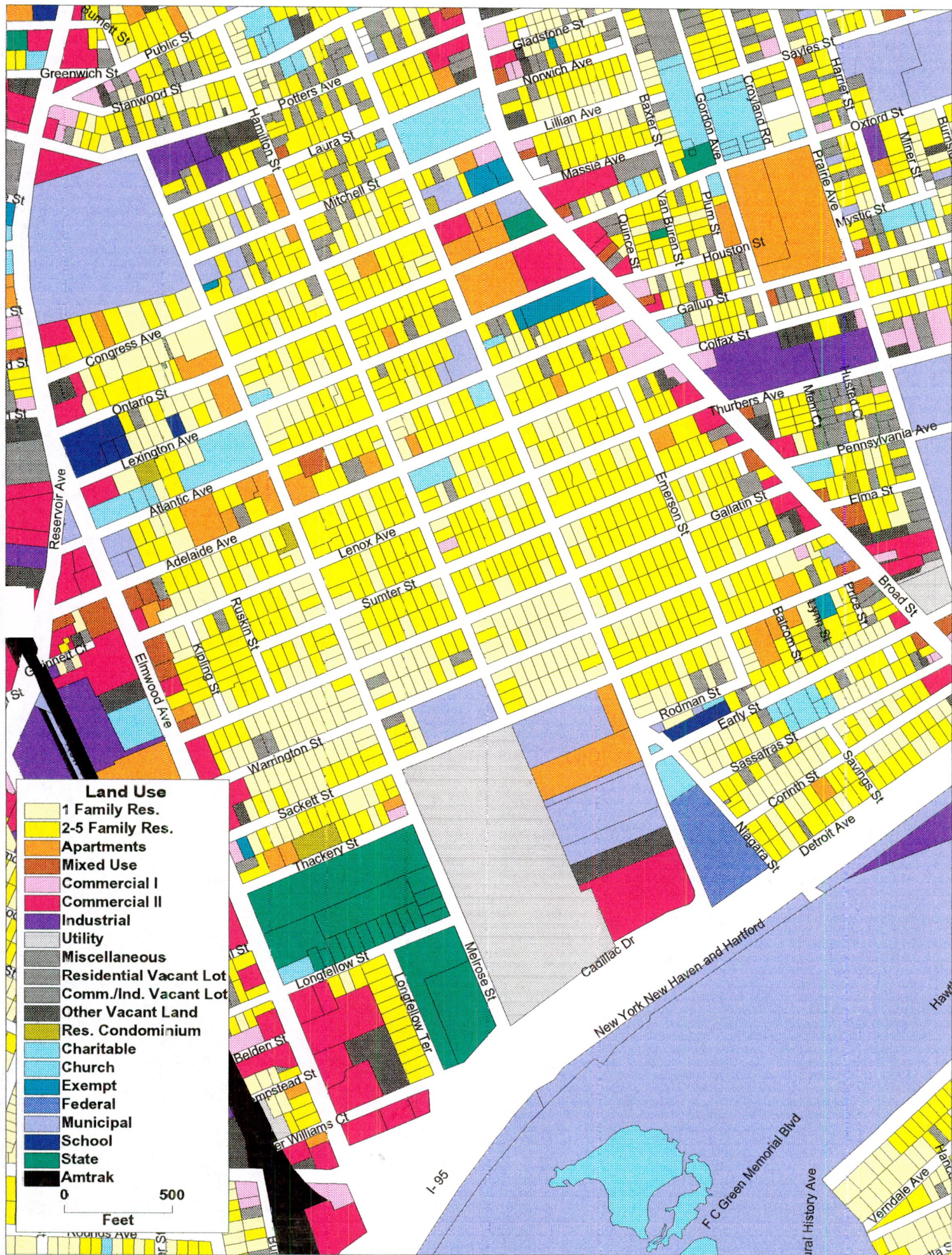
Manufacturing is the major source of employment for Washington Park residents, accounting for

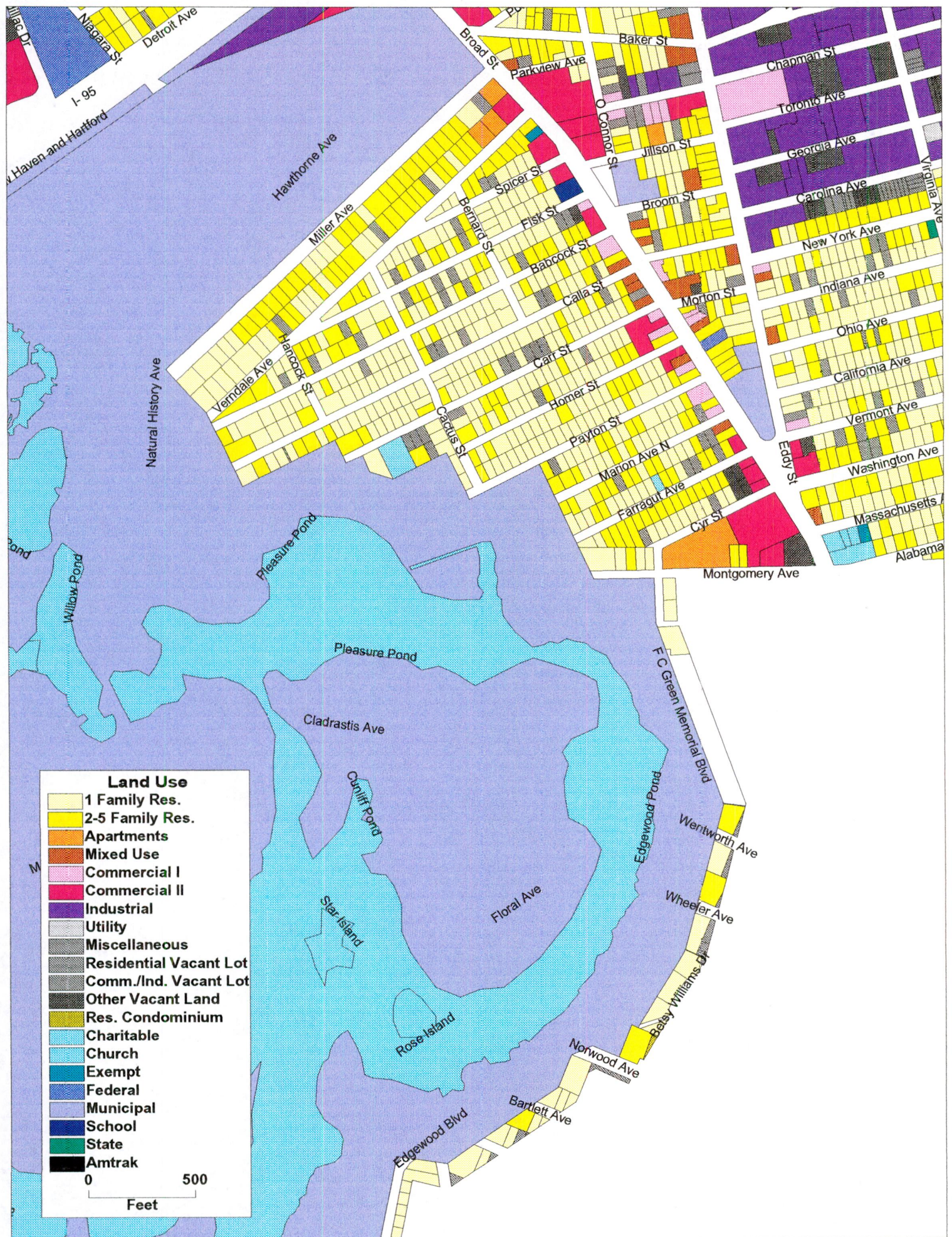
nearly four out of ten jobs. Professional services (19.1%) and retail trade (18.6%) were other prominent sources of employment. The unemployment rate in 1990 among Washington Park residents was 12.9 percent, nearly four percentage points higher than the citywide rate of 9.2 percent.

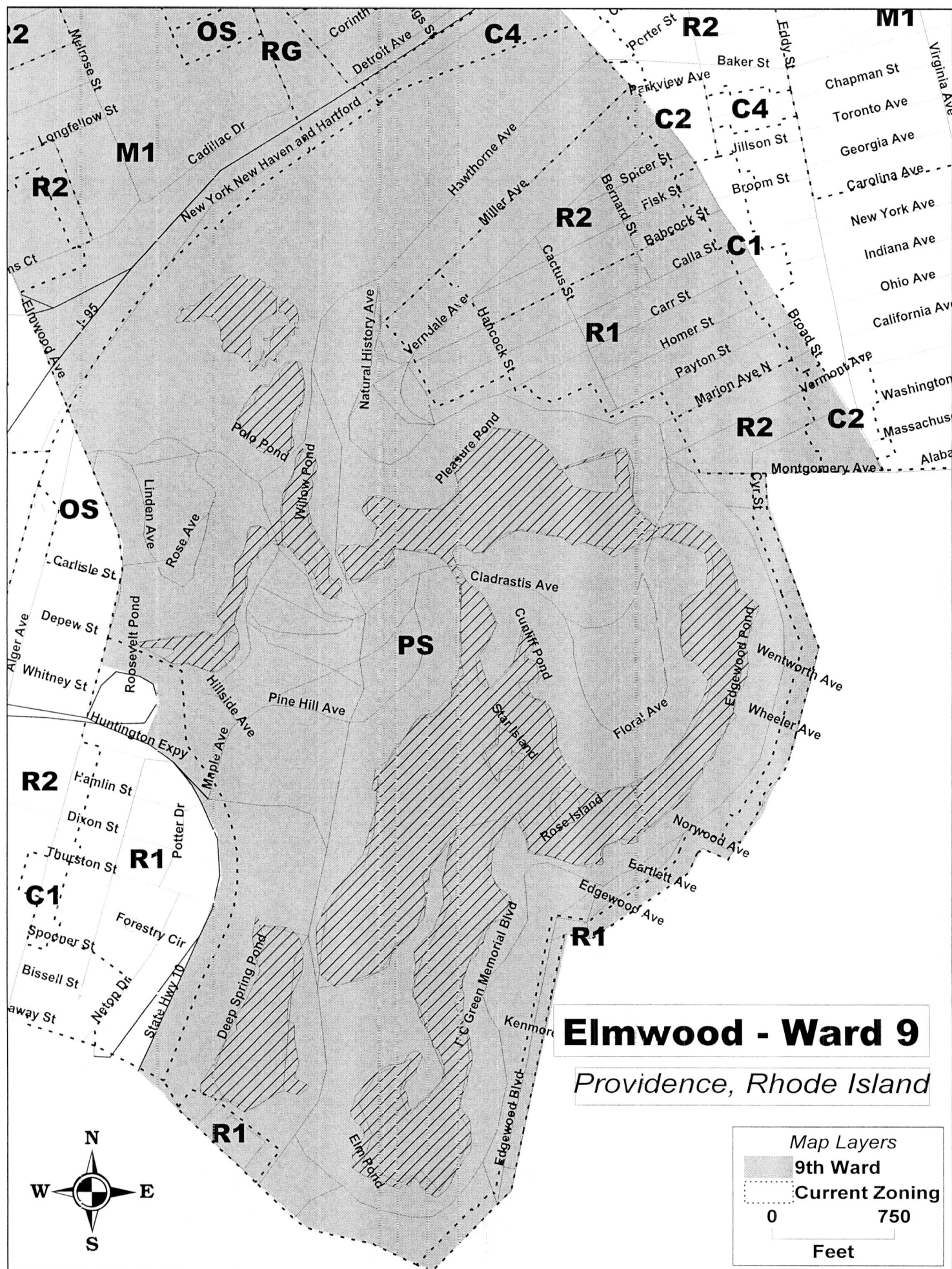
Median family income in Washington Park in 1989 was \$30,448, 7 percent higher than the citywide median of \$28,342. The proportion of persons (13.5%) and families (14.3%) living below poverty in 1990 was about the same as that reported for 1980, although the percentage of children (20.3%) and elderly (16.6%) was up sharply from 1980.

Housing tenure in Washington Park has been stable over the past two decades, with about half of all housing units owner-occupied (50.4%) and half were renter-occupied (49.6%). One out of three housing units is a single-family detached home and less than 10 percent of the housing units in Washington Park are located in buildings with five or more units. Seven out of ten housing units were constructed more than 40 years ago.

The median housing value for owner-occupied housing units in 1990 was \$90,600, almost 20 percent below the citywide median value. The median rent in Washington Park was 4 percent higher than the citywide median. About half (47.2%) of all residents moved into their present housing unit within the past five years according to the 1990 census; one out of five residents had lived in his or her present unit for more than 20 years.







2.3 Social Analysis

The Elmwood and Washington Park areas are populated by a diverse group of residents. There are many residents who have chosen to remain in the neighborhood and try to recreate the atmosphere they had once known. There are also many new immigrants to this country who have settled in the area much like the many waves of immigrants that this neighborhood has supported over the past two hundred years. There are also two nearby entities which play a significant role in creating the social dynamic of the neighborhood.

2.4 Community Facilities, Services and Programs

The **Elmwood Foundation** has been instrumental in the development of the neighborhood through advocacy, marketing, housing development, historic preservation and myriad support initiatives. The Elmwood Foundation has, through the dedication of neighborhood residents and Councilwoman Nolan, become involved in every aspect of neighborhood development.

The **Elmwood Community Center** on Niagra Street, located in a converted synagogue, services the Elmwood portion of the ward. The **Washington Park Community Center** on Broad Street at Jillson Street services the 9th Ward portion of that neighborhood. Each of these institutions provides day-care services for neighborhood children, adult and senior services.

Rhode Island Indian Council The Rhode Island Indian Council is an advocacy and support group that supports Native American issues statewide with attention being paid to the largest population living in the nearby neighborhood.



RI Indian Council

Good News Housing / Community Land Trust Good News Housing is one of few neighborhood based land trusts, which also assists in the operation of cooperative housing units in and around the Elmwood area.

McCauley House McCauley House provides services to homeless persons throughout Providence.

Greater Elmwood Neighborhood Services deals with issues of housing, specifically lead paint abatement, with business and economic development and other neighborhood activities.

FACTS / Sunrise House is headquartered in the Elmwood portion of the neighborhood and provides services for persons living with HIV / AIDS

CityArts, a private nonprofit group located in the Berkander Building on Broad Street, provides arts based education and opportunities for children of the entire southside, including the 9th ward.

These are only a few of the many social service providers that are either located in or do business in the 9th ward. The burgeoning Latin population has spawned the creation of new entities and revitalized others.

2.5 Historic Qualities

The 9th ward is home to a significant number of historic properties including three National Register Districts. Elmwood is also home to a small area that has been undergoing gentrification for some time. The City's Historic District Commission enforces design review procedures on two fairly large pieces of the neighborhood. Under these laws, property owners must seek approval for almost any alteration to the exterior of a building. For a more detailed description, please refer to the neighborhood history section.

Elmwood and Washington Park were once neighborhoods that housed Providence's middle class. As suburban sprawl enticed residents to the rural areas and as the good paying jobs followed the workers, Elmwood and Washington Park have suffered from a loss of middle class residents. And, in order to capitalize on the influx of immigrants to this part of the City, many absentee landlords have taken what used to be grand single and two family homes and converted them to three and four unit houses.

2.6 Infrastructure Problems

The surface of Broad Street itself is currently in deplorable condition. It was scheduled for

resurfacing in the fall of 1999 but was subsequently delayed until the Spring of 2000 due to unmet deadlines. Under the aforementioned Bond Issue, a number of sidewalks have been replaced as well. However, some of the interior streets are freshly repaved.

2.7 Circulation

Traffic Calming measures have been taken on a number of the streets that cross between Elmwood and Broad. Small raised circles have been placed in the center of a few intersections creating rotaries. Speed bumps have been installed as well as “neck downs.” The net result is the resolution of traffic problems in part of the neighborhood while the excess flow has been shifted to other streets. Circulation, though safe, is hindered by design through traffic calming.

The results on the streets where traffic calming measures have been taken has been positive in terms of reducing the number of vehicles utilizing the roads. However, the rest of the through streets, both in the 9th and 11th wards, have experienced a significant rise in the level of traffic. It is anticipated that traffic problems inside the neighborhood will be resolved when the Broad Street issue is addressed.



**Typical Traffic
Calming Circle**

2.8 Utilities

Narragansett Electric maintains its corporate offices in the 9th Ward. The Providence Gas Company has its main maintenance division located in the adjacent West End neighborhood. The Narragansett Bay Commission operates the main wastewater treatment facility in nearby Fields Point. Drinking water is supplied by the Providence Water Supply Board.

3. The Plan

The City of Providence is committed to the revitalization of the Elmwood - 9th Ward neighborhood. The City, through the leadership of its City Councilwoman, the Elmwood Foundation, the Department of Planning and Development and the Elmwood - 9th Ward Project Area Committee (PAC), has established this plan to create a Redevelopment Project for the Elmwood - 9th Ward neighborhood (Project Area).

The Project Area includes the entire Ninth Ward, encompassing most of southern Elmwood and portions of Washington Park. In the early 1980s, the Providence Redevelopment Agency (PRA) worked with the neighborhood in redeveloping a portion of Broad Street, within Washington Park. The intent of this project is to similarly encourage significant reinvestment in the entire 9th Ward. The hope is to help return the Elmwood-Ward Nine neighborhood to the days when it was a vital residential, retail and commercial area and provided necessary neighborhood services to all nearby residents.

Within the Elmwood – 9th Ward neighborhood, there are 5 sub areas that are defined through programmatic and access differences. Each of these areas can be characterized as distinct and should be treated individually. These areas are:

- **Area A** is characterized by through streets between Broad Street and Elmwood Avenue with new traffic calming installations on a turn of the century “street-car suburb” grid. There are many historic properties in this area which have seen significant investment in the recent past.
- **Area B** contains two small residential pockets that are separated from the rest of the neighborhood due to traffic circulation patterns. Sackett Street is the southern most through street. There are large-scale commercial uses such as Narragansett Electric and Herb Chamber’s Cadillac - Mazda and institutional uses such as Sackett Street Elementary School, the Armed Forces Reserve Center and RIPTA.
- **Area C** is characterized by modest single-family homes on smaller parcels. The area is bounded on the north and west by Roger Williams Park, on the east by Broad Street and to the south by the Cranston border.
- **Area D** consists of two thin strips of land, which are physically in Providence but are more closely tied to the adjacent City of Cranston. The two residential pockets directly

abut Roger Williams Park.

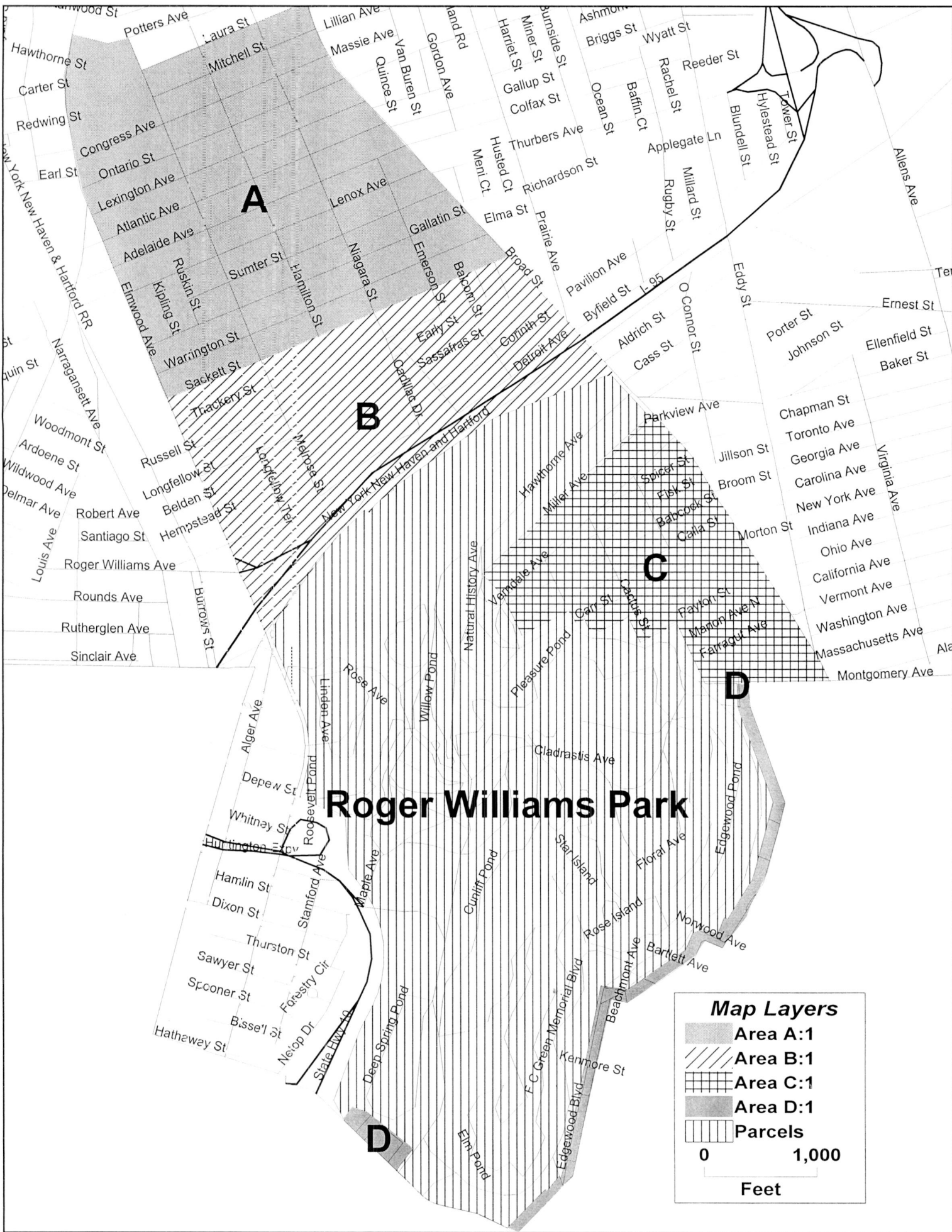
- **Roger Williams Park** The jewel of the Providence parks system.

Each area requires the implementation of different activities in order to improve the quality of life. The current plan to revitalize the neighborhood will consist of the following policies being implemented in varying methodologies in each area:

1. **Housing Improvement Revolving Fund** – Reinforce the marketing of the “Home Repair Revolving Fund” administered by the Elmwood Foundation. This fund has been approved by the City Council through the Neighborhood Urban Renewal Bond Issue. A sample of the loan application form is included as an appendix.
2. **Property Acquisition** - A list of properties will identify buildings that should be acquired. The actual number of structures to be acquired will be confirmed by the PAC. The buildings will be rehabilitated. The latter will be based on the ability of adjacent property owners to take over part or all of the land for side yards and/or parking. The acquisition process will use the standard PRA method, which includes an offer to purchase, followed by condemnation, if the owner refuses to sell. The sales price is fair market value based upon two independent property appraisals.
3. **Site Improvements and Traffic Calming** - The Elmwood Foundation and the Conservation Law Foundation (CLF) -- a New England environmental advocacy organization, prepared a plan for “Traffic Calming” in the Project Area. (Map to be attached). The Elmwood neighborhood has long suffered from high speed driving, some of it of the “cut-through” variety. Traffic calming is an established engineering discipline for slowing down traffic, thereby improving safety and the quality of life. Some common traffic calming techniques are speed humps and intersection “neckdowns.”
4. **Special Projects** - These are specific funding proposals. To date, the following have been identified. Others would follow:
 - City Arts
 - Elmwood Community Center - Rehabilitation to make the building more functional.
 - South Side / Broad Street - To support commercial revolving fund, storefront improvements and other site improvements.

- Algonquin House - Formerly Steere House. Combination of building rehabilitation to programmatic funding for such items as a computer classroom and the like.

Each of the aforementioned organizations addresses a need in the Elmwood neighborhood, through involving youth in after school activities to promoting economic development.



3.1 Where Are We Now?

The Elmwood- 9th Ward neighborhood has recently experienced a period of disinvestment. This plan was called for by Elmwood residents and by local elected officials in order to change the pattern of disinvestment and blight to one of reinvestment and sustainable community development. This project is intended to assist those businesses and residents working and living in Elmwood. It is also designed to improve the infrastructure in such a way as to encourage reinvestment in the neighborhood.

This plan is part of the City's ongoing commitment to the greater Southside community and the remainder of Providence's neighborhoods. It is not expected to turn Elmwood around immediately, but rather, to provide a framework for the redevelopment of the Project Area over the next few years.

3.2 What Have We Done?

Over the last few years, there have been significant expenditures under the Neighborhood Improvement Bond Issue of 1997 for activities in the 9th ward. The following eight residential structures have been recently razed or are slated to be demolished in the near future.

ADDRESS	DEMOLISHED (as of 6-99) ?
21-23 Ruskin Street	No (Pending)
31-33 Atlantic Avenue	No (Pending)
362-364 Niagra Street	No (Pending)
13-15 Verndale Avenue	Yes
42 Lexington Avenue	Yes
54 Laura Street	Yes
79 Detroit Avenue	Yes
91 Fisk Street	Yes

Also under the bond issue, a significant pool of money has been set aside for a housing rehabilitation program. There has also been a significant investment in traffic calming along a few of the through streets. There is an ongoing effort to revitalize the business corridor along Broad Street through the National Trust for Historic Preservation's Main Street Program and LISC. Traffic calming has been implemented in the northern portion of the ward and has been mentioned for the area around Edgewood Boulevard.

3.3 Past Redevelopment Areas

A Ward 9 Project Area Committee already exists and is recognized by the Providence Redevelopment Agency (PRA). This group will assist in this plan and the implementation of this strategy. The 9th ward includes portions of the Washington Park Redevelopment Project Area (WPPA). The WPPA extends from Aldrich Street to Montgomery Avenue, and is generally one-lot deep, with few exceptions. Since the Washington Park Redevelopment Plan straddles Broad Street, only half is in the 9th Ward, the other half is in the 10th Ward.

Part of that plan called for 1331-33 Broad Street (PRA Parcel # 6) and 1311-13 Broad Street (PRA Parcel # 7) to be acquired by the PRA and disposed to Cost Realty for commercial and retail use. In 1997 15-17 Verndale Avenue was added to the acquisition list and the building was demolished. Recent, Stop Wasting Abandoned Property has been in the process of building a new home at that site. A decision will have to be made as to whether to amend the Washington Park Redevelopment Plan project boundary to eliminate any overlap in a new Ward 9 Redevelopment Plan project boundary.

4. The Potential - An Analysis of Strengths and Weaknesses

Strengths

- The 9th Ward and the surrounding area have historically been home to many large employers such as Gorham Manufacturing, Rhode Island Hospital.
- The existing housing stock is of high quality and attracts preservationists.
- The neighborhood is well served by Interstate 95.
- There has recently been a large influx of cash into the infrastructure of the entire neighborhood including street repaving, housing demolition and sidewalk construction.
- The ethnic, cultural, economic, and lifestyle diversities of the neighborhood is a particular strength.

Weaknesses

- Though there is now positive momentum, there has been a lack of investment in commercial areas on Elmwood Avenue and Broad Street.
- There is a pattern of disinvestment in residential properties, which has been inflicted on the neighborhood by absentee property owners.
- The size and maintenance issues of many properties in the ward make it difficult for many residents to renovate properties.
- Large employers located in the neighborhood or within the general area have left, leaving a very limited supply of jobs that pay a living wage.
- Federal guidelines for defining low and moderate income households inhibit the feasibility of developing some of the larger residential properties for owner-occupancy.

4.1 Economic Base

Broad Street and Elmwood Avenue serve as the commercial and retail hubs for many that live in the 9th ward. There remain a few large employers left in the area. They often employ workers who live outside the neighborhood and in many cases outside of Providence. The employers are as follows:

Broad Street There are a number of different firms operating these types of businesses including Saint Joseph's Hospital, Compare Foods, a number of Funeral Homes and small restaurants, Algonquin House, etc.

Elmwood Avenue Elmwood Avenue is now home to the Rhode Island Department of Human Services. Though most employees of the Department are from outside the neighborhood, the influx of consumers will bolster the fragile local economy. There are a number of used automobile dealers on Elmwood as well as Bell Atlantic Mobile and JobLink.

Narragansett Electric – Area B This area contains the largest employers in the Ward including the Narragansett Electric headquarters, the Army Reserve center, the Rhode Island Public Transit Authority, Herb Chambers and the US Postal Service Elmwood Station.

Tourism – Roger Williams Park The Roger Williams Park Zoo is the most visited tourist attraction in the State. Currently, there is little if any connection between the neighborhood and the Zoo in terms of capitalizing on tourist spending.

5. The Vision and Mission

Elmwood and Washington Park were once neighborhoods that housed Providence's middle class. As suburban sprawl enticed residents to the rural areas and as the good paying jobs followed the workers, Elmwood and Washington Park have suffered from a loss of middle class residents. And, in order to capitalize on the influx of immigrants to this part of the City, many absentee landlords have taken what used to be grand single and two family homes and converted them to three and four unit house.

Vision: That Elmwood and Washington Park become neighborhoods where the quality of life, housing, employment and retail needs of its disparate populations are met, without:

- Substandard Housing
- Vacant and Ill-Maintained Buildings
- Abandoned and Ill-Maintained Lots
- Substandard Infrastructure (Roads, Sidewalks, Etc.)
- Blight and Disinvestment
- Compromising the Historic Character of the Neighborhood's Physical Structures.

Mission: To foster continued commercial and economic development on Broad Street and Elmwood Avenue, improve the physical condition of the neighborhood's housing stock, commercial buildings and infrastructure and to encourage private investment in all related aspects. The City of Providence recognizes the important value of its historic buildings, and in turn so does this PAC. Toward that end this mission carries a guiding principal of preserving its physical structures wherever possible. Providence is hot, and an emphasis is placed on thinking "outside of the box", particularly with regard to funding and marketing.

5.1 Potential to Reality

The revitalization of the 9th Ward centers around four key areas of strategic actions:

- Commercial and Economic Activities
- Residential Housing Activities
- Legal Use and Building Code Enforcement
- Infrastructure Improvements

The 9th Ward Project Area Committee is committed to addressing each of these areas working closely with the Department of Planning and Development (and other City agencies as applicable) to achieve the plan's mission. Some of the recommendations are as follows:

- To invigorate the commercial and retail aspects of Broad Street and Elmwood Avenue. Through selective property acquisition, assembly and subsequent promotion to developers, lots can be filled with commercial enterprises such as restaurants and drug stores. This often results in jobs for neighborhood youth and necessary services for nearby residents.
- To activate the untapped resources existing in the area. These are:
 1. The community residents who currently shop in other parts of the city due to a lack of sufficient retail outlets nearby.
 2. The large numbers of people who use Broad Street and Elmwood Avenue as a means of accessing the southern suburbs or the highways.
- Eliminate blighting influences through rehabilitation. Often, vacant buildings and vacant lots become more of a blighting influence and cause for disinvestment than any other urban problem. These properties are what shows that a community has been neglected.
- This type of investment also sparks other investment in the area by providing both a pedestrian and vehicular destination that other businesses can utilize.
- Broad Street and Elmwood Avenue should continue being supported by the public sector through the encouragement of the development of selected properties. Soutside / Broad Street has been organizing business into participating as a whole in the rejuvenation of the commercial corridor.
- Continue remediation of lead paint issues. Through selected acquisition, the blight can be prevented before it starts.

5.2 Short Term Goal: Stem the Tide of Disinvestment

- **Eliminate blighting influences in the 9th ward...** Through the removal of severely deteriorated buildings and the redevelopment of vacant land, this can be efficiently accomplished. An eye toward preserving and enhancing green space is desirable where possible.

- **Assemble small parcels of land into larger development parcels...** Begin to stir reinvestment in the Elmwood and Washington Park area by seeking appropriate commercial and retail developers.
- **Install traffic calming measures and encourage pedestrian traffic...** By creating an atmosphere where pedestrians feel safe and able to cross the street at nearly any point, the retail and commercial concerns will benefit as well as the neighborhood “feel”.

5.3 Long Term Goal: Begin the Process of Reinvestment

- **Increase Commercial and Retail Capacity...** Broad Street and Elmwood Avenue are revitalized areas which both serve the needs of neighborhood residents and the Elmwood community. There is a new commercial viability on the street and business people are seeking to expand the types of service and retail options.
- **Repair the existing Housing When Possible...** The surrounding residential area also is strengthened and stabilized. Elmwood Avenue and Broad Street are important neighborhood streets again, the housing values and housing quality in the immediate area are both increasing.

6. Implementation

In order for the goals discussed in this document to be realized, steps must be taken to change the perception of the Elmwood and Washington Park neighborhoods. The Department of Planning and Development can take strategic actions that will create a ripple effect of new investments into the area. With the assistance of concerned residents, the DPD, through the PRA, can make informed decisions that have positive impact on the community.

6.1 Proposed Improvements

There are a number of improvements that can be undertaken to revitalize both the commercial and residential areas. They include rezoning and acquisition of key parcels for redevelopment purposes. There are also a number of improvements that can be undertaken on private property that will enhance the public improvements. Experience has shown that improvements in private properties will make the difference in neighborhood revitalization. Rehabilitation of residential structures, filling in of vacant lots, improving and cleaning up storefronts, landscaping front yards, and landscaping parking lots should be encouraged and linked with the public improvements that have already taken place.

There are four distinct themes that make up the revitalization process for these neighborhoods:

- Residential and Housing Activities
- Commercial and Economic Activities
- Infrastructure Improvements
- Zoning and Building Code Enforcement

6.2 Property Redevelopment - Residential and Housing Activities

The steps that the City can take for revitalization of neighborhood commercial and residential areas such as Elmwood and Washington Park are simple. The needs of the residents should be met through the elimination of blighting influences, improvement of infrastructure, the softening of hard edges through the planting of street trees, and the creation of development opportunities for private commercial, residential and retail investors.

The priority will be those properties that are both significant blighting influences, that are in prominent locations which are feasible for redevelopment purposes, and those which are able to be purchased quickly and cost effectively. Many sites may be developed through the private sector. Other sites have been developed through the Providence Redevelopment Agency. The following phases should be carried out in order over the course of the next few years and according to the availability of funding. Other than the first phase, for which funding is being identified, the next phases are not necessarily presented in any priority.

6.2.1 Phase 1 Area A Residential Property Redevelopment

These properties, all located on Adelaide Avenue (except for two) have been owned by one landlord for many years. They are currently part of a Section 8, site-based, project. Historically, these properties have been poorly maintained and managed and are currently in various degrees of disrepair. The impact on the surrounding properties has been significant. Poor property management has negatively impacted property values in the immediate neighborhood.

Address	Plat	Lot	SF	Assessed Value	Acquisition Estimate	Action
89 Adelaide Avenue	52	118	5000	\$82,900	\$103,625	Rehabilitate for Sale
115 Adelaide Avenue	52	28	5000	\$88,400	\$110,500	Rehabilitate for Sale
121 Adelaide Avenue	52	166	5000	\$173,200	\$216,500	Rehabilitate for Sale
136 Adelaide Avenue	52	212	5000	\$99,000	\$123,750	Rehabilitate for Sale
172 Adelaide Avenue	52	177	17310	\$104,100	\$130,125	Rehab / Greenspace
181 Adelaide Avenue	52	561	15534	\$180,200	\$225,250	Rehabilitate for Sale
196 Adelaide Avenue	52	154	5000	\$96,100	\$120,125	Rehabilitate for Sale
202 Adelaide Avenue	52	204	5000	\$94,800	\$118,500	Rehabilitate for Sale
203 Adelaide Avenue	52	317	6000	\$140,500	\$175,625	Rehabilitate for Sale
238 Adelaide Avenue	52	195	5000	\$74,500	\$93,125	Rehabilitate for Sale
Total				\$ 1,133,700	\$1,417,125	

6.2.2 Phase 2 Area A – Residential Property Redevelopment

The following are residential buildings that are currently vacant. These should be acquired by the PRA and transferred to local neighborhood housing nonprofits or to private ownership (owner occupancy) for renovation and resale.

Address	Plat	Lot	SF	Assessed Value	Acquisition Estimate	Action
80 Laura Street	49	512	6320	\$64,500	\$80,625	Rehabilitate for Sale
58 Lexington Avenue	53	460	4000	\$87,100	\$108,875	Rehabilitate for Sale
65 Atlantic Avenue	53	456	4000	\$71,500	\$89,375	Rehabilitate for Sale
60 Sumter Street	53	565	4998	\$139,300	\$174,125	Rehabilitate for Sale
67 Warrington Street	53	609	4998	\$72,400	\$90,500	Rehabilitate for Sale
Total				\$434,800	\$543,500	

The following are vacant lots that are currently poorly maintained or not maintained at all.

Address	Plat	Lot	SF	Assessed Value	Acquisition Estimate	Action
51 Mitchell Street	49	318	3160	\$5,700	\$7,125	Split to Adjacents
52 Lexington Avenue	53	459	4000	\$6,500	\$8,125	Split to Adjacents
42 Atlantic Avenue	53	150	5000	\$7,000	\$8,750	New Construction
15 Gallatin Street	53	502	9996	\$10,500	\$13,125	Merge w/ Adj.Comm.
Total				\$29,700	\$37,125	

Intent Each of the buildings listed here is currently vacant. None of the buildings looks to be beyond the point of saving. And due to the overall need for more housing opportunities for people in the Elmwood neighborhood, it is more sensible to rehabilitate these structures rather than clear them. The vacant houses on Gallatin and Warrington Streets are the only eyesores on the entire streets.

The vacant lots are also blighting influences and should be addressed. There has been a growing concern among neighborhood residents about vacant lot. Unfortunately due to bureaucratic procedures and absentee landlords, the titles to these lots are often murky at best, precluding the speedy conversion of them into beneficial use. The PRA should absorb the financial burden of clearing the titles to these properties and then quickly transfer them to neighborhood residents.

6.2.3 Area B – Residential Property Redevelopment

The following are residential buildings that are currently vacant. These should be acquired by the PRA and either directly rehabilitated or should be transferred to a local neighborhood housing nonprofit for renovation and resale.

Address	Plat	Lot	SF	Assessed Value	Acquisition Estimate	Action
20 Sackett Street	53	496	8242	\$131,700	\$164,625	Rehabilitate for Sale
35 Sassafras Street	53	325	3200	\$37,000	\$46,250	Rehabilitate for Sale
18 Corinth Street	53	244	3800	\$42,900	\$53,625	Rehabilitate for Sale
24 Corinth Street	53	246	4000	\$37,000	\$46,250	Rehabilitate for Sale
57 Corinth Street	53	276	3220	\$51,300	\$64,125	Rehabilitate for Sale
82 Sassafras Street	53	288	2698	\$38,500	\$48,125	Rehabilitate for Sale
Total				\$338,400	\$423,000	

The following is a vacant lot that is currently poorly maintained or not maintained at all.

Address	Plat	Lot	SF	Assessed Value	Acquisition Estimate	Action
241 Melrose Street	60	71	4571	---		New Construction

Intent Each of the buildings listed above is currently vacant. None of the buildings looks to be beyond the point of saving. However, the house at 20 Sackett Street is in very poor condition. But due to the overall need for more housing opportunities for people in the Elmwood neighborhood, it is more sensible to rehabilitate these structures rather than clear them.



20 Sackett Street

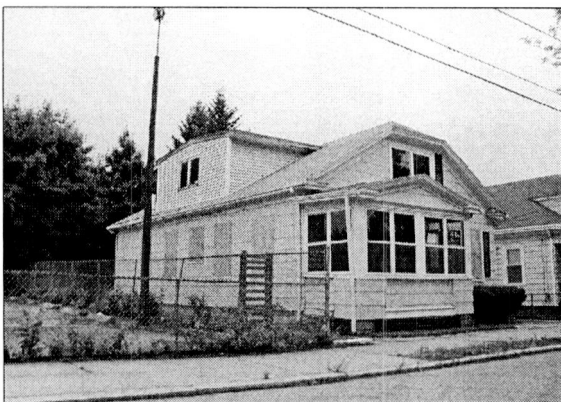
6.2.4 Area C – Residential Property Redevelopment

The following are residential buildings that are currently vacant. These should be acquired by the PRA and either directly rehabilitated or should be transferred to a local neighborhood housing nonprofit for renovation and resale. In many cases, the threat of condemnation may inspire the owners of these properties to rehabilitate them and cause them to be occupied again.

Address	Plat	Lot	SF	Assessed Value	Acquisition Estimate	Action
90 Miller Avenue	59	467	4738	74600		Rehabilitate for Sale
45 Babcock Street	59	659	3216	53900		Rehabilitate for Sale
137 Carr Street	59	434	3216	70400		Rehabilitate for Sale
20 Carr Street	59	399	3216	66400		Rehabilitate for Sale
31 Homer Street	59	286	3216	100200		Rehabilitate for Sale
84 Cactus Street	59	227	3181	86300		Rehabilitate for Sale
27 Payton Street	59	207	3216	48700		Rehabilitate for Sale
21, 25 Cyr Street	59	48,49	6492	94600		Rehabilitate for Sale

Intent Each of the buildings listed here is currently vacant. None of the buildings looks to be beyond the point of saving. And due to the overall need for more housing opportunities for people in the Elmwood neighborhood, it is more sensible to rehabilitate these structures rather than clear them.

The vacant lots are also blighting influences and should be addressed. There has been a growing concern among neighborhood residents about vacant lots. Unfortunately due to bureaucratic procedures and absentee landlords, the titles to these lots are often murky at best, precluding the speedy conversion of them into beneficial use. The PRA should absorb the financial burden of clearing the titles to these properties and then quickly transfer them to neighborhood residents.

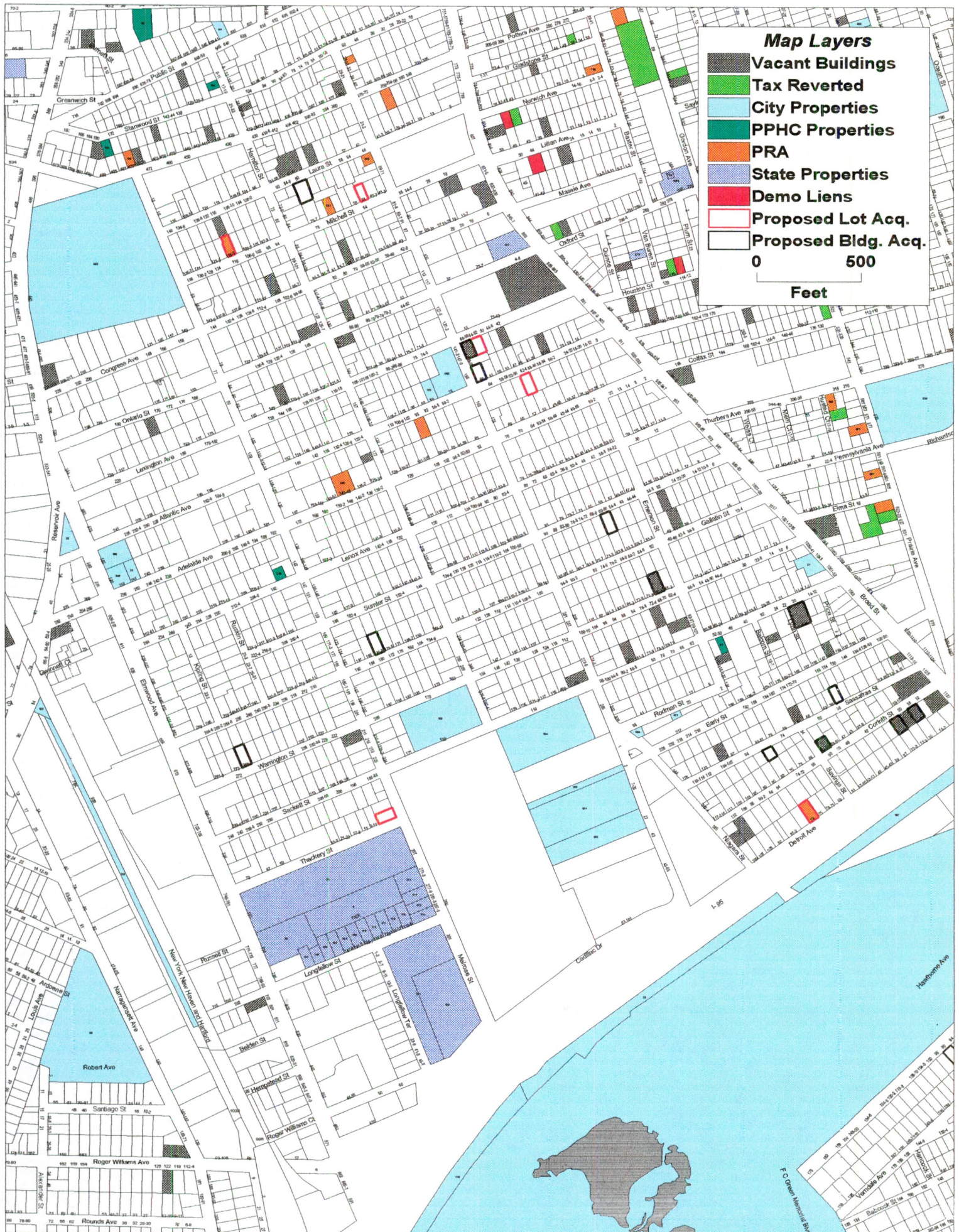


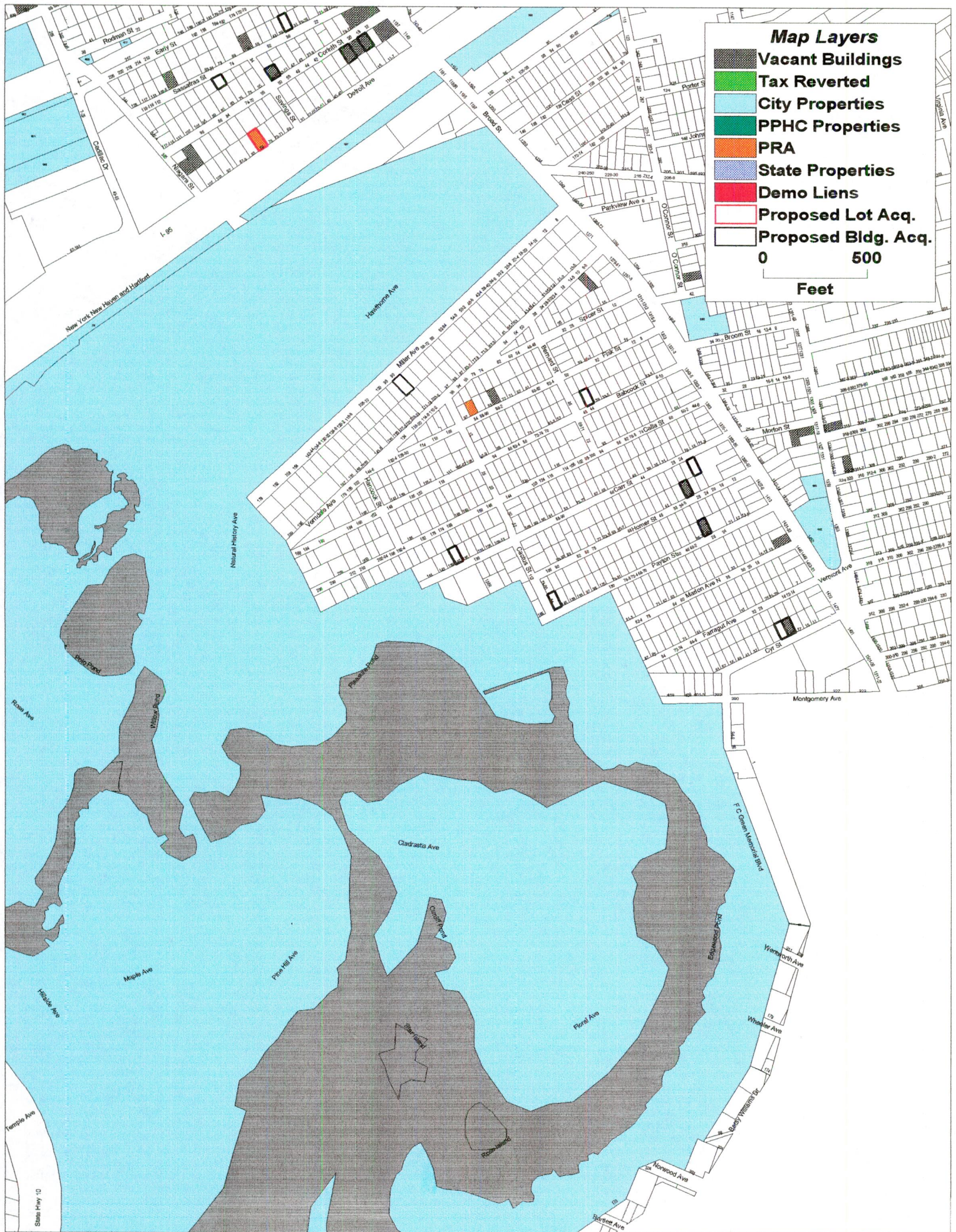
21 Cyr Street

6.2.5 PRA and City Owned Property Redevelopment

The PRA should arrange for the expeditious transfer of the following properties to community-based groups and homeowners in order to put them back into beneficial use.

Address	Plat	Lot	SF	Assessed Value	Acquisition Estimate	Action
113 Mitchell Street	49	104	3863	\$6,400	\$0	Rehabilitate for Sale
110 Laura Street	49	216	4000	\$6,500	\$0	Rehabilitate for Sale
104 Laura Street	49	217	5500	\$7,500	\$0	Rehabilitate for Sale
46 Laura Street	49	298	2709	\$5,200	\$0	Rehabilitate for Sale
51 Mitchell Street	49	318	3160	\$5,700	\$0	Rehabilitate for Sale
67 Mitchell Street	49	321	3200	\$6,200	\$0	Rehabilitate for Sale
98 Atlantic Ave	52	135	5000	\$7,000	\$0	Rehabilitate for Sale
79 Detroit Ave	53	230	5000	\$7,000	\$0	Rehabilitate for Sale
30 Adelaide Ave	53	533	4500	\$6,800	\$0	Rehabilitate for Sale
25 Farragut Ave	59	80	3216	\$8,300	\$0	Rehabilitate for Sale
60 Marion Ave	59	118	3216	\$8,300	\$0	Rehabilitate for Sale
91 Fisk Street	59	752	2814	\$35,700	\$0	Rehabilitate for Sale





6.3 Commercial and Economic Activities

Currently, Southside/Broad Street is involved in the economic development of the Broad Street commercial corridor. This work will have a dramatic impact on the 9th Ward neighborhood.

The Elmwood Foundation has recently expressed similar interest in the economic revitalization of Elmwood Avenue. There is an ongoing effort to improve pedestrian, bicycle and vehicular safety on the street as well as re-landscaping the entire corridor. That effort, when combined with Broad Street, will serve to reinvigorate the retail and commercial aspects of the area. And as the nearby Gorham site is developed. An effort will be made to leverage that investment into the immediate commercial and retail areas.

6.4 Infrastructure Improvements

Already Completed: Broad Street - Entire Length Repaired many existing sidewalks as needed. Also, the installation of street trees as deemed appropriate.

To Be Completed: As part of the upgrading of the neighborhood, several specific improvement projects are necessary. While some improvement is evident by the site improvements noted above, much more needs to be done. These items are as follows:

- Repaving of Broad Street
- Submission of Elmwood Avenue on the TIP program (from Trinity Square to Cranston line).
- Redesign of I-95 Bridge over Broad Street
- Redesign of Entrance to RW Park.
- Landscaping of Trinity Square, Cahill Square.
- Continued Installation of Traffic Calming Devices within neighborhood.
- Elmwood Foundation housing rehabilitation
- Greater Elmwood Neighborhood Services housing rehabilitation

6.5 Zoning and Building Code Enforcement

The current zoning matches the desired uses for the neighborhood. Therefore, there is no recommended rezoning at this time. However, as redevelopment moves forward, there may arise a need for a reexamination of both commercial and residential zoning districts. Building Code enforcement is the purview of the Department of Inspections and Standards (DIS). The DIS will be encouraged by the DPD and the PAC to participate in this effort by stepping up enforcement.

7. Appendices

Contents of a Redevelopment Plan in accordance with RIGL 45-32-8

Introduction – Brief summary of the intent of the plan; how it is related to recent planned or on-going activity, such as the Housing Rehabilitation Program (Elmwood Foundation Revolving Fund), planned street calming activities and the like.

Goals and Policies –

Description of the Boundaries and Location of the Project Area - This does not necessarily have to be at the beginning of the Plan. This is a legal boundary description (text), which may go in at the end with a map.

Description of Existing Blighted and Substandard Conditions for Project Area - This will be based on the survey. It will be depicted in text, maps, graphs and perhaps, photographs.

Proposed Land Use in Project Area – The proposed land use map may coincide with existing zoning, or if changes are appropriate, the plan should show a proposed zoning map. Any changes in land use and zoning that becomes part of this plan must also be submitted as a separate action to the City Council for a zoning map amendment. Zoning changes can either be accomplished concurrently with this plan or soon after the plan is adopted.

Standards of Population Densities, Land Coverage, and Building Intensities - This refers to the dimensional requirements under zoning, such as lot size, lot coverage, setbacks and the like. If we decide to change the zoning map, the dimensional requirements may change as well. For the most part we will stay with existing zoning categories such as R1, R2, etc., but if appropriate, we may also consider special overlay zones that may provide for density or intensity standards not otherwise provided for in the traditional zoning districts.

Proposed Changes in Streets and Utilities – This often refers to certain street abandonments or realignment of streets that often accompany redevelopment plans. In this case we can include the street calming plans as part of this element. We do not necessarily have to abandon streets or establish new ones.

Changes in Zoning, Variances or Modifications – Many redevelopment plans often provide for zoning map changes.

Conforms to the Comprehensive Plan – This plan, like all other land use decisions in the City of Providence must conform to the Comprehensive Plan.

Lands to be Acquired and Buildings or Structures to be Demolished and Removed – This is the heart of a redevelopment plan. It must identify, by plat and lot, the parcels that will be acquired. If any of these lots have buildings that are to be demolished must also be identified. On the other hand, there is no requirement to demolish all buildings; some may be suitable for rehabilitation and may be sold as such.

Statement on Proposed Conditions, Covenants, and Other Restrictions – These are the site controls that the plan can impose in order to control the disposal and future use of land and buildings in the project area. Many times we can simply refer to land use controls in the Zoning Ordinance, but there may instances where stricter controls are required.

General Statement of the Extent of Relocation – A statement must be attached to the plan that sets forth a relocation plan resulting from the proposed redevelopment of the area and a proposed method for rehousing of displaced persons. Generally when the sites are selected for acquisition and if the sites are occupied, we can determine the extent of relocation required.

Estimated Cost of Carrying Out the Redevelopment Plan – This statement must also include a description of the method of financing the proposed redevelopment project.

General Statement on the Redevelopment Act – Besides the points enumerated above the Act (RIGL chapters 31-33) provides for other specific requirements that we have to fulfill. These include the PAC establishment of boundaries, identifying blighted properties through the survey (see above), redevelopment areas, and public hearings for adoption of the plan and generally how this plan fulfills the purposes of the Act.

A. Project Description

Description for the Boundaries of the Elmwood – Ward 9 Revitalization Project Area

The Project Area follows the boundaries used for the 9th City Council Ward in the City of Providence as it exists in 1999.

B. Covenants and Restrictions

Conditions, Covenants, Restrictions and Provisions Controlling the Development and the Use of Acquired Land and Improvements

1. 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 Agency shall be final and binding.
2. A report concerning the proposed sale or lease of any land acquired by the Agency shall be submitted to the City Council at a regular or special meeting at least ten (10) days prior to the execution of said sale or lease agreement.
3. The following controls of this plan shall obligate and bind all redevelopers and their successors 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 controls stated in Paragraph "c." 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 area to require said redevelopers:
 - a. To use and devote such real property only for the purpose and in the manner stated in the Plan;
 - b. To comply with such terms and conditions relating to the use and maintenance of real property as in the opinion of the Agency are necessary to carry out the provisions of this Plan;
 - c. To provide that at no time shall the acquisition, use, disposal or conveyance of land or improvements within the Project Area to or by any persons be denied, restricted or abridged, nor occupancy or possession therefore preferred, segregated or refused because of gender, race, color, creed, ancestry, religion or nationality. 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 gender, race, color, creed, ancestry, religion or nationality in the sale, lease or occupancy of any project property;
 - d. To begin and complete the construction of improvements within a period of time deemed by the 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;
 - e. To comply with such terms and conditions specified by the Agency which will prevent

holding of land for speculative purposes, and the sale of other disposition of land at a profit until such time as the required improvements have been completed;

- f. To submit to the 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.

Miscellaneous Provisions

Whenever the controls in this Plan restricting the use and development of areas acquired for redevelopment conflict with provisions of the Zoning Ordinance or any other City Ordinance the higher standards of this Plan, if established, or of the Zoning Ordinance or any other City Ordinance shall govern.

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

Land sold to an adjoining owner shall first be utilized to satisfy the requirements of this Plan with respect to his or her adjoining non-acquired property.

The purchaser of land from the Agency is obligated to provide the necessary rehabilitation of his or her adjoining non-acquired property to meet the standards established by this Plan. After receipt of notice from the purchaser to the Agency that he or she has complied with the standards established by this Plan and after the Agency has made a finding of such fact, the Agency will tender to the purchaser a Certificate of Completion suitable for with recording with the Recorder of Deeds.

All buildings and improvements in the Project shall be maintained in good repair and in safe, clean, and sanitary condition.

All mechanical equipment, whether located on the roof of a structure or on the ground or at any other location on a site shall be totally and effectively screened from view within the limits of safety and good design with respect to any given mechanical system - and said screening shall be integrated with the architectural design, style and fascia of the building(s). The Agency, in its sole and absolute discretion, shall have the final right of approval.

The Agency in its sole and absolute discretion, shall have the final right of approval and

interpretation of all redevelopment proposals.

Obligations to be Imposed on Developers

1. 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 of land in the Project Area, to observe all provisions of the Plan and to assume constructions of all required and/or necessary improvements in conformity with the Plan within a reasonable length of time, which shall be determined by the Agency, in its sole and absolute discretion.
2. 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 within 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 for forty (40) years; except that the provisions contained herein with respect to non-discrimination shall run for a perpetual length of time.

C. Relocation

Businesses, families and individuals to be displaced by the Agency action within the project area will have the services of the Department of Planning and Development. Relocation shall be carried in accordance with RIGL or federal (HUD) requirements, dependant upon the source of funding for the project.

D. Procedure for Changes in Approved Plan

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

F. Bibliography

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Washington, DC 1990

The Providence Plan
Providence Neighborhood Fact Book
City of Providence, 1993

Department of Planning and Urban Development
Elmwood Neighborhood Analysis
City of Providence, 1979

Department of Planning and Urban Development
Washington Park Renewal Project
Official Redevelopment Plan
City of Providence, 1981

William McKenzie Woodward and Edward F. Sanderson, Editors
Providence: A Citywide Survey of Historic Resources
Rhode Island Historical Preservation Commission, 1986

G. List of Abbreviations

Agency	Providence Redevelopment Agency
City	City of Providence
City Council	City Council of the City of Providence
Community Redevelopment Act	Redevelopment Act of 1956 of the General Laws of Rhode Island, 1956, as amended to date.
Department	City of Providence Department of Planning and Development
Minimum Housing Code	Minimum Standards Housing Ordinance.
Plan	Redevelopment Plan
Project Area	9 th Ward Revitalization Project
Zoning Ordinance	Zoning Ordinance of the City of Providence, approved June 27, 1994, as amended to date.
Zoning Board of Review	Zoning Board of Review of the City of Providence

7.1 Listing of Proposed Acquisitions

Address	Plat	Lot	SF	Assessed Value	Acquisition Estimate	Action
89 Adelaide Avenue	52	118	5000	\$82,900	\$103,625	Rehabilitate for Sale
115 Adelaide Avenue	52	28	5000	\$88,400	\$110,500	Rehabilitate for Sale
121 Adelaide Avenue	52	166	5000	\$173,200	\$216,500	Rehabilitate for Sale
136 Adelaide Avenue	52	212	5000	\$99,000	\$123,750	Rehabilitate for Sale
172 Adelaide Avenue	52	177	17310	\$104,100	\$130,125	Rehab / Greenspace
181 Adelaide Avenue	52	561	15534	\$180,200	\$225,250	Rehabilitate for Sale
196 Adelaide Avenue	52	154	5000	\$96,100	\$120,125	Rehabilitate for Sale
202 Adelaide Avenue	52	204	5000	\$94,800	\$118,500	Rehabilitate for Sale
203 Adelaide Avenue	52	317	6000	\$140,500	\$175,625	Rehabilitate for Sale
238 Adelaide Avenue	52	195	5000	\$74,500	\$93,125	Rehabilitate for Sale
Total				\$ 1,133,700	\$1,417,125	

Address	Plat	Lot	SF	Assessed Value	Acquisition Estimate	Action
80 Laura Street	49	512	6320	\$64,500	\$80,625	Rehabilitate for Sale
58 Lexington Avenue	53	460	4000	\$87,100	\$108,875	Rehabilitate for Sale
65 Atlantic Avenue	53	456	4000	\$71,500	\$89,375	Rehabilitate for Sale
60 Sumter Street	53	565	4998	\$139,300	\$174,125	Rehabilitate for Sale
183 Gallatin Street	52	260	5000	\$94,800	\$118,500	Rehabilitate for Sale
67 Warrington Street	53	609	4998	\$72,400	\$90,500	Rehabilitate for Sale
Total				\$529,600	\$662,000	

Address	Plat	Lot	SF	Assessed Value	Acquisition Estimate	Action
51 Mitchell Street	49	318	3160	\$5,700	\$7,125	Split to Adjacents
52 Lexington Avenue	53	459	4000	\$6,500	\$8,125	Split to Adjacents
42 Atlantic Avenue	53	150	5000	\$7,000	\$8,750	New Construction
15 Gallatin Street	53	502	9996	\$10,500	\$13,125	Merge w/ Adj.Comm.
Total				\$29,700	\$37,125	

Address	Plat	Lot	SF	Assessed Value	Acquisition Estimate	Action
20 Sackett Street	53	496	8242	\$131,700	\$164,625	Rehabilitate for Sale
35 Sassafras Street	53	325	3200	\$37,000	\$46,250	Rehabilitate for Sale
18 Corinth Street	53	244	3800	\$42,900	\$53,625	Rehabilitate for Sale
24 Corinth Street	53	246	4000	\$37,000	\$46,250	Rehabilitate for Sale
57 Corinth Street	53	276	3220	\$51,300	\$64,125	Rehabilitate for Sale
82 Sassafras Street	53	288	2698	\$38,500	\$48,125	Rehabilitate for Sale
Total				\$338,400	\$423,000	

The Ward Nine Redevelopment Project

Address	Plat	Lot	SF	Assessed Value	Acquisition Estimate	Action
241 Melrose Street	60	71	4571	---		New Construction

Address	Plat	Lot	SF	Assessed Value	Acquisition Estimate	Action
90 Miller Avenue	59	467	4738	74600		Rehabilitate for Sale
45 Babcock Street	59	659	3216	53900		Rehabilitate for Sale
137 Carr Street	59	434	3216	70400		Rehabilitate for Sale
20 Carr Street	59	399	3216	66400		Rehabilitate for Sale
31 Homer Street	59	286	3216	100200		Rehabilitate for Sale
84 Cactus Street	59	227	3181	86300		Rehabilitate for Sale
27 Payton Street	59	207	3216	48700		Rehabilitate for Sale
21, 25 Cyr Street	59	48,49	6492	94600		Rehabilitate for Sale

Address	Plat	Lot	SF	Assessed Value	Acquisition Estimate	Action
113 Mitchell Street	49	104	3863	\$6,400	\$0	Rehabilitate for Sale
110 Laura Street	49	216	4000	\$6,500	\$0	Rehabilitate for Sale
104 Laura Street	49	217	5500	\$7,500	\$0	Rehabilitate for Sale
46 Laura Street	49	298	2709	\$5,200	\$0	Rehabilitate for Sale
51 Mitchell Street	49	318	3160	\$5,700	\$0	Rehabilitate for Sale
67 Mitchell Street	49	321	3200	\$6,200	\$0	Rehabilitate for Sale
98 Atlantic Ave	52	135	5000	\$7,000	\$0	Rehabilitate for Sale
79 Detroit Ave	53	230	5000	\$7,000	\$0	Rehabilitate for Sale
30 Adelaide Ave	53	533	4500	\$6,800	\$0	Rehabilitate for Sale
25 Farragut Ave	59	80	3216	\$8,300	\$0	Rehabilitate for Sale
60 Marion Ave	59	118	3216	\$8,300	\$0	Rehabilitate for Sale
91 Fisk Street	59	752	2814	\$35,700	\$0	Rehabilitate for Sale

