

THE CITY OF PROVIDENCE
STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

RESOLUTION OF THE CITY COUNCIL

No. 261

Approved May 3, 1982

RESOLVED, DECREED AND ORDERED:

That the following named Street shown as cross-hatched area on the accompanying plan entitled, "Providence, Rhode Island, Department of Public Works - Engineering Office, Street Line Section Plan No. 064180, dated March 18, 1982",

VIZ:

Crawford Street, lying between South Main Street and South Water Street, shown as cross-hatched area on accompanying plan and designated by the letters (A-B-C-D-A) having ceased to be useful to the public and is proposed to be abandoned as a Public Highway, subject to the Narragansett Electric Company be permitted the retention of their underground facilities in existing locations in said Crawford Street, together with the right to inspect, maintain, operate and replace the same; New England Telephone be permitted the retention of their facilities in existing locations, together with the right to inspect, maintain, operate and replace the same and with 24 hour access to said facilities, if petitioner decides that telephone facilities are to be relocated, the petitioner will assume all costs of the relocation, to relocate the 12" Sewer in said street at the expense of others, in a location to be designated by the City; and the damage to the abutters is appraised at nothing and so awarded, and it is further

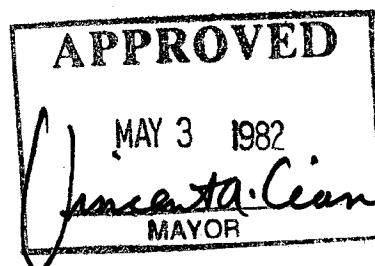
ORDERED, That the Director of Public Works be and he is hereby directed to cause a sign to be placed on the above-named highway abandoned as aforesaid, having thereon the words, "Not a Public Highway", and it is further

ORDERED, That after the entry of this order or decree the City Clerk shall cause a notice thereof to be published in a newspaper published in the County of Providence at least once a week for three successive weeks and a further and personal notice shall be served by the City Sergeant upon every owner of land abutting the above-named highway which has been abandoned, who is known to reside within the State.

IN CITY COUNCIL

APR 28 1982
READ AND PASSED

Robert L. Lynch
Clerk
Robert M. Mendonca
CLERK



THE COMMITTEE ON
PUBLIC WORKS

Approves Passage of
The Within Resolution

Rose M. Mendenhall
Clerk Chairman

April 26, 1982

PETITION TO THE CITY COUNCIL

TO THE HONORABLE CITY COUNCIL OF THE CITY OF PROVIDENCE:

The undersigned respectfully petitions your honorable body

1. Petitioner, Old Stone Bank, a Rhode Island banking corporation, with offices at 150 South Main Street, Providence, Rhode Island is the owner in fee of seven (7) parcels of land designated as City of Providence Tax Assessor's Plat 12, Lots 26, 46, 47, 48, 49, 50 and 51. Lot 26 abuts the westerly line of South Main Street, a public highway, the northerly line of Crawford Street, a public highway, and the easterly line of South Water Street, also a public highway. Lots 46 and 47 abut the southerly line of Crawford Street, Lots 50 and 51 abut the easterly line of South Water Street and Lots 48 and 49 abut the westerly line of South Main Street. All references to the Assessor's Plat and Lots are as the same appear on the Assessor's Map of the City of Providence as assessed December 31, 1981. Attached hereto is an exhibit of said Assessor's Map of the City of Providence further identifying the lots.

2. Petitioner is about to enter into an agreement with Gold Dome Associates, a Massachusetts limited partnership, for the development of the aforesaid seven (7) parcels of land for potential use as retail and office space as well as for parking facilities. The joint venture shall be known as "Old Stone Plaza Associates".

3. It is anticipated that an office complex will be constructed on the lots. Crawford Street, so-called, lying between South Main Street and South Water Street as further described herein has ceased to be useful to the public and, therefore, ought to be abandoned.

4. Pursuant to the provisions of Chapter 24-6 of the General Laws of Rhode Island, 1956 (1969 Renactment, as amended), and upon resolution of the City Council of the City of Providence the aforesaid Crawford Street may be abandoned thereby causing title to the land upon which such highway exists to revert to its owner, namely the Petitioner, Old Stone Bank, and the City shall be no longer liable to repair the same.

5. Upon the abandonment of the aforesaid Crawford Street, the project to be developed by the joint venture will be in the public interest and will be of benefit to the City of Providence.

6. Petitioner specifically requests abandonment of the following public highway which has ceased to be useful to the public,
TO WIT:

The entire area of Crawford Street, lying between South Main Street and South Water Street bounded and described as follows:

Beginning at the intersection of the southeasterly line of Crawford Street and the northeasterly line of South Water Street and running northwesterly eighty and 23/100 (80.23) feet to the intersection of the northwesterly line of Crawford Street and the northeasterly line of South Water Street; thence turning an interior angle of 88°-51'-30" and running northeasterly by the northwesterly line of Crawford Street one hundred nineteen and 85/100 (119.85) feet to the intersection of the northwesterly line of Crawford Street and the southwesterly line of South Main Street; thence turning an interior angle of 86°-20'-41" and running southeasterly seventy-seven and 84/100 (77.84) feet to the intersection of the southeasterly line of Crawford Street and the southwesterly line of South Main Street; thence turning an interior angle of 94°-56'-13" and running southwesterly by the southeasterly line of Crawford Street one hundred thirteen and

and 31/100 (113.31) feet to the point of beginning, making an interior angle of 89°-51'-36" with the first-described course. Contains 9200 square feet of land.

Wherefore, in accordance with the provisions of Chapter 24-6 of the General Laws of Rhode Island 1956 (1969 Renactment, as amended), Petitioner, Old Stone Bank respectively petitions this Honorable Council to abandon the aforementioned Crawford Street.

Respectfully submitted,

OLD STONE BANK
By its Attorneys,
LEVY, GOODMAN, SEMONOFF & GORIN

By Robert A. Pitassi
Robert A. Pitassi

DEPARTMENT OF CITY CLERK
RECEIVED

FEB 24 1982

Frederic N. Mendonca
CITY CLERK OF PROVIDENCE, R.I.

pd by ch #612 amt #75.00

RECEIVED
FEB 5 4 1985

IN CITY COUNCIL
MAR 4 1982
FIRST READING
REFERRED TO COMMITTEE ON PUBLIC WORKS

Rose M. Manderson CLERK

THE COMMITTEE ON

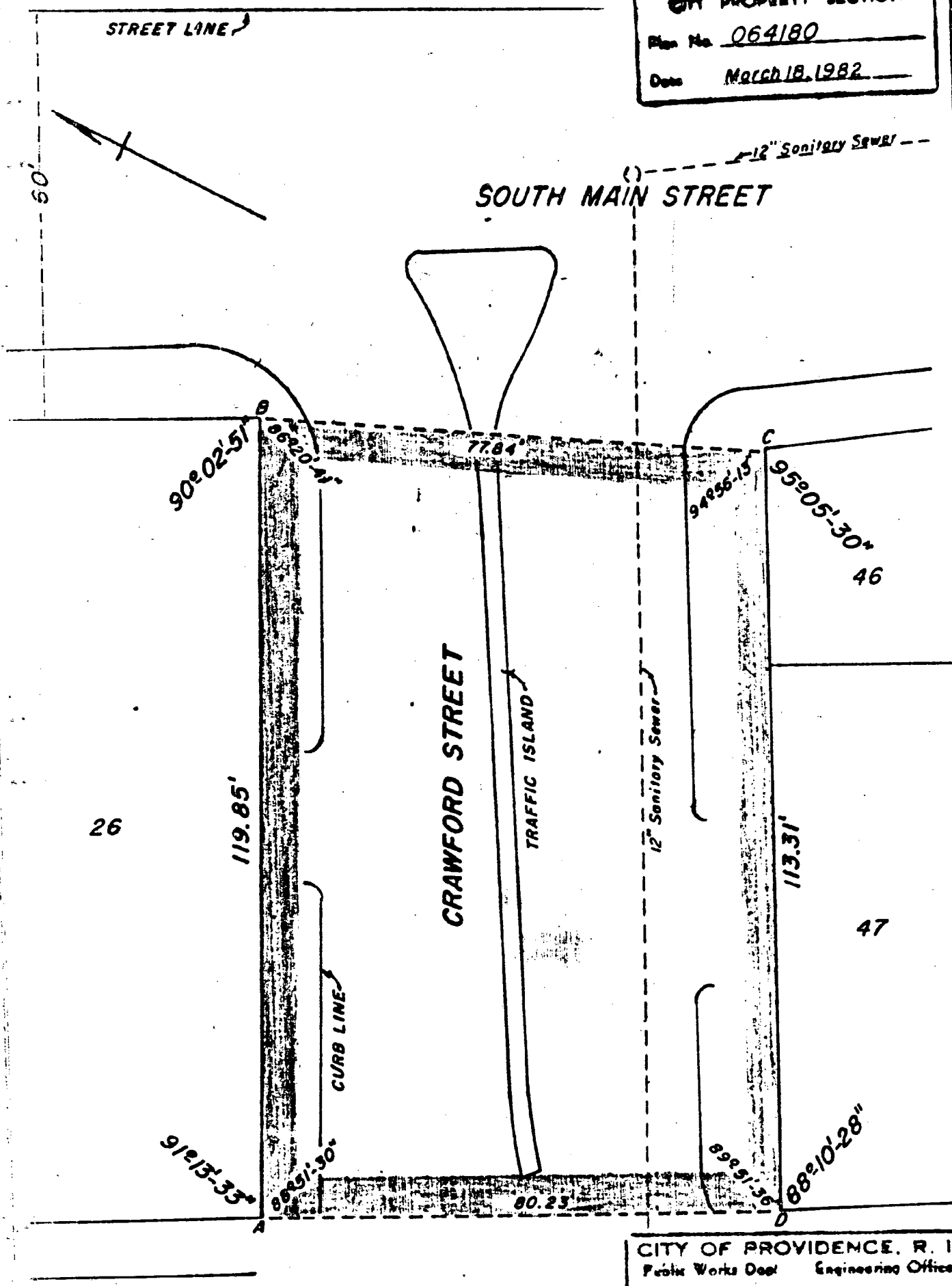
PUBLIC WORKS

Recommends

Be Contrary
Richard R. Clement Clerk

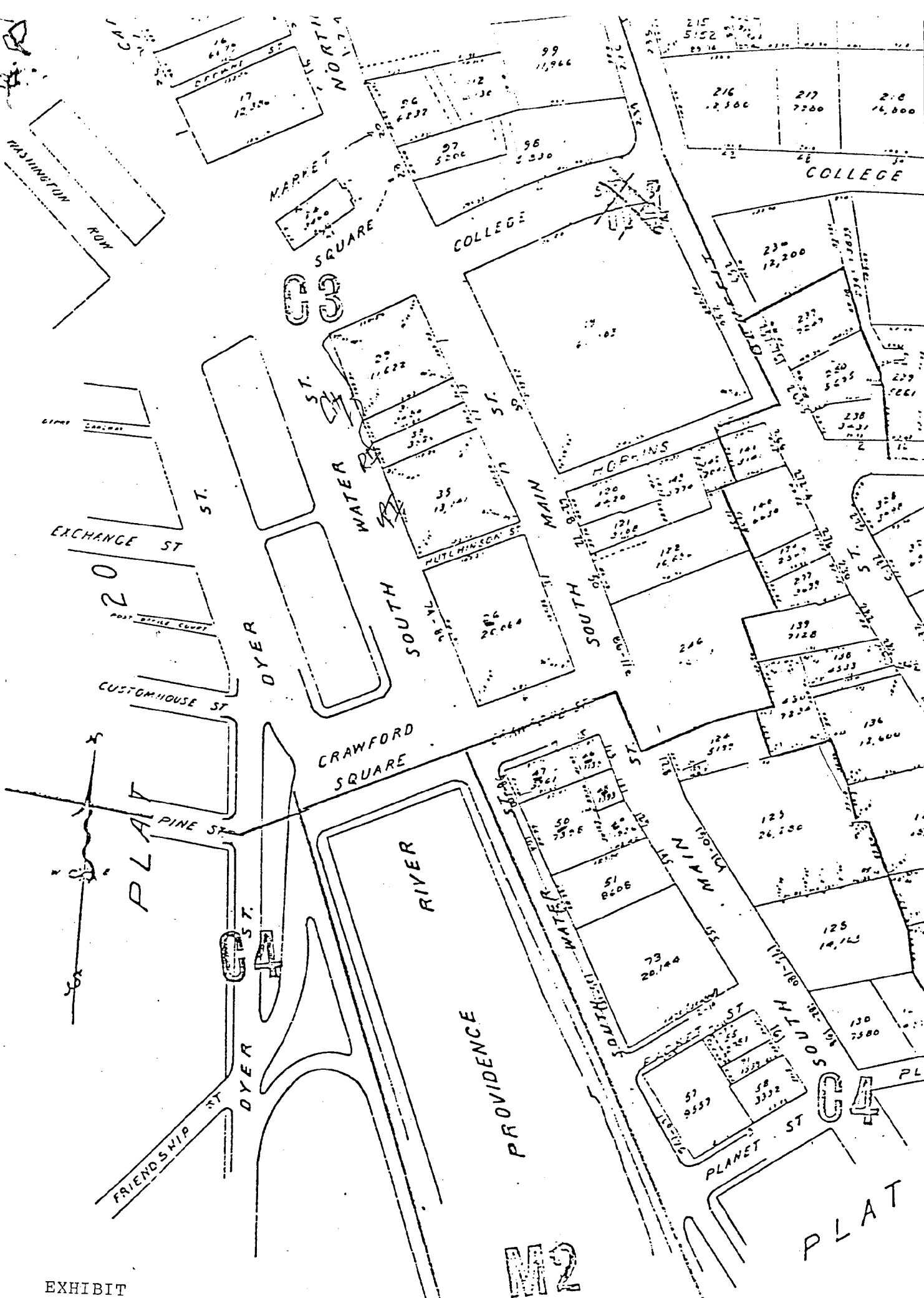
March 24, 1982

PROVIDENCE R. I.
 P. W. DEPT. - ENGINEERING OFFICE
 CITY PROPERTY SECTION
 Plan No. 064/80
 Date March 18, 1982



CITY OF PROVIDENCE, R. I.
 Public Works Dept. Engineering Office
 Showing Proposed Abandonment
Crawford St. (So. Main to So. Water St.)
 Drawn by L.D.A. Checked by R.H.R.
 Scale 1" = 20' Date March 18, 1982
 Corrected by [Signature] Approved by [Signature]
 CHIEF ENGINEER

Note: Shaded Area Proposed Abandonment (A-B-C-D-A)
 12" Sanitary line to be relocated by others, if necessary.
 Lot Numbers From Assessor's Plat 12



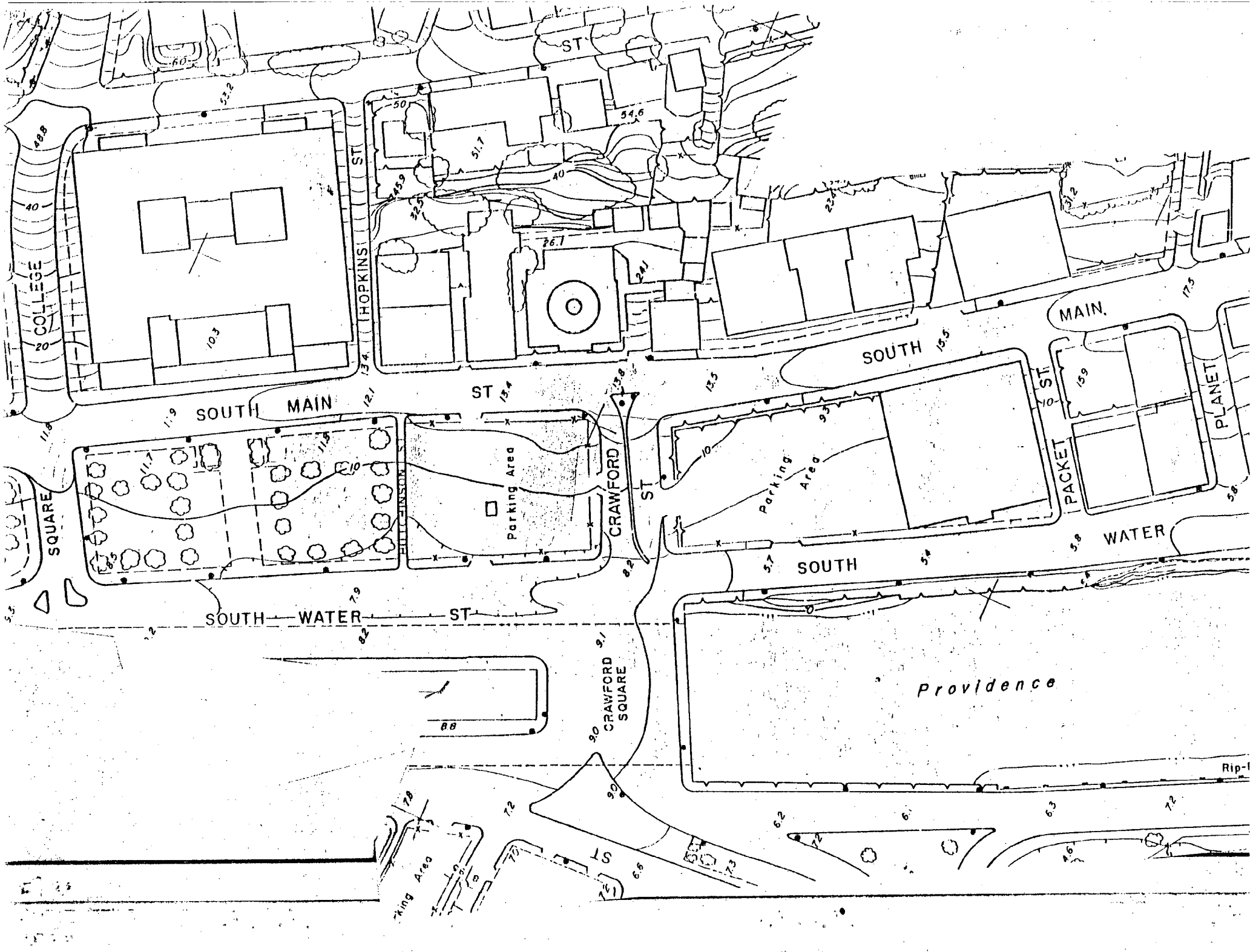
N2

PLAT

FILED

FEB 24 12 19 PM '82

DEPT. OF CITY CLERK
PROVIDENCE, R.I.



LEVY, GOODMAN, SEMONOFF & GORIN
ATTORNEYS AT LAW

PARK ROW

PROVIDENCE, RHODE ISLAND 02903

TELEPHONE (401) 421-8030 CABLE: LEVGO PVD

TELEX - 927614

JACOB GOODMAN
JEREMIAH J. GORIN
RALPH P. SEMONOFF
MELVIN L. ZURIER
RICHARD J. ISRAEL
BRUCE R. RUTTENBERG
NORMAN G. ORODENKER
NATHAN W. CHACE
STEPHEN F. MULLEN
MICHAEL R. GOLDENBERG
WILLIAM H. COTTER, III
ANTHONY F. MURI
ROBERT A. PITASSI
ROBERT B. BERKELHAMMER
SETH K. GIFFORD
WILLIAM GRANFIELD BRODY
VICTORIA LEDERBERG
PATRICIA J. IGOE
CARL I. FREEDMAN
SUSAN M. HUNTLEY

JUDAH C. SEMONOFF 1914-1960
ARTHUR J. LEVY 1920-1972
JORDAN TANENBAUM 1954-1969

February 23, 1982

Ms. Rose Mendonca
City Clerk of Providence
Providence City Hall
Providence, RI 02903

Dear Ms. Mendonca:

Enclosed please find a Petition to the City Council for the abandonment of Crawford Street filed on behalf of Old Stone Bank, together with a copy of correspondence from The Narragansett Electric Company indicating it has no objection to the same.

I also enclose this firm's check in the amount of \$75.00 representing the filing fee therefor.

Kindly acknowledge your receipt of the same by marking the enclosed copy of this letter as received and returning it to me.

Very truly yours,



Robert A. Pitassi

RAP:AMA

Enclosures

FILED

FEB 24 11 27 AM '82

DEPT. OF CITY CLERK
PROVIDENCE, R.I.

THE CITY OF PROVIDENCE

CITY SERGEANT'S OFFICE

THIS IS TO CERTIFY, That I have caused the notice, of which a true copy is hereto annexed, to be served upon the following named persons, by handing to each of said persons, or by leaving at their last and usual place of abode in this State a true copy of said notice, to wit: ABANDONMENT OF CRAWFORD STREET, LYING BETWEEN SOUTH MAIN STREET AND SOUTH WATER STREET.

<u>PLAT</u>	<u>LOT</u>	<u>NAME</u>	<u>ADDRESS</u>
12	26	Old Stone Bank	86 South Main Street Providence, RI 02903
	46	"	"
	47	"	"

COUNCILMAN EDWARD W. XAVIER

COUNCILWOMAN CAROLYN F. BRASSIL

DATE:

3/23/82

CITY SERGEANT, GIACOMO MARTONE

Giacomo Martone

Proposed abandonment
Crawford St.

Plat 12

Lot

Old Stone Bank

26

86 South Main Street
Providence, R. I. 02903

46

Same

47

Same

Councilman Edward W. Xavier
Councilwoman Carelon F. Brasil

City of Providence



Rhode Island

Department of City Clerk

MEMORANDUM

DATE: February 25, 1982

TO: Joseph C. DiSanto, Director of Public Works

SUBJECT: ABANDONMENT - CRAWFORD STREET.

CONSIDERED BY: Committee on Public Works

DISPOSITION: Attached is a copy of the subject petition,
for your study and report along with a list of
abutting owners and a tracing of the said area.

Michael R. Clement
First Deputy City Clerk

City of Providence



Rhode Island

Department of City Clerk

MEMORANDUM

DATE: February 25, 1982

TO: Frank A. Tibaldi, Traffic Engineer

SUBJECT: ABANDONMENT - CRAWFORD STREET

CONSIDERED BY: Committee on Public Works

DISPOSITION: Attached is a copy of the subject Petition for your study and report back in writing, as soon as practical.

ch

Michael R. Clement

First Deputy

City Clerk

City of Providence



Rhode Island

Department of City Clerk

MEMORANDUM

DATE: February 25, 1982

TO: Stanley Bernstein, Director of Planning and Urban Development

SUBJECT: ABANDONMENT - CRAWFORD STREET

CONSIDERED BY: Committee on Public Works

DISPOSITION: Attached is a copy of the subject petition, for your study and report back in writing, as soon as practical.

sh

Michael R. Clement
First Deputy City Clerk



The City Plan Commission

40 Fountain Street

PROVIDENCE, RHODE ISLAND

March 15, 1982

Committee on Public Works
c/o City Clerk
City Hall
Providence, Rhode Island 02903

Attention: Michael Clement

Subject: Referral No. 2054 - Abandonment of Crawford Street

Gentlemen:

The City Plan Commission, at its March 3, 1982 regular monthly meeting, reviewed and evaluated the subject petition which contained a request by the Old Stone Bank Corporation for the abandonment of Crawford Street.

A field inspection revealed that Crawford Street is an eighty foot (80') wide improved public right-of-way with curbs, sidewalks and a traffic island. There are parking lots at both sides of Crawford Street, which are owned by the petitioner. There are heavy utility lines under that street (8" C.I. water pipe, 2 electric duct formations 11 & 40, 12" combination of sanitary and storm, an 18 telephone duct formation and a 2" gas line), which will have to be relocated.

From a traffic circulation standpoint the existing traffic on Crawford Street can be diverted to Market Square with some adjustments required in the immediate vicinity. The proposed Ring Road system would ameliorate any difficulty.

Based on the above Commission unanimously voted the following:

"To recommend the approval of the abandonment of Crawford Street with an expressed concern for:

- Traffic impact
- Design of the pedestrian plaza
- Early implementation of the Ring Road
- Impact upon the corner of Market Square and South Main Street."


"To endorse the concept as presented by Old Stone Bank."

Page 2

Referral No. 2054 - Abandonment of Crawford Street

For your reference, attached herewith is a copy of the Commission's letter to Mr. Frank Tibaldi, City Traffic Engineer, relative to the same subject matter.

Very truly yours,


George D. Caldow
Chairman

GDC/cd

Attachment

cc: Councilwoman Carolyn F. Brassil
Councilman Edward W. Xavier
Thomas Dimeo, Dimeo Construction Co.
Kenneth L. Kern, Dimeo Construction Co.
Frank Tibaldi, City Traffic Engineer
Theodore Barnes, Old Stone Bank

FILED

MAR 19 11 13 AM '82

DEPT. OF CITY CLERK
PROVIDENCE, R.I.



The City Plan Commission

40 Fountain Street

PROVIDENCE, RHODE ISLAND

March 15, 1982

Mr. Frank Tibaldi
Department of Traffic Engineers
52 Ernest Street
Providence, Rhode Island 02905

Subject: Abandonment of Crawford Street

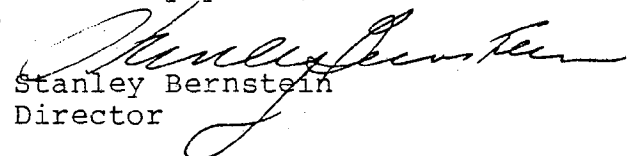
Dear Mr. Tibaldi:

The City Plan Commission, at its March 3, 1982 meeting, reviewed and evaluated the subject petition which contained a request by the Old Stone Bank Corporation for the abandonment of Crawford Street from South Water Street to South Main Street. The Commission also reviewed the proposed conceptual plan for an office and parking development at the same street and voted: -

"To approve the conceptual plan of the proposed development as presented and request that the City Traffic Engineer undertake a study on the traffic impact caused by the abandonment of Crawford Street and the new development at the following locations, namely Crawford Square, College Hill, Market Square, South Main and South Water Streets".

Your early response will be greatly appreciated.

Sincerely yours,


Stanley Bernstein
Director

SB/cd

City of Providence



Rhode Island

Department of City Clerk

MEMORANDUM

DATE: February 25, 1982

TO: Sanford H. Gorodetsky, Commissioner of Public Safety

SUBJECT: ABANDONMENT - CRAWFORD STREET

CONSIDERED BY: Committee on Public Works

DISPOSITION: Attached is a copy of the subject petition for your study and report back in writing, as soon as practical.

ch

Michael R. Clement
First Deputy City Clerk

PETITION TO THE CITY COUNCIL

TO THE HONORABLE CITY COUNCIL OF THE CITY OF PROVIDENCE:

The undersigned respectfully petitions your honorable body

1. Petitioner, Old Stone Bank, a Rhode Island banking corporation, with offices at 150 South Main Street, Providence, Rhode Island is the owner in fee of seven (7) parcels of land designated as City of Providence Tax Assessor's Plat 12, Lots 26, 46, 47, 48, 49, 50 and 51. Lot 26 abuts the westerly line of South Main Street, a public highway, the northerly line of Crawford Street, a public highway, and the easterly line of South Water Street, also a public highway. Lots 46 and 47 abut the southerly line of Crawford Street, Lots 50 and 51 abut the easterly line of South Water Street and Lots 48 and 49 abut the westerly line of South Main Street. All references to the Assessor's Plat and Lots are as the same appear on the Assessor's Map of the City of Providence as assessed December 31, 1981. Attached hereto is an exhibit of said Assessor's Map of the City of Providence further identifying the lots.

2. Petitioner is about to enter into an agreement with Gold Dome Associates, a Massachusetts limited partnership, for the development of the aforesaid seven (7) parcels of land for potential use as retail and office space as well as for parking facilities. The joint venture shall be known as "Old Stone Plaza Associates".

3. It is anticipated that an office complex will be constructed on the lots. Crawford Street, so-called, lying between South Main Street and South Water Street as further described herein has ceased to be useful to the public and, therefore, ought to be abandoned.

4. Pursuant to the provisions of Chapter 24-6 of the General Laws of Rhode Island, 1956 (1969 Renactment, as amended), and upon resolution of the City Council of the City of Providence the aforesaid Crawford Street may be abandoned thereby causing title to the land upon which such highway exists to revert to its owner, namely the Petitioner, Old Stone Bank, and the City shall be no longer liable to repair the same.

5. Upon the abandonment of the aforesaid Crawford Street, the project to be developed by the joint venture will be in the public interest and will be of benefit to the City of Providence.

6. Petitioner specifically requests abandonment of the following public highway which has ceased to be useful to the public,
TO WIT:

The entire area of Crawford Street, lying between South Main Street and South Water Street bounded and described as follows:

Beginning at the intersection of the southeasterly line of Crawford Street and the northeasterly line of South Water Street and running northwesterly eighty and 23/100 (80.23) feet to the intersection of the northwesterly line of Crawford Street and the northeasterly line of South Water Street; thence turning an interior angle of 88°-51'-30" and running northeasterly by the northwesterly line of Crawford Street one hundred nineteen and 85/100 (119.85) feet to the intersection of the northwesterly line of Crawford Street and the southwesterly line of South Main Street; thence turning an interior angle of 86°-20'-41" and running southeasterly seventy-seven and 84/100 (77.84) feet to the intersection of the southeasterly line of Crawford Street and the southwesterly line of South Main Street; thence turning an interior angle of 94°-56'-13" and running southwesterly by the southeasterly line of Crawford Street one hundred thirteen and

and 31/100 (113.31) feet to the point of beginning, making an interior angle of 89°-51'-36" with the first-described course. Contains 9200 square feet of land.

Wherefore, in accordance with the provisions of Chapter 24-6 of the General Laws of Rhode Island 1956 (1969 Renactment, as amended), Petitioner, Old Stone Bank respectively petitions this Honorable Council to abandon the aforementioned Crawford Street.

Respectfully submitted,

OLD STONE BANK
By its Attorneys,
LEVY, GOODMAN, SEMONOFF & GORIN

By Robert A. Pitassi
Robert A. Pitassi

DEPARTMENT OF CITY CLERK
RECEIVED

FEB 24 1982

Robert A. Pitassi
CITY CLERK OF PROVIDENCE, R.I.

Pl by ch # 6121 amt. \$75.00



Narragansett Electric

The Narragansett Electric Company
280 Melrose Street
Providence, Rhode Island 02901

February 10, 1982

Dimeo Construction Co.
75 Chapman Street
Providence, Rhode Island 02905

Attention: Mr. Ken Kearn - Project Manager

Subject: Old Stone Office Tower - South Main Street, Providence, R.I.

Gentlemen:

The Narragansett Electric Company presently has underground electrical facilities in Crawford Street, in Providence, Rhode Island consisting of one 40 way duct and one 12 way duct. These facilities are an important part of our electric supply system in this area and would be very difficult and costly to relocate.

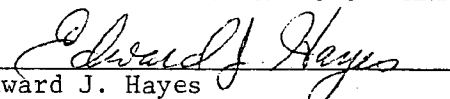
However, The Narragansett Electric Company will not object to the abandonment of Crawford Street provided that the petitioner will convey easements acceptable to The Narragansett Electric Company which will permit the retention of our facilities in existing locations, together with the right to inspect, maintain, operate and replace the same.

Any relocation, if possible, of these facilities would be at the expense of the petitioner or owner.

Very truly yours,

THE NARRAGANSETT ELECTRIC COMPANY

By


Edward J. Hayes
Senior Field Right of Way Agent

EJH:1

LEVY, GOODMAN, SEMONOFF & GORIN
ATTORNEYS AT LAW

PARK ROW

PROVIDENCE, RHODE ISLAND 02903

TELEPHONE (401) 421-8030 CABLE: LEVGO PVD

TELEX - 927614

JACOB GOODMAN
JEREMIAH J. GORIN
RALPH P. SEMONOFF
MELVIN L. ZURIER
RICHARD J. ISRAEL
BRUCE R. RUTTENBERG
NORMAN G. ORODENKER
NATHAN W. CHACE
STEPHEN F. MULLEN
MICHAEL R. GOLDENBERG
WILLIAM H. COTTER, III
ANTHONY F. MURI
ROBERT A. PITASSI
ROBERT B. BERKELHAMMER
SETH K. GIFFORD
WILLIAM GRANFIELD BRODY
VICTORIA LEDERBERG
PATRICIA J. IGOE
CARL I. FREEDMAN
SUSAN M. HUNTLEY

JUDAH C. SEMONOFF 1914-1960
ARTHUR J. LEVY 1920-1972
JORDAN TANENBAUM 1954-1969

March 31, 1982

James F. Lembo
Deputy Director of
Public Works
City Engineer
700 Allens Avenue
Providence, RI 02905

Chairman of Public Works Committee
c/o Michael Clement
First Deputy City Clerk
City Council
Providence, RI 02903

Gentlemen:

I am an attorney for the Old Stone Bank and Golden Dome Associates and represent them in reference to their petition to abandon Crawford Street, between South Main Street and South Water Street. This letter will constitute the assurance of Old Stone Bank and Golden Dome Associates that they agree to comply with the request of the Department of Public Works set forth in their March 25, 1982, letter to relocate, if necessary, the sewer line on Crawford Street.

I have spoken with Mr. Robert Quigley, a representative of Mr. Lembo, and he indicated that this letter will satisfy in full the concerns of the Department of Public Works.

Very truly yours,



Robert B. Berkelhammer

RBB/cg

FILED

APR 2 10 25 AM '82

DEPT. OF CITY CLERK
PROVIDENCE, R.I.

City of Providence



Rhode Island

Department of City Clerk

MEMORANDUM

DATE: February 25, 1982

TO: Wiley J. Archer, P.E., Chief Engineer - Water Supply Board

SUBJECT: ABANDONMENT - CRAWFORD STREET

CONSIDERED BY: Committee on Public Works

DISPOSITION: Attached is a copy of the subject petition for your study and report back in writing, as soon as practical.

Nicholas R. Clement

First Deputy City Clerk



CITY OF PROVIDENCE, RHODE ISLAND
MAYOR VINCENT A. CIANCI, JR.

DEPARTMENT OF PUBLIC WORKS . 700 ALLENS AVENUE . 02905

Joseph C. DiSanto, Director

James F. Lembo, Deputy Director

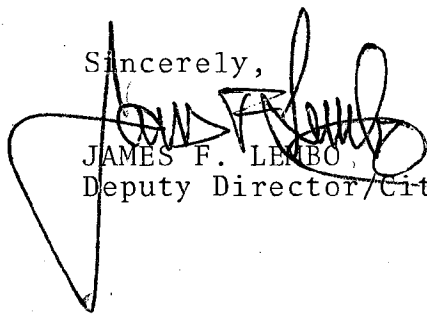
March 25, 1982

Mr. Laurence K. Flynn
Chairman, Public Works Committee
Providence City Council
c/o City Clerk's Office
Dorrance Street
City Hall
Providence, Rhode Island 02903

Dear Mr. Flynn:

Please be advised that the Department of Public Works has no objections to the abandonment of Crawford Street from South Main Street to South Water Street providing that the 12" Sewer in said street is to be relocated be at the expense of others, in a location to be designated by the City.

Sincerely,


JAMES F. LEMBO,
Deputy Director/City Engineer

JFL/j

FRANK A. TIBALDI
TRAFFIC ENGINEER



VINCENT A. CIANCI, JR.
MAYOR

TRAFFIC ENGINEERING DEPARTMENT

60 ERNEST ST.

PROVIDENCE, R. I. 02905

781 - 4044

March 17, 1982

Committee on Public Works
City Hall
Providence, Rhode Island

Gentlemen:

The Traffic Engineering Department has received the following petition from your Committee and has taken the subsequent action:

Request: To abandon Crawford Street between South Main Street and South Water Street.

Disposition: This department offers no objection to the abandonment of this portion of Crawford Street. We have done a traffic survey and volume count and find that the existing volumes using this roadway are very low and that this small amount of traffic can easily be diverted to College Street.

Very truly yours,

A handwritten signature in cursive script that reads "Frank A. Tibaldi".

Frank A. Tibaldi
Traffic Engineer

FAT/it

FILED

MAR 19 11 11 AM '82

DEPT. OF CITY CLERK
PROVIDENCE, R.I.

Sanford H. Gorodetsky
COMMISSIONER OF PUBLIC SAFETY



Leonard W. Reilly
ADMINISTRATIVE ASSISTANT

COMMISSIONER OF PUBLIC SAFETY
209 FOUNTAIN ST., PROVIDENCE, RHODE ISLAND 02903

March 24, 1982

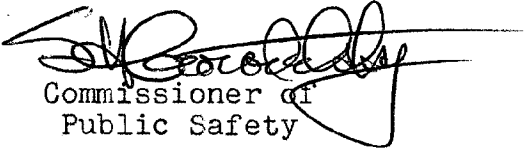
The Honorable City Council
City Hall
Providence, Rhode Island

Att: Committee on
Public Works

Gentlemen:

The Department of Public Safety has no objection to the abandonment of the area of Crawford Street as outlined in the attached petition.

Respectfully submitted,


Commissioner of
Public Safety

lr
Enc:

RICHARD A. CARROLL
Chairman
ALFRED T. CICCONE
Member
JOHN A. DOHERTY
Member
ROBERT F. HOWARD
Member
VINCENT J. CIRELLI
Councilman
LAURENCE K. FLYNN
Councilman
JAMES R. BERNARDO
Ex-Officio

WATER SUPPLY BOARD



CITY OF PROVIDENCE

WILEY J. ARCHER
P.E., Acting Chief Engineer
WILLIAM J. MCGAIR
Legal Advisor
JAMES A. LOMBARDI
Secretary

March 25, 1982

Councilman Laurence K. Flynn, Chairman
Committee on Public Works
City Clerk's Office, City Hall
Providence, Rhode Island

Dear Councilman Flynn:

This department received from the City Clerk a copy of a Petition to the City Council for the abandonment of Crawford Street, Providence.

The depreciated reproductive value of the water utilities and services to be abandoned, plus the necessary work involved, is as follows:

(1) - 8" C.I. Main	\$1,940.21
(1) - 6" Service	419.59
(1) - 5/8" L "	196.32
Cut 8" Main at South Main St; cut, plug, strap & thrust block, replace pavement	800.00
Cut 8" Main at South Water Street; cut, plug, strap & thrust block, replace pavement	800.00
	<u>\$4,156.12</u>
33% Engineering & Overhead	<u>1,371.52</u>
	<u>\$5,527.64</u>

We respectfully request that the petitioner be notified and that he agrees to pay the Water Supply Board the sum of \$5,527.64 before final action is taken by your Committee. Please advise the department in writing regarding final action.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Joseph Formicola".
Joseph Formicola
Deputy Chief Engineer

ms

cc: Mr. Edward Bondarevskis
Mr. James A. Lombardi



Narragansett Electric

The Narragansett Electric Company
280 Melrose Street
Providence, Rhode Island 02901

March 18, 1982

Committee on Public Works
Providence City Council
City Hall
Providence, Rhode Island

Re: Petition of Old Stone Bank to abandon as a Public Highway
the entire area of Crawford Street lying between South Main
Street and South Water Street

Gentlemen:

The Narragansett Electric Company presently has underground electrical facilities in said Crawford Street consisting of one 40 way duct and one 12 way duct. These facilities are an important part of our electric supply system in this area and would be very difficult and costly to relocate.

However, The Narragansett Electric Company will not object to the granting of said petition, provided that in the event that the petition is granted, the Petitioner will convey an easement acceptable to The Narragansett Electric Company which will permit retention of our underground facilities in existing locations in said Crawford Street, together with the right to inspect, maintain, operate and replace the same.

Very truly yours,

Edward J. Hayes
Senior Field Right of Way Agent

AJL:1

cc: Frank Dowiot, Narragansett Electric Company .
Robert A. Pitassi, Esq.

FILED

MAR 23 2 34 PM '82

DEPT. OF CITY CLERK
PROVIDENCE, R. I.

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March 31, 1982

Wiley J. Archer
P.E. Acting Engineer
Providence Water Supply Board
552 Academy Avenue
Providence, Rhode Island

Chairman of Public Works Committee
c/o Michael Clement
First Deputy City Clerk
City Council
Providence, RI 02903

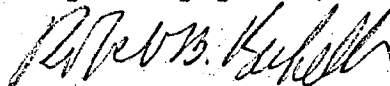
Gentlemen:

We have been notified by letter dated March 25, 1982, that your Department has no objection to the request of Old Stone Bank to abandon Crawford Street between South Main Street and South Water Street so long as payment is made of \$5,527.64 to cover the cost of re-routing certain water pipes.

Enclosed please find a check in the amount of \$5,527.64 made payable to the City Collector. It is my understanding that you will hold this check until such time as the abandonment is approved. If the abandonment is not approved, you will return the check to us.

It is my further understanding that upon receipt of this letter and the check, you have no objection whatsoever to the abandonment of Crawford Street.

Very truly yours,



Robert B. Berkelhammer

RBB/cg
Enclosure

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PROVIDENCE, R.I.

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DEPT. OF CITY CLERK
PROVIDENCE, R.I.



**New England
Telephone**

100 New England Way
Warwick, Rhode Island 02886

March 18, 1982

Committee on Public Works
Providence City Council
City Hall
Providence, R. I. 02903

RE: PETITION TO ABANDON A PORTION OF CRAWFORD STREET

Dear Sirs:

New England Telephone and Telegraph Company presently has underground facilities consisting of manholes, conduits and cables located in said Crawford Street. These facilities not only serve this area but they also are part of our toll route extending to the eastern part of Rhode Island and Massachusetts.

New England Telephone and Telegraph Company will not object to the granting of said petition, provided that in the event the petition is granted, the petitioners will convey an easement acceptable to New England Telephone, which will permit retention of our facilities in existing locations, together with the right to inspect, maintain, operate and replace the same and with 24 hour access to said facilities.

If it is decided by the petitioner that telephone facilities are to be relocated, the petitioner will assume all costs of the relocation.


Robert J. O'Leary

District Manager-Distribution Service

cc: D. Moore
J. Jones
G. Pemberton

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DEPT. OF CITY CLERK
PROVIDENCE, R.I.

TRAFFIC IMPACT STUDY
CRAWFORD STREET CLOSING
PROVIDENCE, RHODE ISLAND

PREPARED FOR
DIMEO CONSTRUCTION CO., INC.
CITY OF PROVIDENCE

MARCH, 1982

MAR 24 1982

BY
VANASSE/HANGEN ASSOCIATES, INC.
TRANSPORTATION ENGINEERS & PLANNERS
184 HIGH STREET
BOSTON, MASSACHUSETTS 02110

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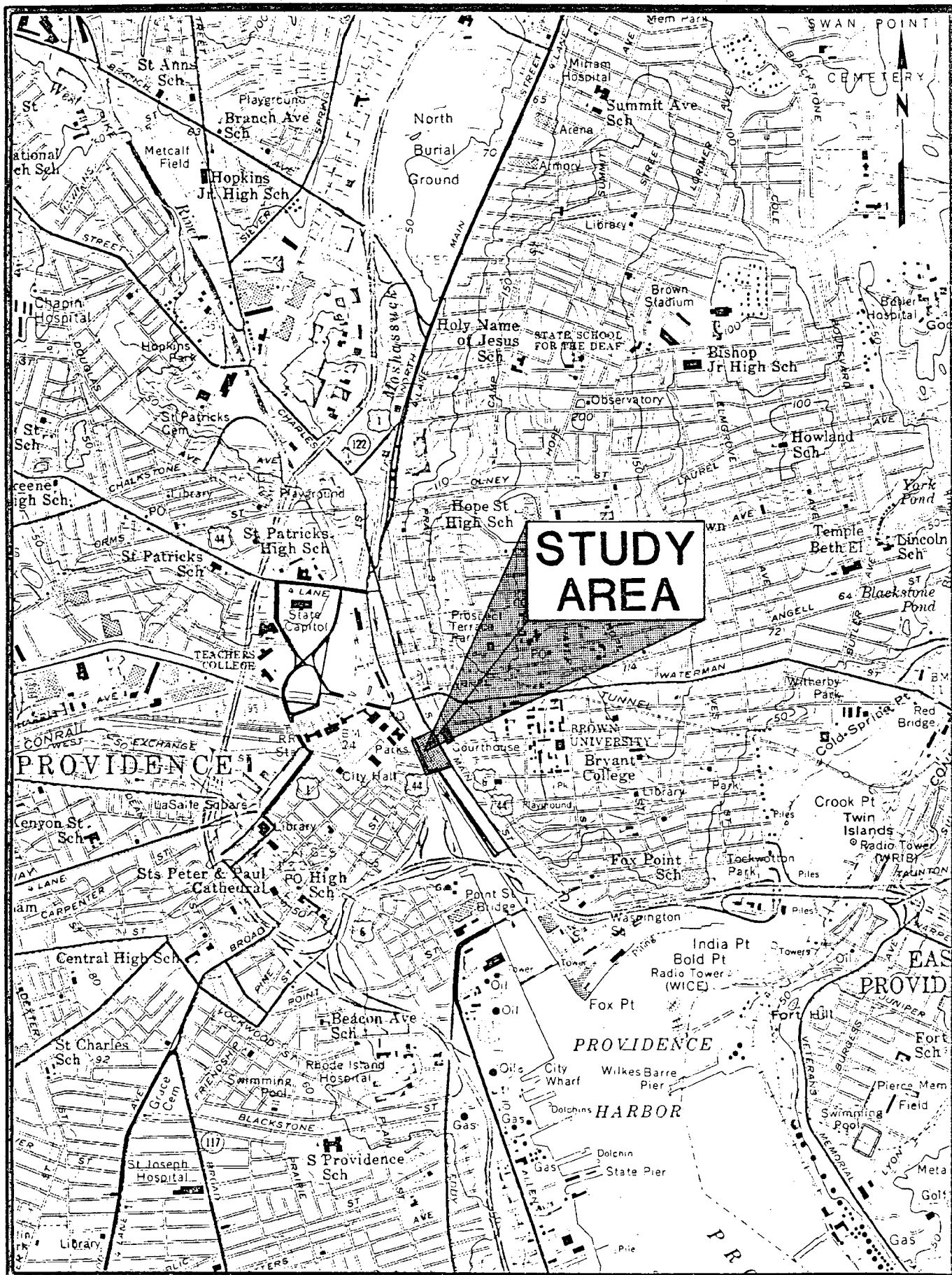
INTRODUCTION

Vanasse/Hangen Associates has conducted a preliminary investigation into the traffic implications associated with the closing of Crawford Street in Providence, Rhode Island. The Study Area is located near the Providence Central Business District adjacent to the Providence River. Figure 1 shows the Study Area in relation to the regional highway system. The investigation concentrated only on the traffic circulation aspects of the street closing.

This memorandum contains existing traffic data and circulation information as well as traffic assignments and preliminary analysis of the anticipated traffic flow network.

SITE LOCATION MAP

FIG. 1



EXISTING TRANSPORTATION SYSTEM

• Roadway Network

The study area is located on the eastern fringe of the downtown section of Providence. The existing roadway network consists of a series of streets which run parallel or perpendicular to the Providence River. River crossings are provided at Crawford Street and at College Street, both of which have easterly/westerly alignments. South Water Street and South Main Street provide northerly/southerly travel through the study area.

Basically, the major north/south study area roadways are one-way links while the east/west roadways provide two directional travel, the exception being the Crawford Street bridge over the Providence River which is one-way eastbound. Crawford Street is two-way between South Water Street and South Main Street, however, the traffic flows via the "English System" of keep to the left with travel directions separated by a 2-foot wide raised median. Observations of the Crawford Street/ South Main Street intersection revealed that much confusion exists as a result of this reversed system with many drivers traveling the wrong way on the right-hand side of the median between South Water Street and South Main Street.

South Main Street and South Water Street both have north/south alignments and are one-way streets. South Main Street is one-way northbound. South Water Street is one way northbound from Crawford

Street north and one-way southbound from Crawford Street south. These two roadways provide access to/from Interstate 195 which is several blocks south of the study area.

In addition to the major roadways in the study area, there are several minor roadways. Included in this category are Packet Street and Planet Street which connect from South Water Street to South Main Street and are located to the south of Crawford Street. Another minor roadway is Hopkins Street which runs from South Main Street to the east and is located between Crawford Street and College Street.

Generally parking is allowed on the study area roadways. On South Water Street between Crawford Street and College Street, angle parking is allowed on both sides of the roadway while parallel parking is accommodated on the other area streets.

The roadway cross sections vary as to the number of travel lanes, but in general, on each street, at least two travel lanes are provided for north/south travel, while one lane per direction is provided for east/ west travel except the Crawford Street Bridge which provides up to four travel lanes. Pavement markings are virtually non-existent in the study area and, as a result, drivers lack guidance and travel paths.

• Traffic Volumes

Existing traffic volumes were counted both manually and mechanically and revealed the following daily traffic volume information:

	<u>Existing Traffic Volumes</u>		
	<u>1981 Daily Traffic</u>	<u>PM Peak Hour</u>	<u>Percent of ADT</u>
<u>Crawford Street</u>			
Between South Water St. and South Main St.			
Eastbound	5,697	456	8.0
Westbound	724	40	5.5
West of South Water St.			
Eastbound	18,920	1,638	8.7
<u>South Water Street</u>			
North of Crawford Street			
Northbound	4,471	254	5.7
South of Crawford Street			
Southbound	9,476	968	10.2
<u>South Main Street</u>			
North of Crawford Street			
Northbound	14,552	1,129	7.8
South of Crawford Street			
Southbound	9,579	713	7.4

Analysis of the traffic volume counts indicates that the peak period occurs between 4:30 and 5:30 PM daily.

ANALYSIS

• Traffic Distribution and Assignment

The existing traffic volumes have been "traced" through the study area to form the Existing Traffic Flow Network as shown in Figure 2 for the PM peak hour. The traffic volumes were assigned according to logical trip assignments beginning with the volumes at the Crawford Street/ South Water Street and Crawford Street/South Main Street intersections and assigning the traffic volume to the roadways working outward towards the edges of the study area. This method allows a "destination" to be assigned to each vehicle which enters the study area either eastbound on Crawford Street or northbound on South Main Street.

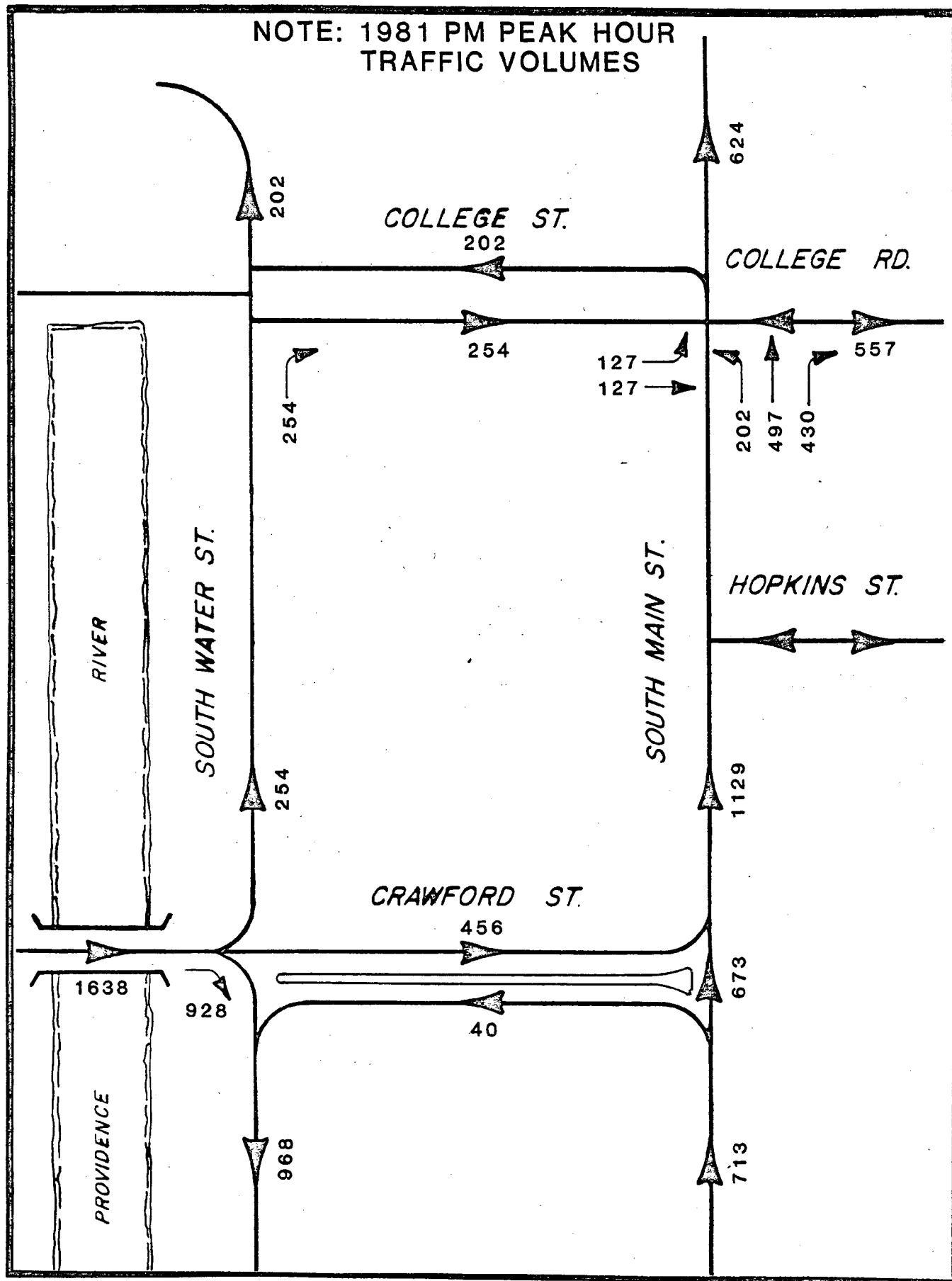
The assignment of traffic which will be diverted by the closing of Crawford Street was accomplished by knowing the origin and destination of vehicles from the Existing Traffic Flow Network and finding new logical routes for the Crawford Street traffic volumes. The assumption has been made that no trips will be lost from the network due to increased trip length. The results of these assignments are shown on Figure 3 - The Crawford Street Closed Traffic Flow Network.

• Traffic Flow and Capacity

A comparison between the two traffic flow networks allows preliminary evaluation of the traffic implications which can be expected should Crawford Street be closed. Traffic volumes will

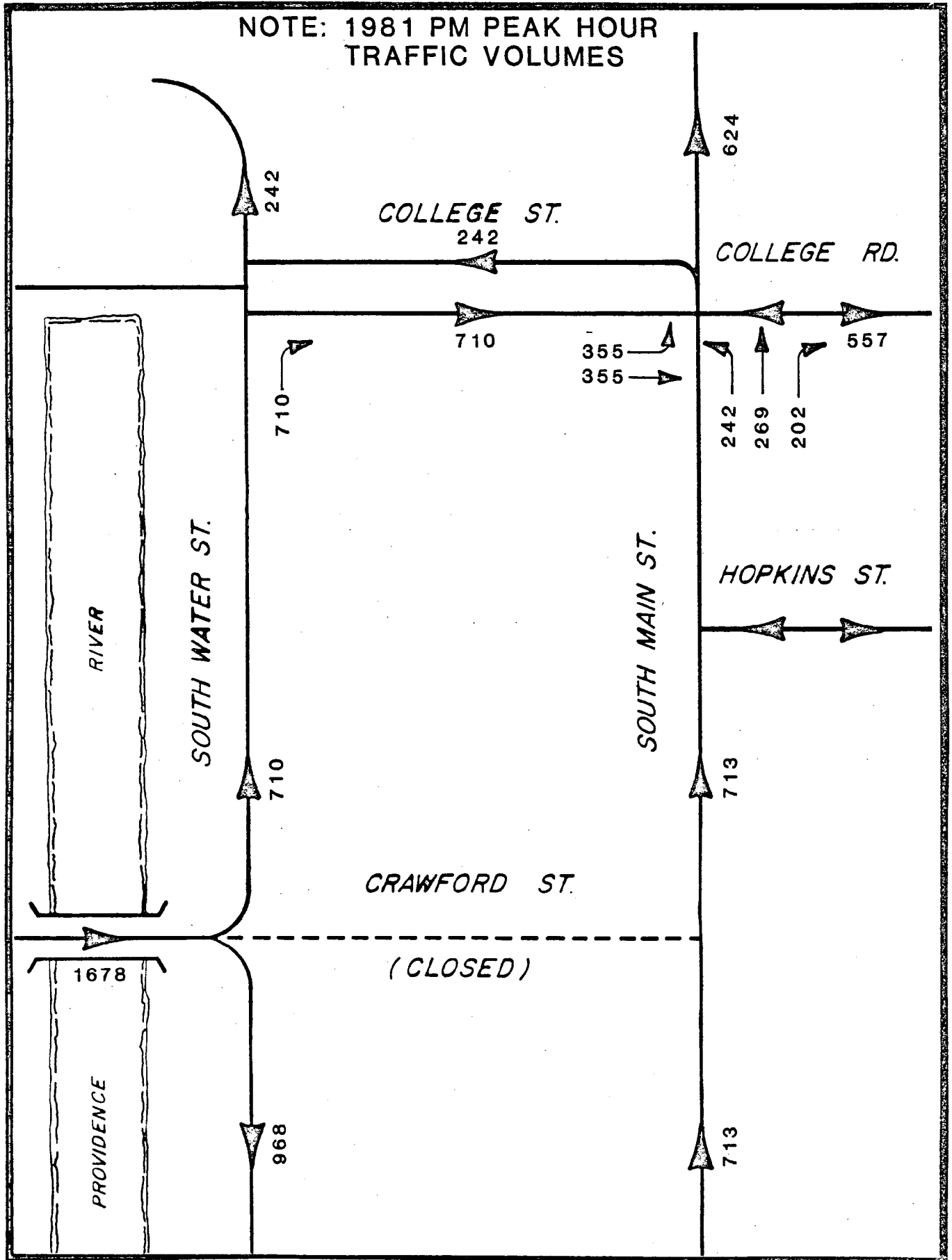
EXISTING TRAFFIC FLOW NETWORK

FIG. 2



CRAWFORD STREET CLOSED
TRAFFIC FLOW NETWORK

FIG. 3



increase on South Water Street, but will decrease on South Main Street. The following table is provided for comparison purposes.

	<u>Existing Daily Traffic</u>	<u>Future Daily Traffic</u>	<u>Percent Change</u>	<u>Existing PM Peak Hour</u>	<u>Future PM Peak Hour</u>	<u>Percent Change</u>
<u>South Main St.</u>						
North of Crawford St.	14,552	9,579	-35%	1,129	713	-37%
South of Crawford St.	9,579	9,579	0	713	713	0
<u>South Water St.</u>						
North of Crawford St.	4,471	10,168	+127%	254	710	+179%
South of Crawford St.	9,476	9,476	0	968	968	0

Capacity analysis has been conducted for the critical South Main Street/College Road intersection using the Critical Lane Method. Basically in these calculations, the intersection is assumed to be under traffic signal control with an appropriate phasing sequence. Each turning movement at the intersection is factored to adjust it to an equivalent through movement. The factors vary from 1.25 for unopposed right and left turns to 1.6 for opposed left turns. The highest single lane usages for each phase are totaled and this total is used to determine the "Level of Service" (LOS) for the intersection. Level of Service is a traffic operational indicator which ranges from "A" to "F" with "A" being free flow conditions and "F" being "jammed" conditions. Level of Service "D" is usually considered acceptable for urban peak hour situations. The following table provides the criteria for Critical Lane Level of Service Analysis.

SUM OF CRITICAL LANE VOLUMES

Criteria (vph)	Number of Signal Phases		
	2 Ø	3 Ø	4 Ø
LOS A	900	855	825
LOS B	1,050	1,000	965
LOS C	1,200	1,140	1,100
LOS D	1,350	1,275	1,225
LOS E	1,500	1,425	1,375

The Critical Lane Assessment for the existing and future traffic flow networks at the South Main Street/College Street intersection was performed assuming two phase traffic signal control at the intersection.

Two lane approaches were used in the calculations even though South Main Street is wider, it nevertheless functions more as a two-lane approach. The following table provides a comparison between the expected Level of Service for the existing traffic flow and the anticipated traffic flow with Crawford Street closed.

	<u>Sum of Critical Lane Volumes</u>	<u>Level of Service</u>
<u>South Main Street/College Street Intersection</u>		
Existing Traffic Flow Network	1,238	C
Crawford Street Closed Network	1,090	B-C

This preliminary analysis indicates that there could actually be an improvement in the traffic operations as a result of closing Crawford Street.

The individual roadways all appear to have more than sufficient capacity to allow for the alterations in the traffic flow network. One possible drawback is the increase in traffic volume on South Water Street between Crawford Street and College Street. In this area, there is angle parking allowed on both sides of the roadway and there are safety considerations associated with the angle parking/through traffic interface which should be examined more closely as the project progresses.

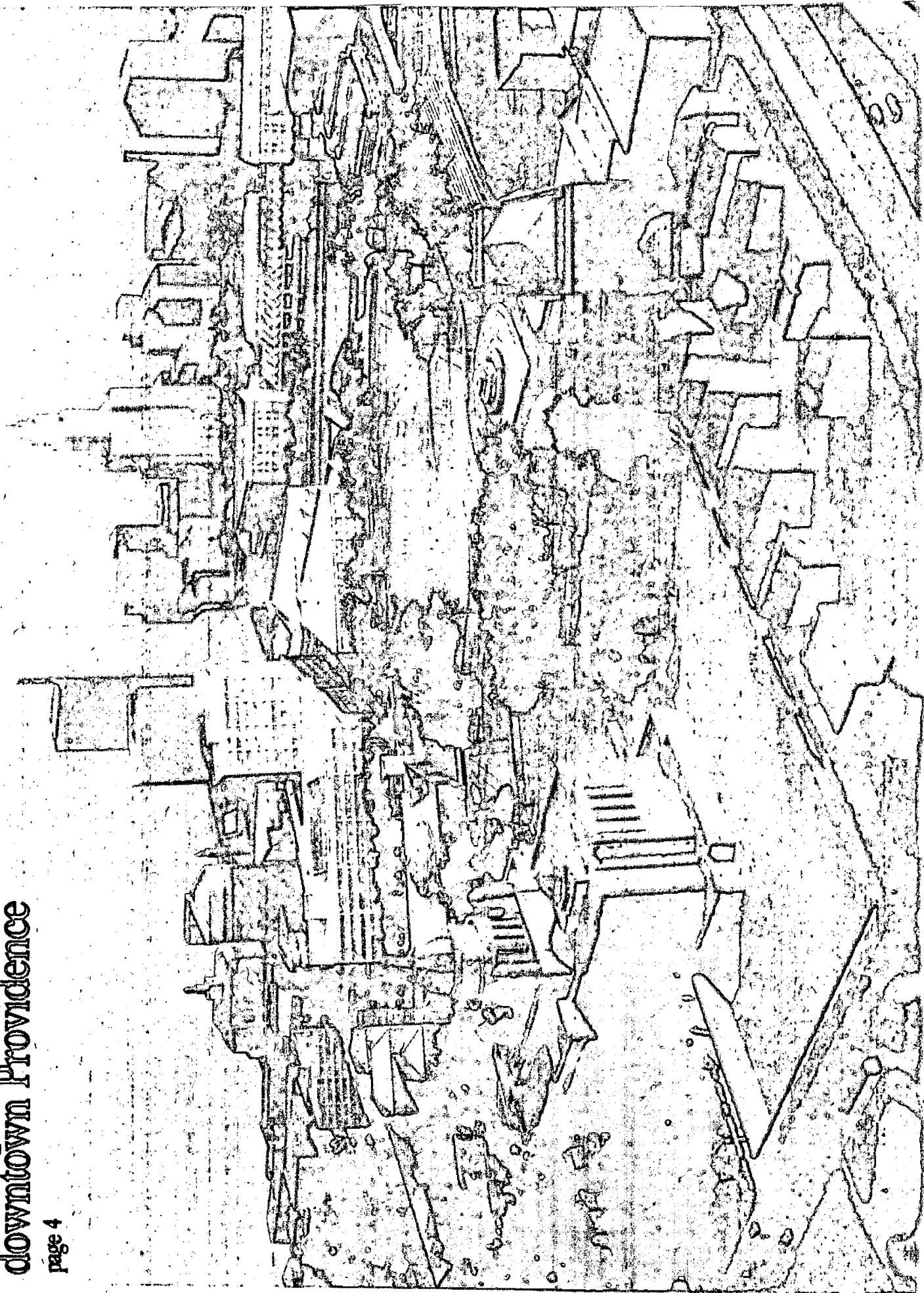
Another item which is beyond the scope of the study and should be further investigated is the weaving which occurs on the Crawford Street Bridge. The new traffic flow patterns may increase the number of weaves which occur and if there is a significant increase, then the Level of Service on the bridge will decrease.

● Summary

This preliminary investigation into the traffic implications of closing Crawford Street revealed that the closing will not adversely affect the traffic flow, circulation or capacity in the study area.

A bold plan to transform downtown Providence

page 4





THE CAPITAL CENTER PROJECT

The economic, political and social hub of Rhode Island, Providence is the preeminent commercial office location in southeastern New England. By relocating the railroad tracks that currently cut through the City, the Capital Center Project dramatically extends Providence's central business district to provide an additional sixty acres of prime development sites downtown. Immediately adjacent to the financial district, Capital-Center will have direct access from three major highways as well as dramatic views of the famous Rhode Island State House and College Hill Historic District.

The project entails constructing a new passenger station above the new rail right-of-way, decking the tracks in front of the State House, and establishing a system of raised roads to reach the station and bridge the tracks. In addition, the present Union Station Complex will be recycled, and a master plan has been created for development of the acres of former freight yards now known as the Capital Center District.

Ten parcels, totaling over 1,250,000 square feet will include:

- 3,000,000 square feet of commercial office space
- 150 residential units
- one or more hotels
- parking facilities for over 3,000 automobiles

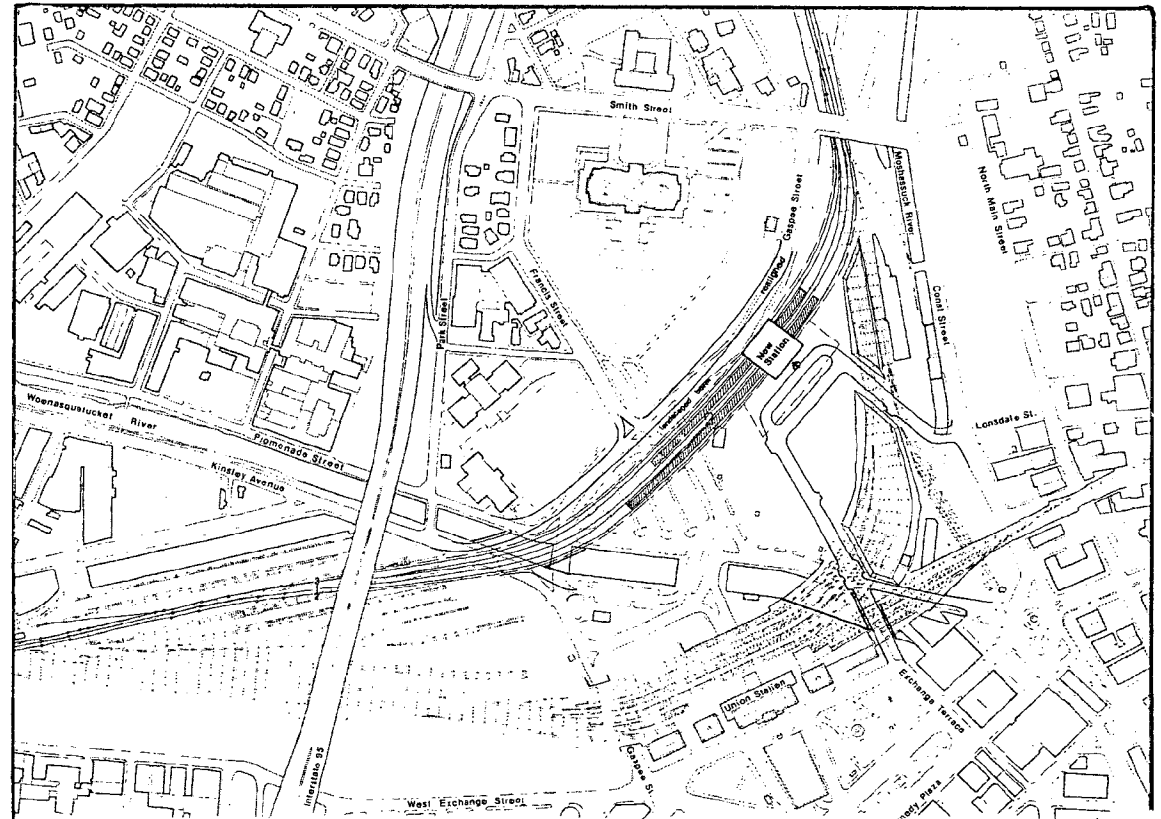
The development parcels are organized along three new roads linking the financial district to the State House. These streets will ensure direct views of the State House and provide a distinct sense of address for new development. By effecting the change in grade between the central business district and the Capitol, they will also accommodate parking below and out of sight. A major boulevard will lead from the intersection of Interstate 95 (from Boston and New York) and US Route 6 (from Hartford) through the Capital Center district.

The focal point of the development area will be the award-winning new passenger station designed by Skidmore, Owings &

Merrill. In addition, major new public open spaces will be created as an integral part of the district: an extension of the elegant State House lawn, a formal public plaza between the existing Union Station and the State House, and informal riverwalks along the Moshassuck and Woonasquatucket Rivers. These amenities will enhance the setting for new development and provide an after-work source of recreation.

KEY TO SITE PLAN

1. State House
2. Route 95
3. Civic Center Interchange
4. East-West Boulevard
(extension of new Rte. 6)
5. Relocated tracks
6. New State House lawn
covering tracks
7. New railroad station
8. Union Station Complex
9. Concentration of office
buildings
10. Townhouses & apartments
11. Roger Williams National Pk.
12. Relocated Gaspee Street
13. Capitol Road
14. Woonasquatucket River Pk.
15. Exchange Street (extended)
16. Lonsdale Street (extended)



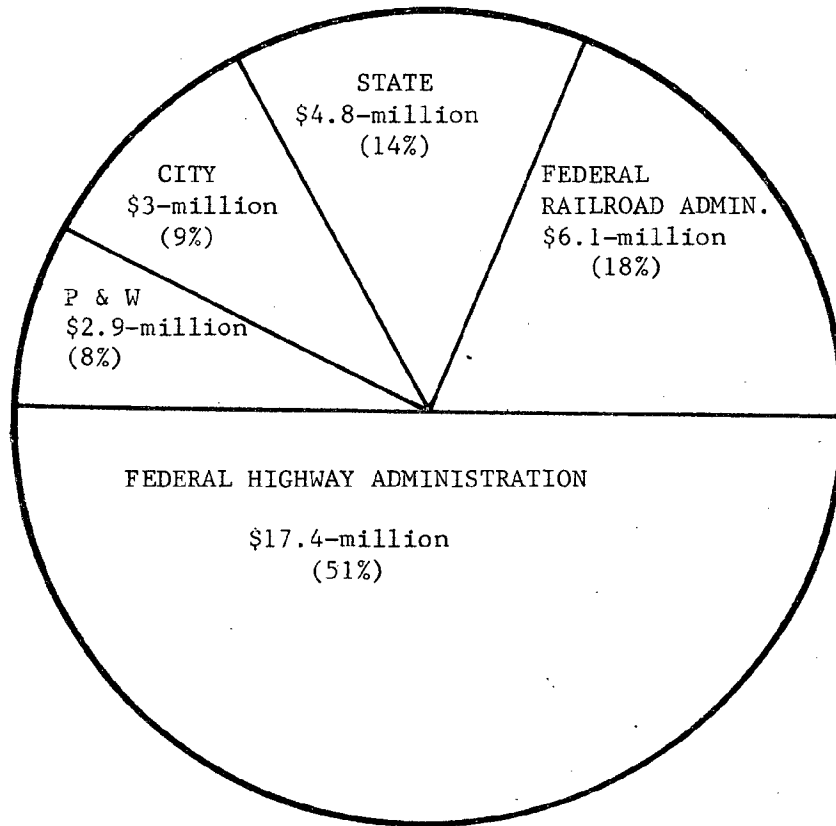
PROJECT BENEFITS

- ATTRACT OVER 3 MILLION SQUARE FEET OF NEW OFFICE, HOTEL AND RESIDENTIAL DEVELOPMENT
 - 2 MILLION SQUARE FEET MORE THAN WOULD OCCUR WITHOUT RELOCATION -
- INCREASE THE CITY'S TAX INCOME BY \$6.8-MILLION/ANNUM
- CREATE AN ADDITIONAL 4300 PERMANENT JOBS IN THE HEART OF THE CITY
- EXPAND THE ANNUAL PAYROLL EARNED IN DOWNTOWN BY \$50-MILLION
- ADD \$1.9 TO \$2.4-MILLION IN DOWNTOWN RETAIL SALES
- NO CONDEMNATION OR RELOCATION OF FAMILIES AND BUSINESSES
- PREVENT THE CREATION OF A SECOND DOWNTOWN NORTH OF TRACKS
- MAXIMIZE THE ACCESSIBILITY TO AND FROM DOWNTOWN VIA THE CIVIC CENTER INTERCHANGE

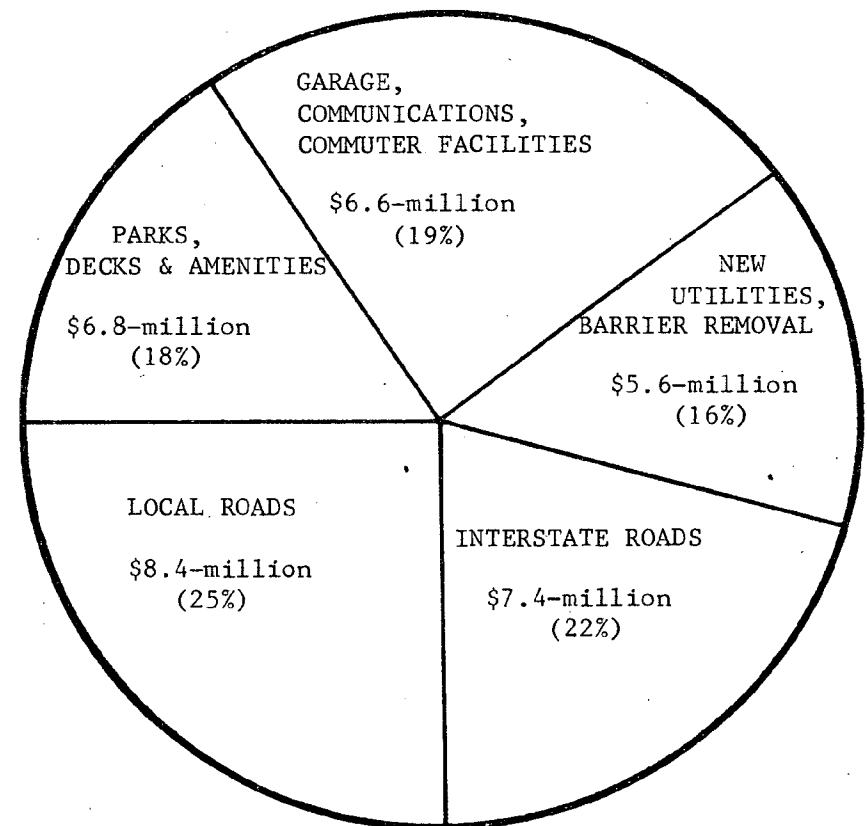
PROJECT COSTS

CURRENT COST: \$34.3-MILLION

SOURCE OF FUNDS



USE OF FUNDS



THE SUMS ILLUSTRATED ABOVE ARE THE COSTS PROJECTED TO PAY FOR NEW ROADS, PARKS, UTILITIES AND PARKING FACILITIES. FEDERAL AND STATE AGENCIES WILL SIMULTANEOUSLY SPEND OTHER FUNDS TO CONSTRUCT THE CIVIC CENTER INTERCHANGE AND NEW RAIL FACILITIES IN THE PROJECT AREA. THOSE FUNDS ARE NOT IDENTIFIED HERE AS PROJECT COSTS BECAUSE THE CIVIC CENTER INTERCHANGE WAS PLANNED AND FUNDED LONG BEFORE THE RAIL RELOCATION PROPOSAL AND THE BUDGET FOR RELOCATING THE TRACKS IS COMPARABLE TO THE ORIGINAL BUDGET FOR IMPROVING THE EXISTING FACILITIES.

ALL FIGURES ABOVE REPRESENT 1981 ESTIMATES. BECAUSE THE IMPROVEMENTS WILL BE CONSTRUCTED 1982-87, THE CITY'S ACTUAL INVESTMENT IS PROJECTED AT \$4.6-MILLION DUE TO THE EFFECTS OF INFLATION.

COMPARISONS OF COMPARABLE

RENEWAL PROJECTS

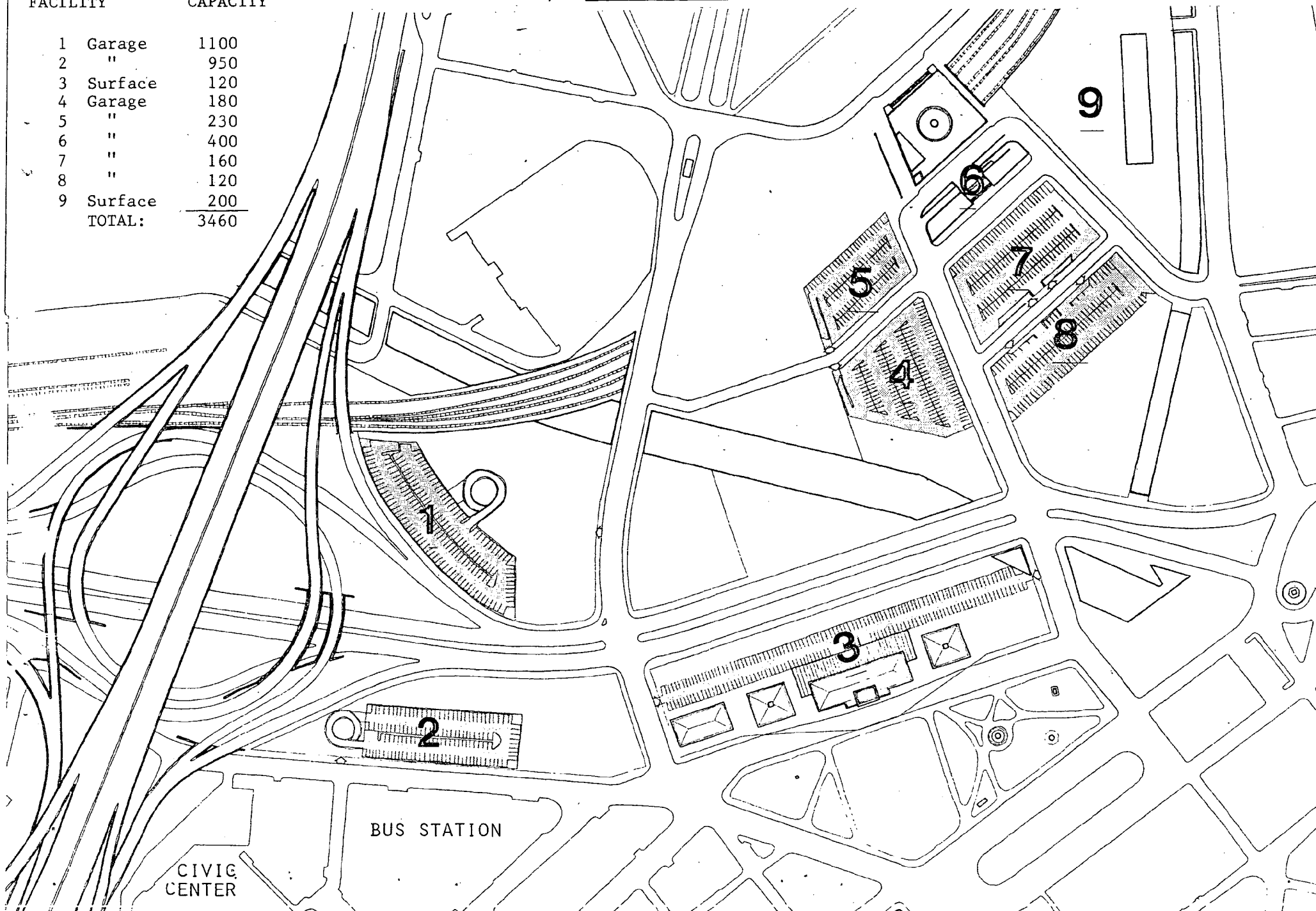
IN PROVIDENCE, RI

	1960's	1970's	1980's
	<u>WEYBOSSET HILL</u>	<u>RANDALL SQUARE</u>	<u>CAPITAL CENTER</u>
LAND AREA (ACRES)	56	60	60
PUBLIC INVESTMENT (\$MILLIONS)	5 15 CITY US	1.5 4.5 CITY US	3 23.5 CITY US
PRIVATE INVESTMENT (\$MILLIONS)	60	47	200
COMMERCIAL OFFICE (SQ.FT.)	500,000	300,000	3,000,000
HOTEL ROOMS	289	345	500
DWELLING UNITS	918	530	200
TAX RETURN TO CITY (\$/YEAR)	1,400,000	500,000	6,000,000

PARKING FACILITY	CAPACITY
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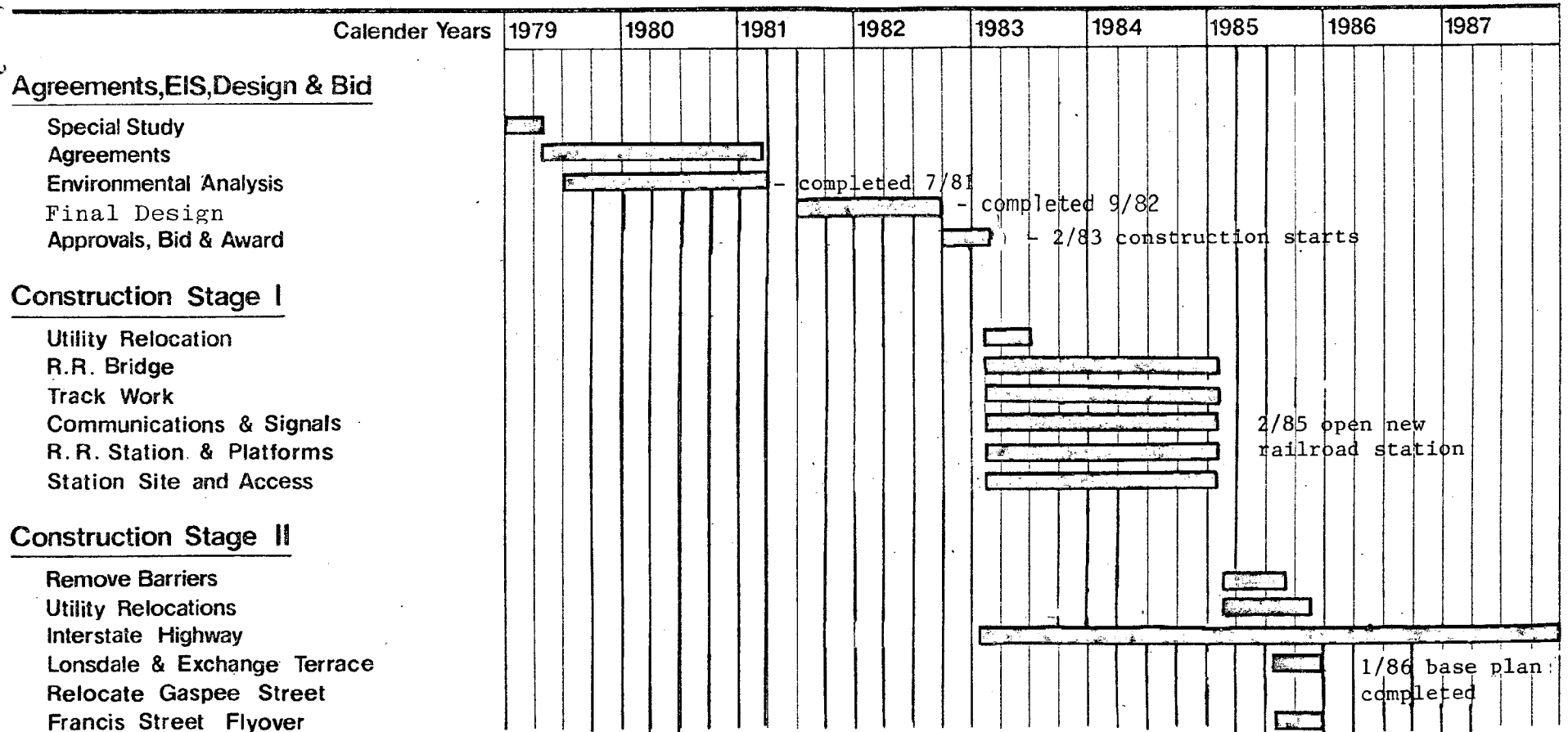
PARKING PLAN

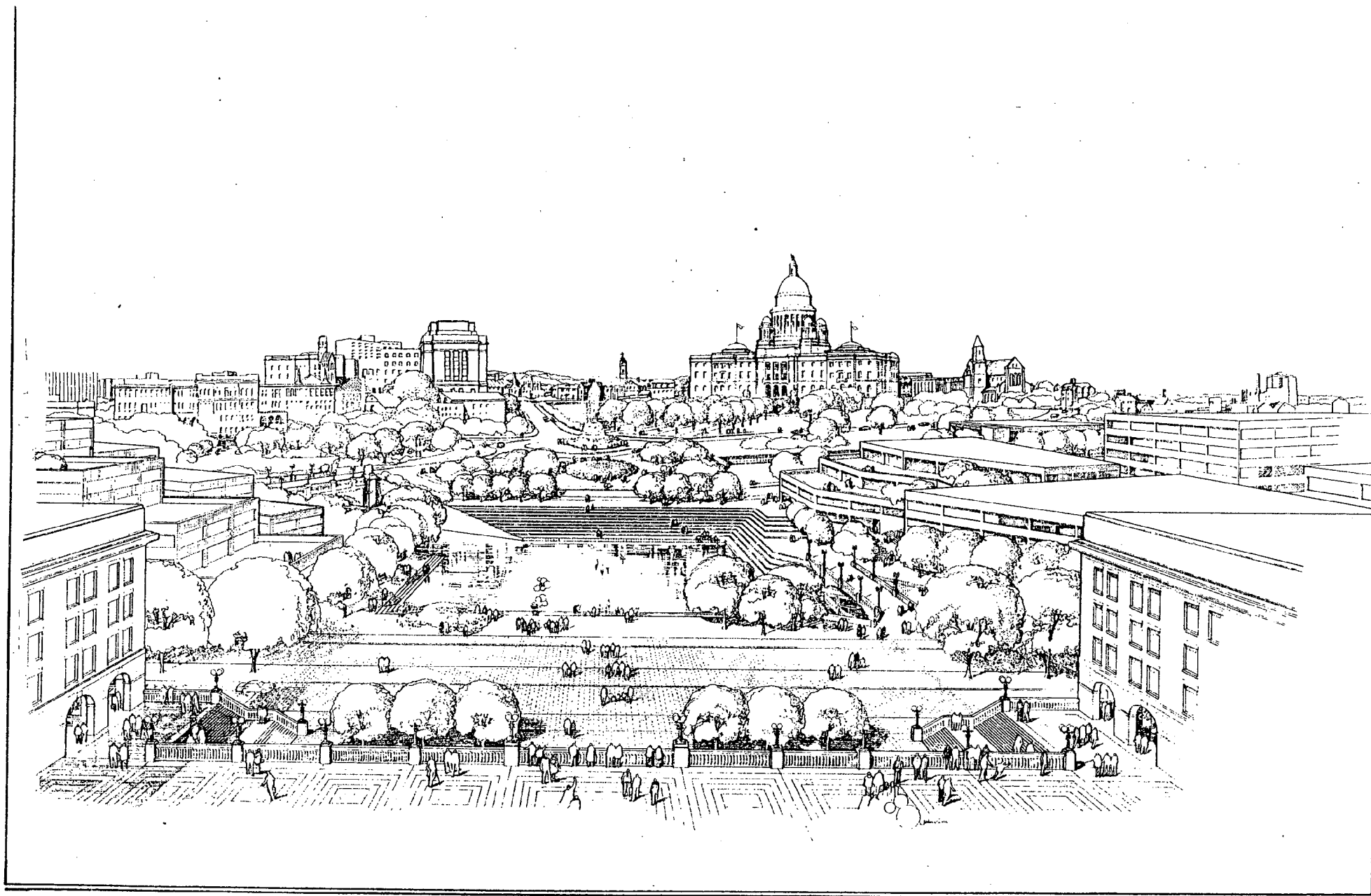
1	Garage	1100
2	"	950
3	Surface	120
4	Garage	180
5	"	230
6	"	400
7	"	160
8	"	120
9	Surface	200
TOTAL:		3460



Providence Rail Relocation

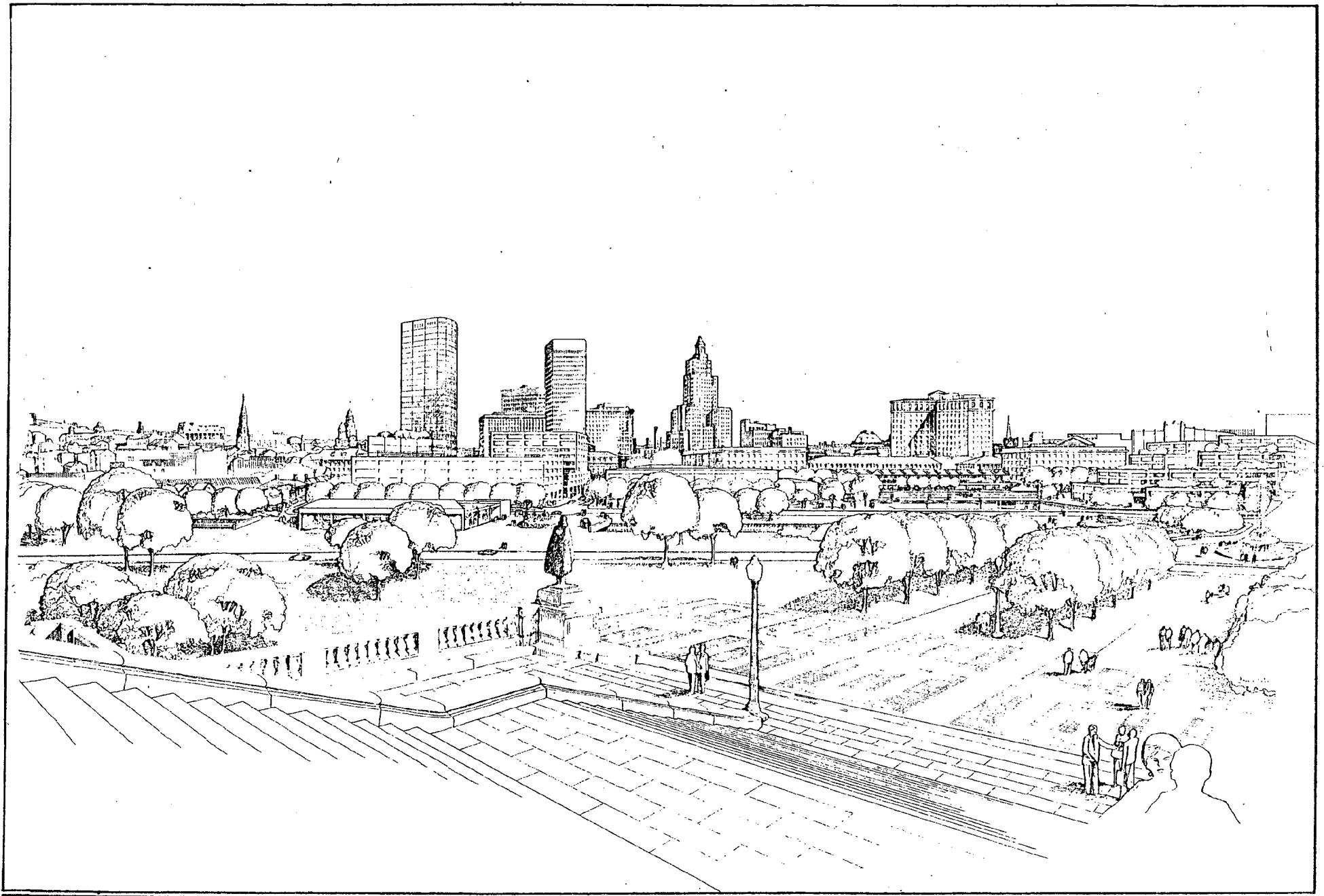
Project Schedule





Providence Rail Relocation Study **Fig. 5**

View to North from Existing Railroad Station



Providence Rail Relocation Study Fig. 6

View to South from State Capitol

Report Prepared By: URBAN CONSULTANTS
Providence, R.I.