



Peter J. Hicks, Jr.  
Public Service Engineer

721

CITY OF PROVIDENCE - RHODE ISLAND

## The Public Service Engineer

112 Union Street, Providence, R. I. 02903

November 5, 1964

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

Dear Mr. Vespia:

I enclosed herewith the bill of the Narragansett Electric Company for the month of October, 1964 for the street lighting of the City of Providence.

The total net amount of the bill is \$41,322.37.

Very truly yours,

Peter J. Hicks, Jr.  
PUBLIC SERVICE ENGINEER

PJH, JR: jd

IN CITY COUNCIL

NOV 19 1964

APPROVED:

  
CLERK

Received of Department of City Clerk November 24, 1964.

FILED

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DEPT. OF CITY CLERK  
PROVIDENCE, R. I.



# City Plan Commission

EDWARD WINSOR, *Chairman*

ALBERT BUSH-BROWN

EDWARD J. COSTELLO

WALTER H. REYNOLDS, *Mayor*

JERRY LORENZO

HARRY PINKERSON, *Secretary*

RALPH MATERA

RAYMOND J. NOTTAGE

FRANK H. MALLEY, *Director*

DIETER HAMMERSCHLAG, *Deputy Director*

*Suite 103, City Hall,*

*Providence, Rhode Island 02903*

November 9, 1964

The Honorable City Council  
of the City of Providence  
City Hall  
Providence, R. I.

Gentlemen:

I have the pleasure to transmit to you herewith the City Plan Commission Master Plan for Providence, a guide for development to the year 1975.

As you know, preparation of a city-wide general or master plan is a responsibility of the City Plan Commission, as set forth in the 1944 Ordinance which created the Commission.

This Plan updates and supercedes the previous city-wide master plan, as published in its several component parts between 1946 and 1953.

Need for a thorough-going revision of the earlier Master Plan had become increasingly apparent as the tempo of urban life forced the creation of new policies for dealing with city development problems. But perhaps the most compelling reason was that the various Federal aid programs which are contributing so much to the existence or preparation of such a master plan.

This document, being a summary version of the Master Plan, is necessarily brief and general. More detailed reports covering various elements of the Plan are in preparation -- circulation, public schools, recreation and other public facilities -- which will be published in the future.

In essence the Master Plan is a system of policy recommendations regarding the City's physical development and improvement, made to the City Council and other public bodies whose decisions affect city development. At the same time it serves as a guide for the Commission itself in programming capital improvements, handling referrals on zoning and public property, proposing street changes and new public facilities, and advising on urban renewal activities.

November 9, 1964

It is hoped that this Plan, and its expanded parts to be presented subsequently, will be a useful guide to the City Council in making the innumerable and complex decisions that it must make.

This revised Master Plan has been several years in the making. It continues many policies and proposals of the previous Master Plan and encompasses the proposals of College Hill and Downtown Providence 1970, as well as plans and programs of the Providence Redevelopment Agency and other public agencies.

The Plan is bold and optimistic for the future of Providence. It calls for a level of investment in the City's future somewhat above that of the recent past, and envisions a revitalized prosperous community that takes full advantage of its natural and man-made potential.

It is important that the Commission's new Master Plan appear at this particular juncture, for this is indeed the beginning of a new era for Providence. Nearing completion is the Fox Point hurricane barrier, which will free Downtown from flood hazard and give the green light to heretofore restrained private construction. Also taking shape is the freeway system, giving Providence an accessibility equal to any city in the country and reestablishing her downtown as the focus of the metropolitan area. The important urban renewal projects of Lippitt Hill, Central-Classical, and Weybosset Hill are now in execution; and the two largest projects, East Side and Railroad Relocation, are advancing in planning. The unique Westminster Pedestrian Mall is under construction. Other important developments such as the Providence River channel dredging, are soon to occur which will enhance the City's economic growth prospects.

The Master Plan has been prepared concurrently with the City's revised Community Renewal Program now being printed. With these two documents the City will have the basic information and policy guidelines to proceed wisely and vigorously with comprehensive action programs that can make Providence a prosperous, dynamic and attractive metropolitan center in tune with mid 20th century urban life.

IN CITY COUNCIL

NOV 19 1964

READ:

WHEREUPON IT IS ORDERED THAT  
THE SAME BE RECEIVED.

*Vincent Vespi*  
CLERK

Respectrully submitted,

*Edward Winsor*

EDWARD WINSOR  
CHAIRMAN  
CITY PLAN COMMISSION

EW:MMH

Received by the City Clerk  
November 16, 1964

City of Providence  
Providence, R.I.

It is the policy of the City of Providence to provide for the efficient and economical operation of its various departments and agencies.

The City of Providence is currently reviewing the various departments and agencies to determine the most efficient and economical way to provide the services required by the citizens of the City.

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Respectfully,  
City Clerk  
Providence, R.I.

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PROVIDENCE, R.I.



**MASTER PLAN - PROVIDENCE, R. I.**  
A GUIDE FOR DEVELOPMENT TO THE YEAR 1975

LOW DENSITY RES.	COMMERCIAL	INDUSTRY	RECREATION	PUBLIC ELEMENTARY SCHOOL
MEDIUM DENSITY RES.	OFFICES	GOVERNMENTAL	CEMETERY	PUBLIC JUNIOR HIGH SCHOOL
HIGH DENSITY RES.	PARKING	HOSPITAL	OTHER SCHOOLS	PUBLIC SENIOR HIGH SCHOOL



**A PLAN FOR PROVIDENCE**  
Introduction  
An Ordinance of the City of Providence dated July 21, 1944, established the present City Plan Commission and defined its responsibility to make a general city plan.  
The Commission shall make and adopt a general plan for the development and improvement of the City... The Commission shall also make plans and proposals for specific developments and projects which it deems desirable for the City and its surrounding area, and recommend them to the appropriate authority.  
Amendment and periodic revision of the Master Plan is the responsibility of the City Plan Commission... A number of amendments have been necessary in particular areas because of developments not originally foreseen... It is now time to consolidate those amendments in a new publication, and in the process to revise and update the plan... Because of significant advances in urban renewal, which make possible rather sweeping changes in the urban landscape and provide more direct control over development, a new plan is needed... a plan more sensitive to what is achievable and desirable under prevailing conditions.  
This general plan, hereinafter called the Master Plan, is hereby summarized. It will be presented in greater detail in succeeding publications of the City Plan Commission. Its proposals are shown in graphic form on the accompanying plan and on the small sketch plans (overleaf). The plan was adopted by the City Plan Commission on May 3, 1964.

**PURPOSE OF THE MASTER PLAN**  
The Master Plan presents the application of forethought to the development of the community, and in so doing gives direction and purpose to physical change. Its purpose is to provide general guidelines, coordination, and continuity to the physical planning process in Providence.  
Its immediate purpose is to provide the City Plan Commission, the Mayor and City Council, the Redevelopment Agency, Urban Renewal Authority, and other City agencies and other organizations with a long range basis for consideration of specific proposals. Also, it enables other public and private groups and individuals to relate their own development decisions to the City's future physical image.  
The Community Renewal Program, which has been prepared concurrently with the Master Plan, outlines a strategy for translating long range plans into annual plans. However, such annual and detailed planning is required before proposals of this Plan can take form on the ground.  
A city is an ever changing organism which at no point in time can be considered completed. The target date of 1975 was chosen, in part because of the difficulty of predicting trends more than a decade into the future, and partly because of the necessity to make planning relevant to current problems and means of implementation. The 1975 horizon which can be viewed with a reasonable degree of accuracy at this stage and point in time, is thus a step in the direction of the ultimate goals.  
**HISTORICAL FACTORS**  
Of the cities of the nation Providence has had one of the longest and most varied histories. From its founding in 1636 it has passed through

many notable epochs—the colonial plantation, the shipping era and the character of the location of the spinning, iron and the booming textile economy of the 1800's; railroad development over the same period; the heavy industry, machinery, and steel producing growth of a dominant business center and more recently, economic and population decline.  
Until the 1940's the City had no overall plan for land use and public facilities, problems such as highways, water supply, and electric power were faced independently within areas. In 1913 a City Plan Commission had been established by city ordinance as an advisory body to the Mayor and Council with responsibility for making a city plan. In 1921 a City Plan Commission was created for Providence and enacted in 1923.  
By 1944 national-wide interest in postwar planning plus mounting urban problems resulted in passage of a revised city planning ordinance. It created a City Plan Commission, consisting of the Mayor, six officials, two members of the City Council, and five lay members appointed by the Mayor for staggered five-year terms, and authorized for the first time the hiring of a Planning Director and permanent staff to coordinate and execute the City Plan Commission's work.  
Between 1946 and 1953 the Commission produced a Master Plan which was published in separate reports as follows: "Providence's Land Use and Population Program" (1946), "Providence's Redevelopment Plan" (1946), "Providence's Growth Program" (1947), and "Providence's Housing Program" (1947). The Plan, hereafter referred to as the Master Plan, has been a major guide in highway location, urban renewal, and public construction in the subsequent postwar years.

Growing concern over the blighted condition of residential areas caused the passage of the Rhode Island Community Redevelopment Act of 1946 and the establishment of the Providence Redevelopment Agency in 1947. In the ensuing sixteen years the Agency has undertaken a dynamic urban renewal program which includes ten projects completed or under way, containing about 885 acres and having a net project cost of some \$72 million.  
**GEOGRAPHIC FACTORS**  
Providence today is a city of 200,000 population, the dominant industrial, commercial, and cultural center and seat of government of Rhode Island. It is also the central city and transportation hub of the Providence-Pawtucket metropolitan area, a region of some 800,000 people covering much of the State as well as parts of Massachusetts. This metropolitan area, along with New England and 29th in the nation, and provides the geographic setting for the City's economy.  
The strategic location at the head of Narragansett Bay, where a deep water port connects with major and highway links between New York and Boston, provided the historic basis for Providence to play a dominant role within its region.  
The City's topography is rolling and varied with rock outcroppings. Its high areas and prominent ridges with the most attractive suburban areas, the present mobility and high income level of families and the modern highways, schools and recreation facilities of the suburbs, work to the City's disadvantage in attracting or retaining residents.

**ECONOMIC FACTORS**  
The Providence metropolitan area, which with planning must proceed as a single unit, is the economic and growth center of the State and City. It is necessary, Rhode Island is a region of relatively slow growth and low average income. It experienced a pronounced economic recession in the 1950's, a 19 percent decline in employment over the past decade, a period of general prosperity. About 40 percent of the State's labor force is employed in manufacturing, a percentage which is declining in favor of service activities, retail trade, and government. The economy has been shifting from a textile base to a more diversified one, but many of the lost textile jobs have not been replaced by other manufacturing jobs because of a process of deindustrialization. Providence metropolitan area had been designated by the U.S. Department of Labor as "Urban Substandard" and "Urban Renewal Area" in 1961 under the Area Redevelopment Act and Redevelopment Area. This condition is a result of liberalization and extension of many Federal laws not previously available.  
The City of Providence, with 42 percent of the State's employment and 24 percent of its population, has been losing ground proportionately and absolutely, but still the State's principal work shop. Substantial migration of industry and population from Providence has been reported by the U.S. Department of Labor as "Urban Substandard" and "Urban Renewal Area" in 1961 under the Area Redevelopment Act and Redevelopment Area. This condition is a result of liberalization and extension of many Federal laws not previously available.

disadvantage in the population loss of certain areas. The loss of population in the past decade has been a major factor in the City's economic and growth recession. The loss of population has been a major factor in the City's economic and growth recession. The loss of population has been a major factor in the City's economic and growth recession.  
**POPULATION AND HOUSING**  
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daily developed. This land area longer competes with the more attractive suburban areas. The present mobility and high income level of families and the modern highways, schools and recreation facilities of the suburbs, work to the City's disadvantage in attracting or retaining residents.  
Providence declined in population by 43,000 during the 1950's and by 59,000 since attaining its estimated peak of 256,000 in 1947. Increasingly, outmigration is taking young couples in the productive years and higher income levels, leaving behind the elderly and lower income groups. The City is losing those elements best able to support the creation of new tax base and provide leadership and gain those requiring the greatest amount of public assistance. Although, in our present, present, deindustrialization trends, to reverse steps can be taken to stabilize the population by providing modern housing, attractive settings and by strengthening the economy.

**POPULATION PROJECTIONS**  
A recent population study by the City Plan Commission made the following forecasts:  
(1) Although net outmigration in the 1950's was 7 percent of the 1950 population, total outmigration was actually about 26 percent.  
(2) The recent heavy out-migration of persons of child bearing age (33 percent of the 20-44 year group during the 1950's) will result in the continuation of the present low rate of natural increase of 0.9 percent per decade.  
(3) Because no significant factors that might mitigate the heavy out-migration of the recent past

are visible on the horizon, net outmigration rates of between 7 and 15 percent each of the three 5-year intervals following 1960 can be expected.  
(4) From the above assumptions, the City's population was projected as follows: 1960, 207,458 (from Census); 1965, 186,000 to 191,000; 1970, 171,000 to 180,000; 1975, 162,000 to 175,000.  
These projections of past trends suggest a reasonable basis for the planning of public facilities. But the Master Plan need not be limited in its dimensions as the above declining growth rate would seem to indicate. It should, in fact, be sufficiently flexible to permit moderate to higher expectations, now possible through the application of urban renewal and other public action programs.  
Despite the persistent decline of population and employment in Providence, land requirements of practically all forms of new development have increased at more than a compensating rate and are rapidly exhausting the remaining supply of buildable land. In order to meet these space requirements as well as remove blight, substantial numbers of residential, commercial, and industrial buildings, most of them obsolete or vacant, must be eliminated and their sites made available for new development. Also, many more properties will need rehabilitation if they are to remain usable.

**GOALS OF THE MASTER PLAN**  
Goal formulation can be viewed as a guide direction to those responsible for physical development and programs. It constitutes a step of agreement and understanding upon which more detailed planning can proceed. To help avoid confusion between basic objectives and secondary ones, and to help create common understanding of direction in spite of the diversity of interest of the many groups and individuals participating in the plan, the Master Plan is organized as follows:  
**Circulations** Provide adequate facilities for the efficient movement of traffic and for access to property, increase safety for drivers and pedestrians, and achieve an adequate supply of off-street parking and fast, inexpensive mass transit service.  
**Commercial and Industrial** Improve opportunities for increased and diverse business activity and economic growth through provision of suitable sites for a wide range of business and industrial uses.  
**Residential** Create and maintain attractive residential neighborhoods, safe from traffic hazards, with housing of various structural types and densities. The quality of existing housing and environment are to be conserved, substantial housing upgraded, and sites of historic interest preserved.  
**Schools** Provide modern, well equipped facilities of high quality and sufficient capacity to meet the future educational needs of the children of Providence. Coordinate relationships between the development of private institutions and the City.  
**Recreation** Provide a variety of public open spaces and recreational facilities in prominent locations for the leisure time use of all age groups.

**Municipal Services** Provide adequate services for fire protection, police, public health, public safety, public welfare, sanitation, water supply, and all other necessary public functions.  
**Design** Encourage good design in public and private construction; strive for a pleasing three-dimensional environment of areas, streets and structures; create a more uniform and dignified appearance; discourage business disorder and ugliness.  
**ECONOMIC AND SOCIAL POLICY**  
The above goals are limited to the physical aspects of the City matters falling mostly within the purview of the City Plan Commission. One must recognize the interrelationship of the physical and social goals, that, in general, the physical goals of a city are dependent upon the social goals. Also, it is necessary to be established between the "common good" and private economic objectives. No "stamp rule" can resolve national or local social problems; the best way of a given alternative is in the realm of certain untried policies for economic and social betterment generally recognized by the community. An objective of any plan is to enhance the economic health and prosperity of its households and business firms, increase employment, and strengthen the fiscal condition of the City.  
Physical planning has also been made meaningful to people as individuals. A fundamental principle of good planning is the opportunity for increasing the education, employment, and public accommodations must be made available to all citizens without restriction.  
The physical proposals of the Master Plan, derived from the above general goals and policies, are summarized on the reverse side of this sheet.

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# THE MASTER PLAN

PREPARED BY THE CITY PLAN COMMISSION FOR THE CITY OF PROVIDENCE

### CIRCULATION

The foregoing section has described the setting for the proposals for circulation, land use, and community facilities given below.

Increasing demands of living public uses are causing radical changes in our channels of movement, and thus in the form and character of urban areas. Streets have been identified according to four levels of service: limited access freeways, major arterials, collectors, and local streets. The Master Plan shows existing and proposed freeways and arterials and indicates their relationship to land uses. The completed system will include a total of 18 miles of freeway and 95 miles of arterial. An estimated 3,100 acres, or 25 percent of the total city area, will be devoted to circulation.

### FREWAY SYSTEM

Except for one proposal, the freeway system shown in Plan 1 is essentially the same as that already built or committed for construction by the State Department of Public Works.

The State program includes the following freeway routes:

**Route I-95**, the Federal Interstate freeway providing the major route to Boston and the northeast and New York and points south, is now being built through the heart of Providence. Its alignment in a north-south direction forms the western boundary of the downtown business district.

**I-195**: Immediately south of Downtown, I-95 interchanges with Route I-195, which proceeds easterly across the Providence and Seekonk Rivers to Fall River and Cape Cod. The George M. Cohan Boulevard and Washington Bridges segments of this route are soon to be rebuilt to freeway standard.

**US-6**: Movement to the west will be provided by linking existing *Olinville Expressway* to I-95 via a new freeway connector along the railroad, joining I-95 in a new turbine interchange south of the Capitol. West of Olinville, US-6 will be rebuilt on a new freeway alignment to the State line and the Connecticut Turnpike.

**RI-146**: North of the Capitol, I-95 will interchange with the Louisa Pike, already built, which proceeds northwesterly to Woonsocket and Worcester.

**RI-2**: An alternative north-south route is provided by existing *Huntington Expressway* (Route 2) running from *Olinville Expressway* south to an interchange with I-95 in Cranston.

### FREWAY PROPOSAL

These freeways, seemingly so ample for today's traffic needs, may fall short of the projected peak hour demand by a surprisingly early date. It is estimated that Downtown-district traffic will overload the soon-to-be-built Cohan Boulevard. In order to supplement I-95 and also relieve Angell and Waterman Streets on the East Side, a new freeway link is proposed (see 1, Plan A, opposite). Under this proposal the new Red Bridge, now under construction, will be connected to a new east-west freeway, which will utilize the existing railroad corridor under the East Side and meet new US 6 and I-95 at the proposed Civic Center interchange.

interchange noted above. A limited access River Drive is proposed between the new Red Bridge and Cohan Boulevard following the westerly edge of the Seekonk River. With the above proposed addition the freeway system should be adequate to handle projected traffic through at least 1975.

**ARTEFACTS**

Besides freeways for high speed travel the City must have improved local thoroughfares. These arterials are characterized by 80-foot rights-of-way where possible and intersections with signals rather than grade separations. To minimize the enormous cost of acquiring new rights-of-way, this Plan proposes connecting certain existing streets by short lengths of new street to avoid new through movement wherever there is a demonstrated need.

By means of the gravity model technique and analysis by electronic computer, present and future traffic volumes on existing facilities were estimated and the demand for additional capacity determined. These estimates have contributed toward proposals for the nine new arterial and freeway routes shown on Plan A and described as follows:

- (1) The east-west freeway tunnel connector proposed above.
- (2) A north-south four lane route parallel to I-95 to the west of Downtown, extending from Point Street to Smith Street and utilizing Stewart, Dean, Raymond, and Berkshire Streets. In a later stage, this route will be extended northeasterly to Silver Spring Street via a new bridge over RI-146.
- (3) A connection between Hartford and Mount Pleasant Avenues by way of Glenbridge Avenue, Canochet Street, and a new street to be built across one corner of Triggs Memorial Park.

(4) A north-south connection through Federal Hill by joining Knight and Bridgman Streets.

(5) A one-way loop at Olinville, utilizing Riverside Drive for westbound and Olinville Square for eastbound flow.

(6) A pair of one-way streets east-west across South Providence, utilizing Patten Avenue, Riverside Street, and Huntington Avenue. The easterly end of this route will connect with Allens Avenue and ramps to I-95, and the westerly end with Huntington Expressway.

(7) An extension of River Drive north from new Red Bridge, connecting it with Blackstone Boulevard.

(8) A realignment of streets through the Randall Square area, to be done as part of the East Side Renewal Project.

(9) A system of Downtown one-way opposing loop streets within the freeway loop, utilizing mostly existing streets, as proposed in the Downtown Master Plan.

These arterials, though of moderate capacity, will be continuous routes supplementary to the freeways. Street widening and realignment will be done mostly under urban renewal. Other measures for improving traffic flow are parking restrictions, progressive metering, channelization, reduction of access, median strips, and one-way routing.

### LOCAL STREETS

Collector streets provide access to freeways and arterials from important origins and destinations. Local streets merely provide access to property. Local streets which happen to join thoroughfares may be interrupted or realigned, thus forcing

through traffic to take other routes. Specific proposals for improvement of collector and local streets must be deferred to the level of neighborhood planning.

**PARKING**

The Downtown Master Plan proposed a system of parking garages and landscaped lots and suggested public subsidy or control as a means of reducing rates and thus making Downtown more accessible. Elsewhere throughout the City all new developments or new uses are required to have adequate off-street parking in the amount specified in the zoning ordinance.

### MASS TRANSPORTATION

It is recognized that an adequate system of public transportation will continue to be necessary to transport children and old people as well as others who are not able or do not choose to drive. In recent years the use of mass transit has declined sharply in all cities. Patronage of the United Transit Company in 1963 was less than one-quarter of its 1946 volume. This is obviously due to increasing availability of automobiles and highways, but probably also reflects inadequacy and high cost of present service. Thus the apparent preference for automobiles may not fairly indicate need for transit.

Because 70 to 80 percent of all UTC riders travel to Downtown, the future of Downtown is highly dependent on the maintenance and improvement of transit service. Mending preoccupation with vehicular traffic and the availability of Federal highway aid have tended to obscure the pressing need for improvement of public transportation. Fundamentally the public requires better service

for less money. Measures which could improve bus service with the aim of increasing patronage include: increasing the frequency of service, adding routes and extending routes into the suburbs, acquisition of new equipment, use of express service, and use of shuttle service from parking lots. In order to achieve some or all of these changes without raising fares, it is recognized that public subsidies of some form will be necessary.

Acquisition and operation of transit by the new State Transportation Authority now appears to be the most feasible long-range alternative.

The plight of the New Haven Railroad is indeed critical. It is now apparent that only merger or assistance by state and Federal governments can prevent cessation of rail service. It is hoped that a suitable solution can be found soon.

As a prerequisite to the continuance of Federal highway funds after July 1965, the 1962 Federal Aid Highway Act makes mandatory the development of a comprehensive transportation and land use planning program for the State. Such a program has now begun under grants from both the Bureau of Public Roads and Housing and Home Finance Agency. The program will involve mass transit and rail service as well as highways. Providence is participating with other communities and State agencies in this three-year program, which will explore such questions as the proper allocation of resources between highways and transit and the probable effect of prospective land use patterns on the various modes of transportation.

The City Plan Commission urges the speedy execution of the State's Transportation Program, which will help determine the future role, design, and operation of public transportation in Providence.

### LAND USE

The Master Plan proposes, in generalized terms, the future amount and distribution of land in various uses throughout the City. It allocates this scarce resource among the several competing activities according to their needs and the inherent suitability of the land itself, taking into account existing use commitments, space requirements of the various uses, location and inter-relationship of activities, market demand, economic and social pressures, and achievability under prevailing means of implementation.

The following table shows how the City's land was used in 1963, and the land use allocation proposed for 1975:

LAND USE	1963	1963	PLAN FOR 1975	
	1970	1968	1965	
Residential	3,239	309	3,035	32.5
Commercial	572	57	426	3.2
Industrial	1,897	154	1,800	14.0
Institutional	2,351	194	2,640	21.8
Total land	9,361	773	9,000	74.2
Circulation	2,241	—	3,302	26.6
Total City Land	12,102	1000	12,302	100.0

The Plan proposes utilization of all vacant land in one category or another, and for those parts that are unbuildable, use as public open space. The following sections describe and present the reasoning behind the land use proposals summarized above.

### INDUSTRIAL USE

The Plan proposes for 1975 a total net area (street area excluded) of 1,800 acres for all categories of industrial use: manufacturing, goods handling, utilities, and railroad uses. Land in indus-

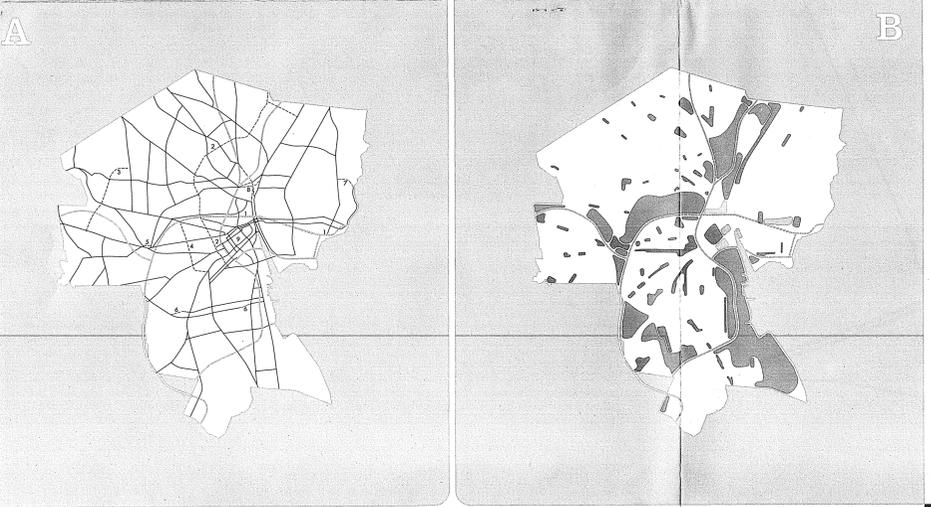
trial use increased from 1,422 acres in 1946 to 1,584 acres in 1953, then fell to 1,507 in 1961 because of freeway takings. The 1946 Master Plan proposed 1,680 acres.

The trend toward one-story construction, off-street parking, and expandable plants makes necessary the allocation of 300 additional acres over the 1961 inventory. This need is illustrated by the 160-acre increase in industrial use between 1946 and 1953, a time of marked employment decline. Also the proposed increase reflects the City's policy to give priority to the development and expansion of economic activity.

Employment projections for Providence made recently by independent marketability consultants show a moderate gain of 18,000 workers by 1975. When converted to demand for new industrial plant, this growth would need a new for an estimated six to seven acres of new floor space and perhaps twelve acres in new plant sites annually over the next decade. To the resulting approximately 120 acres needed by 1975 should be added some 80 acres for new wholesaling, utility, and terminal uses not included in the projections. The remaining 100 acres should be earmarked as land reserve for unanticipated or specialized needs, thus giving Providence a competitive advantage in site offerings. Besides the proposed 300 acres in new sites, most of the 1,500 acres in existing industry has become underutilized and will be ripe for new development by 1975.

### Industrial Location

Proposed industrial areas are shown on Plan B and, in relation to other uses, on the Master Plan. Industrial development is proposed in four major



districts: the Woonasquatucket Valley to the west, the Moshassuck Valley to the north, and the Providence River area to the south, and the Mashapaug Pond area to the southwest. All four have freeway and rail access and are zoned for manufacturing. Basically the Plan consolidates industry into these four districts plus several smaller ones and calls for gradual elimination of the older nonconforming industrial uses elsewhere, particularly those in residential areas. Within the proposed districts, which are expanded to their natural boundaries, unrelated uses are eliminated and the recovered space reorganized for efficient use of the land.

Since few large vacant sites remain in Providence, new industrial space must be provided mainly through urban renewal. West River Industrial Park, a project now fully developed, has twelve new plants on 60 acres and will employ an estimated 2,900 persons. The 130-acre Mashapaug Pond plus 30 acres in the centrally located Randall Square project, will together provide half the additional acreage called for in this Plan. The Plan includes improvement of deep water port facilities and related industrial activities along the westerly edge of the harbor, filling to the pierhead line, and extension of the district westward to Eddy Street.

### COMMERCIAL USE

The Plan proposes some 625 acres by 1975 for commercial uses of the following types:

- COMMERCE
- INDUSTRY
- OFFICE
- COMMERCIAL PARKING

commercial uses of all kinds: retail and wholesale trade, consumer and business services, offices, automotive uses, and general business. These activities, which in 1946 utilized 378 acres, had increased by 1963 to 572 acres, a gain of 200 acres despite a substantial population loss. The 1946 Master Plan proposed 542 acres. This rapid increase in commercial acreage in the face of declining population is due to changes in merchandising methods, preference for one-story operations, and a substantial population loss.

Demand for new commercial sites derived from Providence's share of prospective gain in retail sales was estimated by marketability consultants at about four acres per year over the next decade. To the resulting 40 acres of new retail sites needed by 1975 are added 13 acres for new non-retail business. Thus a 53-acre net increase in commercial uses over the 1961 inventory is called for, representing actually the provision of much more than that acreage to compensate for elimination of numerous marginal or badly located commercial uses.

**Commercial Location**

The largest concentration of business uses is the 70 acres of Downtown. Another 40 acres are contained in two major sub-centers, Olinville and West Side. Other sub-centers are located in the West Side, the Olinville Square, on the East Side, Wayland Square, which has attracted a concentration of professional offices, is proposed for expansion.

Other sub-centers containing perhaps 15 or 20 establishments each are proposed at strategic street intersections substantially in their present locations. Strip business zones along major streets should be consolidated within reasonable limits to give compactness and focus to commercial groupings. Local shopping clusters of six or less establishments, although not shown on the Plan, are distributed throughout neighborhoods to serve local walk-in trade. Retail uses should be allowed to remain. However, it is recognized that future shopping facilities will be larger, fewer, and more auto-mobile oriented.

Strip service areas catering primarily to motorized consumers are proposed along certain major routes where they will not impede traffic flow nor adversely affect adjacent property.

The Plan also proposes consolidation of wholesale activities in a special wholesaling district to be developed in the Randall Square area.

### INSTITUTIONAL USE

The Plan allocates some 2,640 acres for all classes of institutional and public uses. These are mostly service functions having to do with health, education, culture, social welfare, recreation,

government, religion, burial, or similar public or private nonprofit activities. Although normally exempt from the real estate tax, they are of increasing importance in providing jobs and generating markets for goods and services.

Despite the City's declining population, space needs for these activities have increased steadily in recent years from 2,120 acres in 1946 to 2,350 in 1961 and will continue to gain as institutions assume an ever greater responsibility for the meeting of human needs. This Plan proposes some 289 acres more than the 1961 inventory, primarily to meet the space needs of private schools and colleges (95 acres), public parks and playgrounds (149 acres), and public schools (23 acres).

Because most institutional and public uses represent large capital investments not readily transferable, most are assumed to remain in their present locations and expand where necessary and feasible. Local community facilities (i.e., parks, playgrounds, and schools) are discussed below and will be considered in subsequent detailed reports.

Other proposed institutional or public uses must be located on the basis of their respective needs and effect on surrounding areas.

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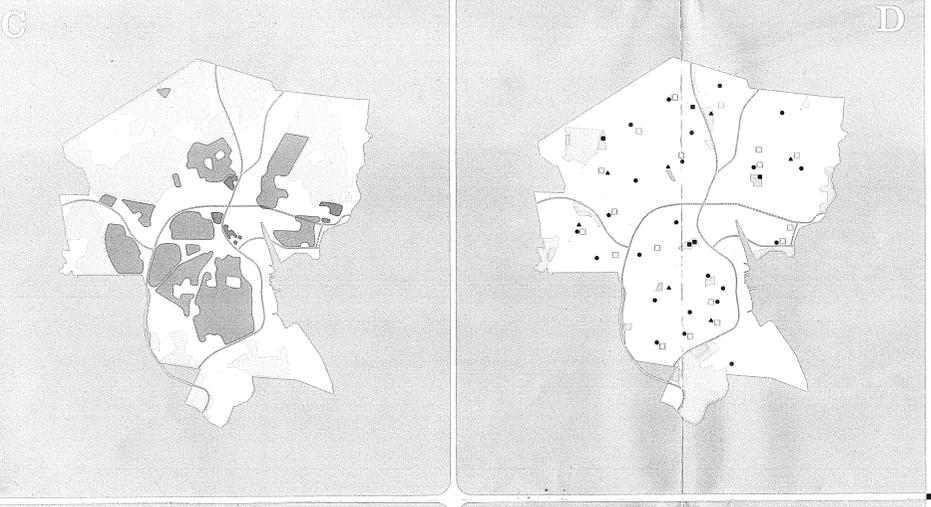
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Of all new construction, some 2,400 units are proposed for single detached single houses on lots averaging 7,500 sq. ft., to be built mostly on existing vacant tracts. Half the total acreage proposed for residence is for singles. Some 400 two-family units are also proposed at an average density of 12 units per acre for those who desire home ownership with an income-producing unit.

The 2,400 proposed multi-family units include a wide variety of row houses, garden apartments, and higher density elevator apartments. Densities might range from 12 to 50 units per acre, but would average about 16, assuming 100 percent parking on site. The figure includes the 1,300 apartments programmed in three renewal projects: Lippitt Hill



JOSEPH C. KEEGAN  
FINANCE DIRECTOR

WALTER H. REYNOLDS  
MAYOR

OFFICE OF THE FINANCE DIRECTOR  
CITY HALL, PROVIDENCE, RHODE ISLAND 02903

November 10, 1964

The Honorable The City Council  
of the City of Providence

Gentlemen:

In accordance with City Council  
Resolution No. 61 approved February 2, 1962,

I hereby report the following gifts which  
have been deposited to the credit of the

"Mary Elizabeth Sharpe Tree Fund":

- \$450.00 - Mrs. Henry D. Sharpe
- 10.00 - Jane W. Williamson
- 60.00 - Joseph S. Sinclair
- 15.00 - Esther S. Marshall

Very truly yours,

*Joseph C. Keegan*  
Joseph C. Keegan  
Finance Director

JCK:mf

IN CITY COUNCIL  
NOV 19 1964

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

*Vincent Crespi*  
CLERK

FILED

NOV 10 1 56 PM '64

DEPT. OF CITY CLERK  
PROVIDENCE, R.I.



CITY OF PROVIDENCE - RHODE ISLAND - Walter H. Reynolds, Mayor

Office of the Port Agent -- Harbor Master

James J. Fisher  
Port Agent  
Harbor Master

CITY HALL

November 16, 1964

To The Honorable City Council  
City Hall  
Providence, Rhode Island

Gentlemen:

The following rigs arrived in the harbor during the period of July 1, 1964 to September 30, 1964:

Steamships	74
Motor Vessels	147
Nuclear Ships	1
Square Rigger Training Ships	4
Schooners	3
Barges	40
Tugs	<u>184</u>
	453

The following cargo arrived in the harbor and the following cargo was shipped during the period of July 1, 1964 to September 30, 1964:

<u>RECEIVED</u>			<u>SHIPPED</u>		
Gasoline	692,155	Tons	Gasoline	123,626	Tons
Fuel Oils	668,902	"	Fuel Oils	47,109	"
Kerosene	51,147	"	Kerosene	19,598	"
Diesel	28,370	"	Diesel	3,218	"
Lube Oils	5,277	"	Asphalt	30,389	"
Asphalt	39,431	"	Scrap	39,815	"
Cement	38,530	"	Gen. Cargo	<u>992</u>	"
Chemicals	3,200	"		264,747	Tons
Coal	57,971	"			
Lumber	28,099	(16,860,512 B.F.)			
Gen. Cargo	<u>23,347</u>	tons			
	1,636,429	Tons			

TOTAL: 1,636,429 Tons Received  
264,747 Tons Shipped  
1,901,176 Tons Rec'd & Shipped

IN CITY COUNCIL

NOV 19 1964

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

*Vincent Vespa*  
CLERK

JJF:jam

Very truly yours,

*James J. Fisher*  
James J. Fisher  
Port Agent-Harbor Master

FOURTH QUARTERLY REPORT  
July 1, 1964 to September 30, 1964

JULY

RECEIVED			SHIPPED		
Gasoline	259,389	Tons	Gasoline	39,159	Tons
Fuel Oils	258,531	"	Fuel Oils	9,198	"
Kerosene	2,963	"	Kerosene	647	"
Diesel	15,593	"	Diesel	985	"
Lube Oils	1,948	"	Asphalt	14,833	"
Asphalt	15,666	"	Scrap	21,000	"
Cement	10,168	"	Gen.Cargo	830	"
Chemicals	1,600	"	TOTAL	86,652	Tons
Coal	-				
Lumber	18,638	(11,183,108 B.F.)			
Gen.Cargo	3,469				
TOTAL	587,965	Tons			

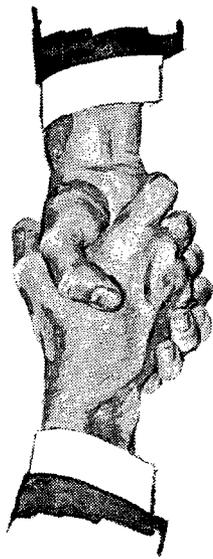
AUGUST

RECEIVED			SHIPPED		
Gasoline	182,882	Tons	Gasoline	42,392	Tons
Fuel Oils	132,566	"	Fuel Oils	17,411	"
Kerosene	30,064	"	Kerosene	6,577	"
Diesel	1,707	"	Diesel	1,402	"
Lube Oils	3,329	"	Asphalt	8,556	"
Asphalt	11,266	"	TOTAL	76,338	Tons
Cement	11,775	"			
Chemicals	-				
Coal	28,916	"			
Lumber	2,911	"(1,747,006 B.F.)			
Gen.Cargo	10,137				
TOTAL	415,553	Tons			

SEPTEMBER

RECEIVED			SHIPPED		
Gasoline	249,884	Tons	Gasoline	42,075	Tons
Fuel Oils	277,805	"	Fuel Oils	20,500	"
Kerosene	18,120	"	Kerosene	12,374	"
Diesel	11,070	"	Diesel	831	"
Lube Oils	-		Asphalt	7,000	"
Asphalt	12,499	"	Scrap	18,815	"
Cement	16,587	"	Gen.Cargo	162	"
Chemicals	1,600	"	TOTAL	101,757	Tons
Coal	29,055	"			
Lumber	6,550	(3,930,398 B.F.)			
Gen.Cargo	9,741				
TOTAL	632,911	Tons			

# People to People of Rhode Island



PRESENTED TO

City of Providence

## Certificate of

APPRECIATION

In recognition of participation in broadening international sports activities thereby promoting greater understanding and fostering the greater ideal of the brotherhood of man.

November 14, 1964

*Clifford A. Shaw*  
Treasurer

IN CITY COUNCIL  
NOV 19 1964

*Dick Reynolds*  
President

READ:

WHEREUPON IT IS ORDERED THAT THE SAME BE RECEIVED.

*Vincent Cooper*  
CLERK